



# Oregon

Tina Kotek, Governor

## Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** April 25, 2024  
**TO:** Oregon Transportation Commission

**FROM:** Kristopher W. Strickler  
Director

**SUBJECT:** **Agenda Item I** – Urban Mobility Strategy Finance Plan Update

### **Requested Action:**

Provide direction on options to close the funding gap for the Urban Mobility Strategy, particularly the I-205 Abernethy Bridge Project.

### **Background:**

In June 2023 the Oregon Transportation Commission (OTC) approved a finance plan for the Urban Mobility Strategy (UMS) at the direction of Governor Tina Kotek after she directed ODOT to delay the collection of tolls until 2026. The finance plan laid out the available resources for the UMS in light of this decision, allocated available funding among projects to meet key milestones, estimated remaining funding gaps for each project, and offered potential funding sources to close these gaps and complete the projects.

In the nearly one year since approval of this plan, a number of major factors have impacted the original plan approved by the Commission.

- In March 2024, Governor Kotek directed ODOT to stand down on tolling for the time being by canceling the Regional Mobility Pricing Project, transferring tolling of the Interstate Bridge Replacement Program to Washington State Department of Transportation (WSDOT), and indefinitely pausing work on the I-205 Tolling Project. This will lead to substantial reductions in expenditures compared to the funding allocated to tolling in the UMS Finance Plan—estimated at about \$190 million—but will also eliminate \$385 million in projected funding from tolls on I-205.
- The estimated cost to complete construction of the I-205 Abernethy Bridge Project has increased for a number of reasons, including construction delays, design errors, and unexpected conditions.
- The I-5 Rose Quarter received a \$450 million Reconnecting Communities and Neighborhoods (RCN) grant from the U.S. Department of Transportation, allowing the project to expand its scope of work to complete design on the main construction package and construct a portion (but not all) of the freeway cover that will help knit back together the Albina neighborhood that was impacted by construction of the Interstate.

The net effect of all of these factors is to create a funding gap for the UMS Finance Plan.

UMS funds originally dedicated to Rose Quarter by HB 2017 were made available to I-205 Abernethy and tolling implementation after passage of HB 3055 in order to move I-205 forward. ODOT and the Legislature intended that these funds borrowed from the Rose Quarter would be repaid after selling bonds backed by toll revenue. This plan has been complicated by the I-205 Abernethy Bridge cost increases and the loss of projected tolling revenue. However, the OTC could choose to direct up to \$250 million of the HB 2017 UMS funds to the Rose Quarter to repay HB 2017 funds, though doing so would increase the funding needed to fill the gap on I-205.

US DOT has informed ODOT that awarding partial funding under the RCN grant makes Rose Quarter a “highly recommended” candidate for additional funding under other programs, including INFRA. Allocating \$250 million in HB 2017 funds would provide the required match for a federal INFRA grant of up to \$750 million. An additional state and federal investment of \$1 billion million would allow the department to undertake significant work on the Rose Quarter’s highway cover and mainline freeway improvements.

The short-term UMS funding gap based on funds currently allocated to projects and the additional funding needed to complete I-205 Abernethy is about \$300 million; if the Commission decides to direct an additional \$250 million to the Rose Quarter in order to repay some of the HB 2017 funds dedicated to I-205 and seek additional federal resources, this funding gap would increase to \$550 million. The Commission has two general options to close this funding gap.

- ***Pay for I-205 with Cash by Cutting the STIP.*** The Commission could choose to cut projects already programmed in the 2024-2027 STIP totaling \$300 million or \$550 million, depending on the decision on whether to provide additional funding to the Rose Quarter. The Commission could cut projects funded from HB 2017 bridge and seismic resources or from Federal Highway Administration (FHWA) formula funds, though many of these funds are set aside for specific purposes and not eligible to direct to I-205 Abernethy.
- ***Finance Construction of I-205 to Spread Cuts Over a Longer Period.*** To spread out the cuts required to close the I-205 funding gap, ODOT could issue Highway User Tax Revenue (HUTR) bonds backed by the State Highway Fund or GARVEE bonds repaid by FHWA formula funds. Issuing long-term debt would require legislative authorization of additional bonding authority in the 2025-2027 biennial bond bill.

These two options represent bookends, and the Commission could choose a hybrid that uses some amount of cuts to the STIP to reduce the amount of long-term financing the agency needs to take out.

### **Outcomes:**

ODOT will seek Commission feedback on four major questions:

- Should ODOT repay some of the HB 2017 funding transferred from the Rose Quarter to I-205, or focus on closing the funding gap for the I-205 Abernethy Bridge project?
- Should the funds necessary to close the gap come from making cuts to the 2024-2027 STIP, spread out the cuts over the next 20 years by covering the gap through bonding, or some combination of these two options?
- If bonding is chosen, what bonding strategy should we use, including funding source and maturity of bonds?

- What types of projects should be cut to provide the necessary funds?

Based on direction from the Commission, ODOT will bring a final finance plan to the Commission in June.

**Attachments:**

- Attachment 01 – Urban Mobility Strategy Finance Plan
- Attachment 02 – Projects Available to Cut to Fund UMS Gap

# Urban Mobility Strategy Finance Plan Update

## May 2024

### Introduction

In June 2023 the Oregon Transportation Commission approved a finance plan for the Urban Mobility Strategy at the direction of Governor Tina Kotek after she directed ODOT to delay the collection of tolls until 2026. The finance plan laid out the available resources for the UMS in light of this decision, allocated available funding among projects to meet key milestones, estimated remaining funding gaps for each project, and offered potential funding sources to close these gaps and complete the projects.

In the nearly one year since approval of this plan, a number of major factors have impacted the original plan approved by the Commission.

- In March 2024, Governor Kotek directed ODOT to stand down on tolling for the time being by canceling the Regional Mobility Pricing Project, transferring tolling of the Interstate Bridge Replacement Program to WSDOT, and indefinitely pausing work on the I-205 Tolling Project. This will lead to substantial reductions in expenditures compared to the funding allocated to tolling in the UMS Finance Plan but will also eliminate \$385 million in projected funding from tolls on I-205.
- The estimated cost to complete construction of the I-205 Abernethy Bridge Project has increased for a number of reasons, including structural engineering elements, unanticipated project changes, and delay, escalation and risk for a multi-year project.
- The I-5 Rose Quarter received a \$450 million Reconnecting Communities and Neighborhoods (RCN) grant from the U.S. Department of Transportation, allowing the project to expand its scope of work to complete design on the main construction package and construct a portion (but not all) of the highway cover that will help knit back together the Albina neighborhood that was torn apart by the original construction of the Interstate through a thriving Black community. ODOT also faces an opportunity to potentially leverage additional federal funds through an INFRA grant.

The net effect of these impacts is to create a shortfall in the funding needed to complete the I-205 Abernethy Bridge, which is already under construction. Closing this gap will require the Oregon Transportation Commission to make key financial decisions. The OTC has four major decisions to make:

- Should ODOT repay some of the HB 2017 funding transferred from the Rose Quarter Project to I-205, or focus on closing the funding gap for the I-205 Abernethy Bridge project?
- Should ODOT provide the necessary funds to UMS projects by making cuts to the 2024-2027 Statewide Transportation Improvement Program (STIP), spread out the cuts over time by covering the gap through bonding, or some combination of these two options?
- If bonding is chosen, what bonding strategy should ODOT use? Should we minimize the annual debt service by spreading costs over a longer period of time, or increase the annual cost but

shorten the number of years we are paying debt? And should we use State Highway Fund resources, Federal Highway Administration (FHWA) formula funds, or a combination?

- What types of projects should be cut to provide the necessary funds?

## Program Funding

Since the June 2023 UMS Finance Plan, the decision to halt tolling on I-205 has reduced estimated resources for the I-205 Abernethy Bridge by \$385 million, while the RCN grant for the Rose Quarter has opened up new opportunities to make progress on a critical project. While the total resources remain largely unchanged, this obscures the fact that the I-205 Abernethy Bridge now has a significant gap in its funding.

**Table 1: Total Resources for UMS**

Revenue Sources	UMS Finance Plan June 2023	May 2024 Update
HB 2017 UMS Cash and Bonds	\$560	\$560
I-205 Tolls	\$385	\$0
Other Federal/State/Local	\$157	\$157
Federal Competitive Grants	\$0	\$450
<b>Total Resources</b>	<b>\$1102</b>	<b>\$1167</b>

Note: All dollar figures throughout this document are in millions of dollars.

The “Other Federal/State/Local” funds remain unchanged, as no additional resources have been allocated by the Commission or local governments. The revenue estimate from cash and bonds from the \$30 million allocation to the UMS from HB 2017 also remains unchanged, though it has elements of uncertainty. ODOT has sold the first tranche of bonds backed by these resources, totaling about \$240 million in net proceeds, and expects a second sale by the end of 2025. The total resources available from HB 2017 will depend on key details of financing, including bond interest rates and maturities, as well as when the bonds are sold; ODOT will continue to receive cash from this allocation until funds are fully dedicated to debt service payments after the second tranche of bonds is sold.

## Project Funding

Since June 2023 a number of changes have occurred that impact expected expenditures for the UMS projects.

### Tolling

The original UMS Finance Plan allocated \$263 million for tolling:

- \$84 million to complete environmental review, construction, and mitigation on I-205;
- \$64 million for planning and environmental review on the Regional Mobility Pricing Project on I-205 and I-5; and
- \$115 million for Toll System Implementation, the statewide policies and systems needed to collect tolls, including back office and customer service functions.

Based on Governor Kotek’s direction, ODOT is canceling the RMPP, indefinitely pausing I-205 tolling, and transferring tolling of the Interstate Bridge Replacement to WSDOT; this obviates the need to develop and implement statewide toll systems at this time. Based on spending to date and expected spending through the project close down period, ODOT expects to spend about \$73 million total across the three UMS toll projects. This leads to a reduction of expenditures of about \$190 million compared to the funding allocated in the 2023 UMS Finance Plan. However, this reduction needs to be balanced against the loss of \$385 million in expected toll revenue from I-205.

**Table 2: Tolling Budget and Net Impact of Canceling Tolling**

<b>Tolling Budget</b>	
Funding Allocated	\$263
Expected Expenditures	\$73
<b>Reduction in Expenditures</b>	<b>\$190</b>
<b>Net Impact of Canceling Tolling</b>	
Reduction in Expenditures	\$190
Expected I-205 Toll Revenue	\$(385)
<b>Net Impact</b>	<b>\$(195)</b>

**I-205 Abernethy Bridge**

The 2023 UMS Finance Plan projected a total cost of the I-205 Abernethy Project of \$662 million; the construction authorization increase on the May Commission agenda will provide funding up to this amount, when factoring in spending on preliminary engineering. This increase is due to a number of elements:

- Structural engineering elements, including additional steel reinforcement for existing bridge cross beams, additional structural steel fabrication and materials, reconciling as-built conditions vs. contract plans, delay related to changes during construction, and additional engineering.
- Unanticipated project changes, including additional underground storage tanks, blast caps, soundwall panel changes, environmental permit required changes, etc.
- Costs related to delay, escalation and risk for a multi-year project.

The most recent construction cost estimates show that the project will need about \$90 million in additional funding to complete soil stabilization to achieve seismic resilience. This brings the total project cost to about \$750 million, though a precise final cost estimate is not yet known, nor is the shape of cash flow over the next several years. Any additional costs that arise, including adding funds for soil stabilization, will be brought to the Commission for review and authorization. ODOT anticipates completing the base project by early 2027, with soil stabilization work likely to be completed in 2027.

**I-5 Rose Quarter**

The 2023 UMS Finance Plan provided the I-5 Rose Quarter an allocation of \$158 million from HB 2017 funds and other state, federal and local funds. This allocation will allow ODOT to complete design of the

three early work packages and reach 30% design of the main construction package, but not move to construction, relocate utilities, or acquire any property needed for construction.

The \$450 million federal RCN grant, awarded in March 2024, will fund design completion and construction of an initial portion of the highway cover, which will be forward compatible with the construction of the remainder of the highway cover and I-5 mainline improvements. The grant did not fund the proposed bicycle/pedestrian bridge over I-5, the project's auxiliary lanes and shoulders, the I-5 southbound ramp off-ramp relocation, nor multimodal street improvements. Grant funding will become available upon completion of a grant agreement with the Federal Highway Administration, which could take up to 12 months to complete.

Even with this grant, the Rose Quarter faces a significant funding gap of about \$1.3 billion. This is in part because over \$400 million in UMS funds originally dedicated to Rose Quarter by HB 2017 were directed to I-205 Abernethy and implementation of tolling after passage of HB 3055 in order to move I-205 forward and jumpstart work on tolling. ODOT intended to repay these funds borrowed from Rose Quarter after selling bonds backed by toll revenue. This plan has been complicated by the cost increases required to complete the Abernethy Bridge and the loss of projected tolling revenue. However, the OTC could choose to direct up to \$250 million of the HB 2017 UMS funds to the Rose Quarter to keep this commitment to repay HB 2017 funds, though doing so would increase the funding needed to fill the gap on I-205.

US DOT has informed ODOT that award of partial funding under the RCN grant automatically makes Rose Quarter a "highly recommended" candidate for additional funding under other federal discretionary grant programs, including INFRA. Allocating \$250 million in HB 2017 funds as a state match would allow ODOT to apply for an INFRA grant of up to \$750 million. An additional state and federal investment of \$1 billion for the Rose Quarter project would deliver the following project features:

- With \$460 million, construct the remaining two-thirds (north and south portions) of the project's central reconnecting feature—the highway cover that will support new community space and future development. This funding would be the last dollar in for completing the highway cover construction. This cost also includes the required fire, life and safety elements of the highway cover structure. (The central portion of the highway cover is funded with the \$450 million in RNC funding from USDOT).
- With \$300 million, construct I-5 safety and operational improvements that support the related north and south highway cover construction and relocate the southbound I-5 off-ramp.
- With \$170 million, construct the southbound off-ramp flyover, install Intelligent Transportation System (ITS) signage and reconstruct local City streets.
- With \$70 million, construct a separated bicycle and pedestrian bridge to the south of the highway cover for an additional multimodal connection across I-5. The bicycle and pedestrian bridge would also connect directly to the southern edge of the highway cover and adjacent Moda Center.

If ODOT were to receive this grant, accompanied with the state matching funds, the remaining project funding gap would be narrowed to about \$300 million.

If the OTC chooses to provide the Rose Quarter an additional \$250 million but the project is not successful in seeking an INFRA grant, these funds could be used to undertake an Early Work Package that would include:

- bridge preservation;
- sign bridges and intelligent transportation systems components;
- widening and improvements to bridges on southbound I-5 at I-84 interchange; and
- work on the I-5 mainline, including re-profiling, excavation, drainage, paving, and retaining walls, to facilitate highway cover construction.

### **Closing the Urban Mobility Strategy Funding Gap**

With higher costs and reduced revenues available to complete the I-205 Abernethy Bridge Project, ODOT faces the need to close the immediate funding gap for the UMS. A plan to close this gap needs to be developed quickly, as ODOT does not have the cash on hand to spend hundreds of millions of dollars on UMS projects over the next few years without a funding source.

ODOT has covered expenditures prior to toll revenue coming available in 2026 through short-term borrowing using a commercial paper program. ODOT has taken out about \$280 million in commercial paper, which the agency planned to pay back using toll revenue. Plans for additional commercial paper draws against the program's total cap of \$500 million are temporarily on hold now that tolling isn't available as a repayment source. ODOT will likely need additional short-term borrowing from our commercial paper program or other sources to meet cash flow needs for I-205 construction costs until long-term funding or financing can be secured. Taking out additional short-term debt will require identifying a replacement revenue source to pay back this short-term debt.

Table 3 shows the funds allocated to each UMS project in the 2023 finance plan. It also offers two options for updating the allocation of funds: the first provides the Rose Quarter an additional \$250 million of HB 2017 funds to seek to secure INFRA funds, while the second option focuses all HB 2017 resources on I-205 Abernethy to close the funding gap and limit additional borrowing. The table shows that the funds needed to reach key milestones now exceed available resources by an estimated \$554 million under Option 1 and \$304 million under Option 2 after accounting for higher costs on I-205 and the loss of tolling revenue. It should be emphasized that this is an initial projected funding gap, as both the total available resources and project expenditures are subject to some uncertainty.

ODOT has developed three scenarios that differ on whether they close the gap by cutting the STIP immediately or spread the cost over a longer period of time using bonding, or some combination thereof.



**Table 3: Estimated Funds Needed For UMS Projects**

<b>Project</b>	<b>2023 UMS Finance Plan</b>	<b>Option 1: Repay Rose Quarter</b>	<b>Option 2: Close Abernethy Gap</b>	<b>Notes</b>
I-205 Abernethy	\$662	\$750	\$750	Updated based on cost of design and construction, including proposed construction authorization increase and additional amount needed for soil stabilization
I-205 Phase 2	\$0	\$0	\$0	Phase 2 was indefinitely postponed by the Commission; remains unchanged since 2023 UMS Finance Plan
I-205 Tolling	\$84	\$20	\$20	Updated based on current projections of spending to date and through project closeout period
I-5 Rose Quarter	\$158	\$858	\$608	Updated to include funding allocated in 2023 UMS Finance Plan plus the \$450 million RCN grant award. Additional \$250 million in Option 1 would provide an opportunity to compete for federal INFRA funds
I-5 Boone	\$4	\$4	\$4	Completes preliminary project planning; remains unchanged since 2023 UMS Finance Plan
Regional Mobility Pricing Project	\$64	\$40	\$40	Updated based on current projections of spending to date and through project closeout period
Toll Systems	\$115	\$13	\$13	Updated based on current projections of spending to date and through project closeout period
Short-Term Financing Costs	*	\$36	\$36	Covers fees and interest on short-term borrowing from ODOT's Commercial Paper program
<b>Total Need</b>	<b>\$1,087</b>	<b>\$1,721</b>	<b>\$1,471</b>	
<b>Total Funding Available</b>	<b>\$1,102</b>	<b>\$1,167</b>	<b>\$1,167</b>	
<b>Funding Gap</b>	<b>\$15</b>	<b>\$(554)</b>	<b>\$(304)</b>	

\*The 2023 UMS Finance Plan did not incorporate short-term borrowing costs.

**Scenario 1: Close the Gap by Cutting the STIP**

The Commission could choose to cut projects already programmed in the 2024-2027 STIP totaling about \$550 million under Option 1 and \$300 million under Option 2. The Commission could cut projects funded from HB 2017 bridge and seismic resources or from FHWA formula funds, though many of these federal funds are set aside by federal law for specific purposes and not eligible to apply to I-205. Some of

these FHWA funds could be drawn from Bridge funds provided under the Infrastructure Investment and Jobs Act or other Fix-It program areas. Funding could also be drawn from public and active transportation resources, as much of the discretionary funding in the 2024-2027 STIP went into these programs; this could include the Great Streets, Safe Routes to School, Pedestrian/Bike Strategic, Innovative Mobility, and transit programs funded from FHWA formula funds. The funds in the ADA program are expected to be needed to meet the agency’s interim goals for curb ramp completion in the ADA settlement agreement; many of these funds are already obligated to projects or are awaiting obligation for projects going to bid in the near future. While the Commission could choose to redirect some unobligated ADA funds to I-205, doing so would require backfilling from another source or risking ODOT breaching our ADA settlement agreement. Similarly, Local funds are generally allocated under federal and state statute and are not readily available to redirect to the Abernethy Bridge, and Other funds are used for a variety of operational programs at ODOT; cutting these would increase ODOT’s operations and maintenance funding shortfall.

**Table 4: Funding Allocations in the 2024-2027 STIP**

Category	FHWA Formula	State Highway Fund	Federal Transit Administration	GARVEE Bonds
Fix-It	\$494.8	\$509.5		
ADA	\$278.8	\$31.9		\$636
Enhance	\$80.8	\$119.2		
Safety	\$157.1	\$32.6		
Public/active transportation	\$240.1	\$73.1	\$482.5	
Local	\$535.7	\$4.4		
Other	\$287.6	\$29.7		

**Scenario 2: Financing Construction of I-205**

To spread out the cuts required to close the I-205 funding gap, ODOT could issue Highway User Tax Revenue (HUTR) bonds backed by the State Highway Fund or GARVEE bonds repaid by FHWA formula funds with a required state match.

- **Scenario 2A: Highway User Tax Revenue Bonds.** Debt service on HUTR bonds with 25 year maturities would be in the range of \$37-43 million annually under Option 1 and \$25-31 million annually under Option 2. These would be repaid by HB 2017 bridge and seismic funds that would otherwise go to projects across the state in the STIP.
- **Scenario 2B: GARVEE Bonds.** GARVEE bonds have a maximum maturity of 18 years and thus face higher annual debt service amounts compared to 25 year HUTR bonds, so annual debt service would average \$50-57 million under Option 1 and \$30-41 million under Option 2, assuming sales of GARVEE bonds with 15 year maturities. Shortening the maturities to 12 years would increase the annual debt service, while lengthening maturities to 18 years would reduce it. Using FHWA funds to pay debt service would allow reductions to come from a variety of programs in the STIP, including Fix-It programs as well as public and active transportation.

Issuing long-term debt would require legislative authorization of additional bonding authority in the 2025-2027 biennial bond bill. Bonds would likely be issued in two or more tranches, perhaps in combination with the remaining HB 2017 UMS HUTR bonds, to match cash flow needs. Debt service payments, and the project cuts in the STIP that accompany them, would begin in 2026 after debt issuance in 2025 following authorization in the 2025 legislative session. ODOT would likely need to take out substantial short-term borrowing to meet cash flow needs prior to receipt of these bond proceeds.

**Table 5: Debt Service Options**

<b>Bond Type</b>	<b>Maturity</b>	<b>Funding Source</b>	<b>Option 1: \$550m in Debt</b>	<b>Option 2: \$300m in Debt</b>
<b>Highway User Tax Revenue Bonds</b>	25 years	State Highway Fund	\$37-43	\$25-31
<b>GARVEE Bonds</b>	15 years	FHWA Formula Funds	\$50-57	\$30-41

Debt service on any bonds sold to cover the UMS shortfall would be added on top of existing debt service. ODOT’s estimated debt service paid from the State Highway Fund ranges from \$218 million in 2026 to \$243 million in 2035, when it peaks and then drops as bonds for the Oregon Transportation Investment Act are repaid. ODOT intends to sell GARVEE bonds in 2024 to pay for the ADA program, with sales totaling \$640 million in proceeds through 2028. Based on ODOT’s current plan, GARVEE debt service, repaid by FHWA formula funds and required state match, is estimated to start at \$24 million in 2025, rise to \$54 million in 2027, and plateau at about \$62 million in 2029 before dropping in 2039 and being repaid in full in or around 2043. These amounts will change depending on the size and date of each sale and the duration of the bonds.

**Scenario 3: Cut the STIP and Use Financing Tools**

Scenarios 1 and 2 represent bookends, and the Commission could choose a hybrid that uses some amount of cuts to the STIP to reduce the amount of long-term financing the agency needs to take out.

As noted above, all of these options likely require additional short-term borrowing through the commercial paper program to meet immediate cash flow needs on I-205, and this borrowing comes with financing costs. Depending on cash flow needs, short-term financing options, and other available resources, the timing of the issuance of the legislatively-authorized HB 2017 UMS bonds may be moved up to avoid a shortfall. Moving up the issuance of HB 2017 bonds will reduce the total resources available from HB 2017 UMS funding, as ODOT generates about \$1 million in additional cash each month from the portion of the funding that is not yet being paid in debt service.

While ODOT has strong credit ratings from rating agencies—including a AAA rating from S&P—the issuance of additional debt against existing State Highway Funds without additional revenue enhancements, combined with the projected decline in the gas tax and the agency’s funding challenges

could lead to a rating downgrade or other negative guidance from the rating agencies that could increase the agency’s cost of borrowing.

### Closing the Funding Gap to Complete Projects

While closing the short-term funding gap for the I-205 Abernethy Bridge project is urgent and critical, it is also important to lay out options for completing other unfunded work in the UMS, including:

- Construction of the I-5 Rose Quarter, including the main construction package (including auxiliary lanes and shoulders to address the traffic bottleneck), early work packages, and the remainder of the highway cover.
- Construction of I-205 Phase 2, the missing lane between Stafford Road and the Abernethy Bridge and bridge investments for seismic resilience through the southern end of the corridor. Further design work on this project was put on indefinite hold in 2023 when tolling was delayed; additional funding is needed to complete design and undertake construction.
- I-5 Boone Bridge replacement for seismic resilience and congestion relief. This project has only undertaken preliminary planning and requires funding to complete design and enter construction.

The total cost of I-5 Rose Quarter, I-205 Improvements (both Abernethy Bridge and Phase 2), and I-5 Boone Bridge totals an estimated \$4.2 billion, with a \$3.1 billion funding gap.

**Table 6: Project Funding Gaps**

Project	Notes	Cost (High)	Available Funding	Funding Gap
<b>I-5 Rose Quarter</b>	Cost estimate has not been updated since 2023 finance plan. A new cost estimate will be developed based on timing of construction following completion of the RCN grant agreement with FHWA and determination of INFRA funding. Available funding includes the RCN grant and previously allocated funding.	\$1,900	\$608	\$(1,292)
<b>I-205 Abernethy</b>	Incorporates additional costs as noted above. Available funds includes all remaining HB 2017 funds.	\$750	\$446	\$(304)
<b>I-205 Phase 2</b>	Updated to assume project construction begins in 2031.	\$800	\$0	\$(800)
<b>I-5 Boone Bridge</b>	Cost estimate has not been updated since 2023 finance plan. A new cost estimate will be developed in late 2024.	\$725	\$4	\$(721)
	<b>Total</b>	<b>\$4,175</b>	<b>\$1,058</b>	<b>\$(3,117)</b>
*Estimated annual debt service on 25 year Highway User Tax Revenue bonds.			<b>Annual Debt Service*</b>	\$210-240
**Increase in the statewide fuels tax along with complementary weight-mile tax to pay debt service.			<b>Fuels Tax Equivalent**</b>	9.3-10.7 cents/gallon

The Commission, Legislature, and ODOT have a variety of methods to seek to close this gap.

- **Federal discretionary grants.** In the last year major highway projects in the Portland metro region have secured over \$1 billion in federal discretionary funding available under the Infrastructure Investment and Jobs Act. In addition to the Rose Quarter’s \$450 million RCN grant, the Interstate Bridge Replacement secured a \$600 million MEGA grant. ODOT intends to continue seeking other federal grants, including INFRA grants, for the UMS projects—particularly the Rose Quarter.
- **Additional funding in the STIP.** The Oregon Transportation Commission could dedicate additional funding from discretionary resources in the Statewide Transportation Improvement Program (STIP). However, these funds are already allocated among programs through 2030, with no additional funding dedicated to UMS projects. What’s more, discretionary resources are increasingly constrained due to the need to fund the ADA program and other programs required under law: in the 2027-2030 STIP the Commission had less than \$100 million in discretionary resources to allocate among programs, and many areas including Fix-It and Public and Active Transportation took cuts.
- **Additional tax revenue.** Additional statewide tax revenue could be dedicated to the UMS projects. Generating \$3 billion in bond proceeds to close the funding gap would require about \$215 million in annual funding for debt service, which amounts to a statewide gas tax increase of nearly 10 cents per gallon, along with complementary weight-mile tax revenue.
- **Tolling revenue.** While implementation of tolling has been paused, it remains an option if other funding sources are unable to close the gap and policymakers wish to complete major congestion relief projects.

Completing these three major projects will likely require some combination of multiple of the above funding sources rather than relying on a single source.

## Projects Available to Cut to Fund UMS Gap

Project Name	Region	Phase	Funding Responsibility	Total
City of Portland safety project	1	CN	FIX-IT	\$ 5,759,350
OR8 corridor safety & access to transit II	1	Multiple	ENHANCE	\$ 2,438,085
OR99E: Clackamas River (McLoughlin) Bridge	1	RW	FIX-IT SW BRIDGE	\$ 52,000
US30: Watson Rd - Hoge Ave	1	CN	FIX-IT SW CULVERT	\$ 838,877
I-5 over NE Hassalo Street and NE Holladay Street (Portland)	1	CN	HB2017 BridgeSeismic	\$ 5,000,000
NE 12th Ave over I-84 & Union Pacific RR bridge (Portland)	1	CN	FIX-IT SW BRIDGE	\$ 1,770,923
Portland Metro and surrounding areas variable message signs	1	CN	FIX-IT	\$ 266,571
I-5: Marquam Bridge - SW Terwilliger Blvd	1	Multiple	FIX-IT	\$ 6,451,575
OR213 at NE Glisan St and NE Davis St	1	Multiple	Multiple	\$ 4,052,477
Portland Metro and surrounding areas traffic monitoring	1	CN	FIX-IT	\$ 645,000
Portland Metro and surrounding areas operations	1	OT	FIX-IT	\$ 67,155
OR8: SW 198th Ave - OR217	1	Multiple	FIX-IT	\$ 3,154,502
I-84 (Westbound): Union Pacific Railroad bridge (Hood River)	1	RW	HB2017 BridgeSeismic	\$ 5,000,000
US30B: Bridge over private driveway (Portland)	1	Multiple	FIX-IT SW BRIDGE	\$ 1,678,637
US30: Bridal Veil Falls Bridge	1	CN	FIX-IT	\$ 1,600,762
OR120: Columbia Slough Bridge (Portland)	1	Multiple	HB2017 BridgeSeismic	\$ 17,000,000
US30: Troutdale (Sandy River) Bridge	1	Multiple	FIX-IT SW BRIDGE	\$ 4,258,373
I-84 EB McCord Creek Bridge Replacement	1	UR	HB2017 BridgeSeismic	\$ 25,936,845
Cornelius Pass Hwy: US26 to US30 ITS improvements	1	Multiple	MULTIPLE	\$ 3,351,383
Willamette River: Stormwater source control improvements	1	RW	HB2017 BridgeSeismic	\$ 5,512,570
I-405 Fremont bridge (Willamette River) East & West ramps	1	RW	FIX-IT SW BRIDGE	\$ 127,000
I-5: Capitol Highway - OR217	1	Multiple	SW Enhance	\$ 15,917,009
OR8: Tualatin Valley Hwy/SE 10th Ave at SE Walnut St	1	Multiple	FIX-IT	\$ 1,879,000
OR99E: McLoughlin Blvd at W Arlington St and River Rd	1	Multiple	FIX-IT	\$ 318,000
Portland Metro and surrounding areas signal upgrades	1	CN	FIX-IT	\$ 800,000
Portland Metro and Surrounding Areas Operations Upgrades	1	CN	FIX-IT	\$ 1,550,000
US26 Active Traffic Management	1	PE	FIX-IT	\$ 3,159,613
US26: Cedar Creek Bridge	1	RW	HB2017 BridgeSeismic	\$ 273,000
I-84: Moffett Creek westbound bridge	1	PL	FIX-IT SW BRIDGE	\$ 2,136,000
Portland metropolitan area operations construction reserve	1	CN	FIX-IT	\$ 7,734,000
Gresham Park Paths: Columbia View Park and N. Gresham Park	1	Multiple	SW Off-Sys BikePed	\$ 1,553,110
Fanno Creek Regional Trail Crossing Safety Improvements	1	Multiple	SW Off-Sys BikePed	\$ 1,114,531
Indian Creek Trail Critical Link Repair	1	Multiple	SW Off-Sys BikePed	\$ 6,670,176

## Projects Available to Cut to Fund UMS Gap

Project Name	Region	Phase	Funding Responsibility	Total
2nd Street Bridge (Troutdale)	1	PL	SW Off-Sys BikePed	\$ 217,266
SW 95th Ave Highway 217 Ped/Bike Bridge Refinement (Tigard)	1	PL	SW Off-Sys BikePed	\$ 299,700
Clackamas River Trail (Happy Valley)	1	PL	SW Off-Sys BikePed	\$ 287,550
82nd Avenue Civic Corridor	1	PL	FIX-IT	\$ 2,228,909
OR22: Rickreall Rd to Doaks Ferry Rd NW	2	RW	FIX-IT	\$ 525,536
US101 at Asbury Creek	2	RW	FIX-IT SW FISH PASS	\$ 150,000
US101: Cloverdale bus stop and wayside	2	CN	ENHANCE	\$ 784,200
Region 2 enhance reserve	2	CN	ENHANCE	\$ 98,901
US101: Depoe Bay bridge	2	CN	FIX-IT BRIDGE	\$ 8,338,877
OR200: Elmira - Veneta multi-use path	2	RW	ENHANCE	\$ 10,900
US101: urban upgrade (Garibaldi)	2	UR	HWY LEVERAGE R2	\$ 45,000
Region 2 sign replacement - 2019	2	CN	FIX-IT	\$ 400,000
US101: Trask River Bridge	2	Multiple	HB2017 BridgeSeismic	\$ 457,382
US26: Little Humbug Creek Bridge	2	OT	FIX-IT SW BRIDGE	\$ 24,430
OR58: Seismic Landslide Mitigation	2	CN	FIX-IT SW BRIDGE	\$ 7,400,000
IOF: Seven Mile Lane (Linn County)	2	CN	IOF	\$ 477,252
US101: SE 40th St - SE 123rd St (Newport)	2	CN	FIX-IT	\$ 3,290,000
I-5: Salem - Albany	2	CN	FIX-IT	\$ 5,147,461
US101: Pacific Way (Gearhart)	2	Multiple	FIX-IT	\$ 220,927
Sign replacements (NW Oregon) (21-24)	2	CN	FIX-IT	\$ 300,000
OR164: Jefferson (Santiam River) Bridge	2	UR	FIX-IT SW BRIDGE	\$ 27,400
OR131: Tillamook River Bridge	2	CN	FIX-IT	\$ 1,534,080
Preservation project design	2	PE	FIX-IT	\$ 461,000
FY20-22 Vehicle Replacement - SAMTD	2	OT	SW BUS REPLACEMENTS	\$ 800,000
Astoria Riverwalk Trail lighting	2	CN	SW Off-Sys BikePed	\$ 691,540
Berkeley Park Path (Eugene)	2	Multiple	SW Off-Sys BikePed	\$ 546,825
OR6: Roadside Barrier Upgrades	2	CN	PRESERVATION	\$ 9,022,679
OR34: Roadside Barrier Upgrades	2	RW	PRESERVATION	\$ 1,997,497
OR211: Meridian Rd MP 3.78 (Woodburn)	2	CN	FIX-IT	\$ 504,944
OR58: Salt Creek Bridge (MP 42.93)	2	CN	SW SEISMIC RESILIENC	\$ 15,496,622
US101: MP 23.9 culvert replacement	2	Multiple	FIX-IT	\$ 62,313
OR223: MP 12.4 to 12.5 slide repair	2	RW	FIX-IT	\$ 73,642
NW Oregon Sign Replacements (24-27)	2	Multiple	FIX-IT	\$ 400,000



## Projects Available to Cut to Fund UMS Gap

Project Name	Region	Phase	Funding Responsibility	Total
NW Oregon Electrical Improvements (24-27)	2	OT	FIX-IT	\$ 1,000,000
NW Oregon Signal Technology Upgrades (24-27)	2	OT	FIX-IT	\$ 300,000
NW Oregon Pavement Marking (24-27)	2	CN	FIX-IT	\$ 300,000
NW Oregon Operations program construction reserve (FFY24)	2	CN	FIX-IT	\$ 2,796,872
NW Oregon Operations program construction reserve (FFY25)	2	CN	FIX-IT	\$ 2,796,872
NW Oregon Operations program construction reserve (FFY26)	2	CN	FIX-IT	\$ 2,796,872
NW Oregon Operations program construction reserve (FFY27)	2	CN	FIX-IT	\$ 2,796,872
NW Oregon Rock fall Screening (24-27)	2	CN	FIX-IT	\$ 900,000
US101 at Broadway Street Signal Upgrades (Seaside)	2	Multiple	SW Enhance	\$ 1,010,295
OR202: Nehalem River bridge	2	Multiple	HB2017 BridgeSeismic	\$ 96,301
US101: New Youngs Bay bridge	2	PE	HB2017 BridgeSeismic	\$ 1,624,159
US30: Goble Creek bridge	2	Multiple	HB2017 BridgeSeismic	\$ 84,972
US101 over Port of Tillamook Bay Railroad bridge (Juno)	2	Multiple	HB2017 BridgeSeismic	\$ 207,524
OR99E: Willamette R (Harrisburg) bridge	2	RW	FIX-IT SW BRIDGE	\$ 192,603
US101: Cummins Creek bridge	2	RW	FIX-IT SW BRIDGE	\$ 39,653
I-5: Northbound Muddy Creek bridge (Lane County)	2	Multiple	HB2017 BridgeSeismic	\$ 1,809,692
I-5: NB McKenzie overflow bridge (MP 196.19)	2	Multiple	HB2017 BridgeSeismic	\$ 3,309,933
I-5: Northbound Little Muddy Creek Bridge (Linn County)	2	PE	HB2017 BridgeSeismic	\$ 1,206,863
I-5: Northbound Muddy Creek Bridge (Linn County)	2	PE	HB2017 BridgeSeismic	\$ 1,717,501
I-5: Northbound Small Creek bridge (Linn County)	2	PE	HB2017 BridgeSeismic	\$ 1,210,157
I-5: Courtney Creek southbound bridge (Linn County)	2	PE	HB2017 BridgeSeismic	\$ 1,598,902
Mill Creek Greenway Trail System (Woodburn)	2	Multiple	SW Off-Sys BikePed	\$ 1,542,310
Pringle Creek Path Connection (Salem)	2	Multiple	SW Off-Sys BikePed	\$ 6,686,727
St. Helens Scappoose Refinement Trail Project	2	PL	SW Off-Sys BikePed	\$ 405,001
Confederated Tribes of Grand Ronde Fund Transfer	2	PE	SW Off-Sys BikePed	\$ 231,255
Springfield Northeast Critical Links	2	PL	SW Off-Sys BikePed	\$ 396,225
OR22 Pedestrian Overcrossing (Salem)	2	PL	SW Off-Sys BikePed	\$ 300,000
OR 99W: Bridge over OR18 at MP 39.24 (McMinnville)	2	CN	PRESERVATION	\$ 60,000
I-5: Ashland - Gold Hill	3	Multiple	FIX-IT SW CULVERT	\$ 4,349,490
OR99: I-5 to Scenic Ave	3	UR	FIX-IT REGION 3	\$ 20,000
OR99: Rogue Valley Intersection Improvements	3	UR	FIX-IT REGION 3	\$ 50,000
OR99/OR238/OR62: Big X Intersection (Medford)	3	UR	FIX-IT REGION 3	\$ 60,000
Transportation Demand Management rideshare in 2024	3	OT	FIX-IT REGION 3	\$ 142,790



## Projects Available to Cut to Fund UMS Gap

Project Name	Region	Phase	Funding Responsibility	Total
US101: Anderson Rockfall	3	CN	FIX-IT REGION 3	\$ 1,684,501
OR38: Hinsdale Slough Culvert	3	CN	FIX-IT SW CULVERT	\$ 1,446,710
OR99: Fruitdale Creek Culvert	3	Multiple	FIX-IT SW FISH PASS	\$ 828,000
US101: Gold Beach (Rogue River) Bridge	3	Multiple	HB2017 BridgeSeismic	\$ 24,284,000
OR241: Chandler (Coos River) Bridge	3	Multiple	FIX-IT SW BRIDGE	\$ 4,263,000
I-5: Evans Creek Bridge & Bridge over Depot St (Rogue River)	3	Multiple	FIX-IT SW BRIDGE	\$ 7,387,000
US101: Floras Creek and Willow Creek bridges	3	Multiple	FIX-IT SW BRIDGE	\$ 4,372,000
Southern Oregon Seismic Bridge Retrofit (Phase 3)	3	OT	HB2017 BridgeSeismic	\$ 175,000
OR99 at Water St Signal (Ashland)	3	Multiple	FIX-IT REGION 3	\$ 800,000
FLAP match Douglas and Jackson Counties FFY 2021-24	3	OT	FIX-IT REGION 3	\$ 35,945
OR99: Rogue River Bridge, Gold Hill Spur	3	Multiple	HB2017 BridgeSeismic	\$ 942,000
Rogue Valley MPO planning SFY26	3	PL	MPO Plan - Medford	\$ 808,088
Rogue Valley MPO planning SFY27	3	PL	MPO Plan - Medford	\$ 819,422
Rogue Valley MPO planning SFY28	3	PL	MPO Plan - Medford	\$ 831,132
I-5: Stage Road Pass	3	RW	SW Enhance	\$ 200,000
US199: Elliot Creek Rd Turn Lane	3	Multiple	FIX-IT REGION 3	\$ 3,050,079
OR99: Main St at Laurel Ave (Ashland)	3	Multiple	FIX-IT REGION 3	\$ 1,984,268
I-5: Rock Slope Stabilization	3	Multiple	FIX-IT REGION 3	\$ 1,777,821
US101: Woodroof Creek Slide	3	Multiple	FIX-IT REGION 3	\$ 2,824,884
OR66/OR273: Barrier Upgrades	3	Multiple	PRESERVATION	\$ 5,635,915
Highway Barrier Upgrades (Coos/Curry)	3	CN	PRESERVATION	\$ 2,916,862
Coquille Riverwalk Connection (Coos County)	3	Multiple	SW Off-Sys BikePed	\$ 4,881,465
US20 (Greenwood Ave): 1st St to 6th St (Bend)	4	CN	FIX-IT	\$ 562,800
US20: Empire - Greenwood (3rd St, Bend)	4	Multiple	FIX-IT	\$ 150,000
US97: OR58 - California border	4	OT	HB2017 BridgeSeismic	\$ 20,000
Central Oregon Transportation Demand Management	4	OT	FIX-IT	\$ 122,309
OR206: Rock Creek Bridge	4	OT	HB2017 BridgeSeismic	\$ 75,000
US97 N. Klamath Falls Interchange to S. 6th Street	4	Multiple	FIX-IT	\$ 9,419,497
US97 Seismic Corridor	4	OT	FIX-IT	\$ 800,000
Central Oregon Small Scale Excavation or Scaling	4	CN	FIX-IT	\$ 99,000
I-84: Columbia River Hwy Culverts phase 2	4	CN	FIX-IT SW CULVERT	\$ 2,000,000
Mill Creek Greenway (The Dalles)	4	Multiple	SW Off-Sys BikePed	\$ 2,506,764
US97:Chiloquin Br - OR39:Hwy50 SB over Hwy4 NB Br	4	Multiple	FIX-IT SW BRIDGE	\$ 2,060,294

## Projects Available to Cut to Fund UMS Gap

Project Name	Region	Phase	Funding Responsibility	Total
Warm Springs Tribe fund transfer	4	OT	SW Off-Sys BikePed	\$ 319,081
US97 Seismic Corridor - Rock Fall Phase 2	4	Multiple	FIX-IT	\$ 3,000,000
US20: (3rd Street) at Empire	4	PE	FIX-IT	\$ 250,000
S. 6th Street (OR39) at Gettle	4	PE	FIX-IT	\$ 250,000
S. 6th Street (OR39) at Homedale	4	Multiple	FIX-IT	\$ 1,837,861
Eastern Oregon material source development	5	RW	FIX-IT	\$ 50,000
I-84: Hilgard - Baker City culvert repair	5	CN	FIX-IT SW CULVERT	\$ 2,071,250
OR86: Fish Creek	5	CN	FIX-IT SW CULVERT	\$ 5,409,207
OR86: Guardrail Upgrades Final Phase	5	CN	FIX-IT	\$ 5,081,000
Pendleton Signal Upgrade	5	Multiple	FIX-IT	\$ 70,244
I-84: Bridges over North Spruce Street (La Grande)	5	PE	FIX-IT SW BRIDGE	\$ 1,002,000
Eastern Oregon Material Source Development	5	PE	FIX-IT	\$ 422,730
Eastern Oregon Fix-It Construction Reserve	5	CN	FIX-IT	\$ 4,788,224
Umatilla River Trail Phase 1	5	CN	SW Off-Sys BikePed	\$ 6,039,000
Bus Replacement Program FFY2020 5311 Portion	6	OT	SW BUS REPLACEMENTS	\$ 2,777,839
Bus Replacement Program FFY2021 5311 Portion	6	OT	SW BUS REPLACEMENTS	\$ 4,772,272
Statewide ITS program FFY21	6	CN	FIX-IT OPS ITS	\$ 59,000
1R roadside barrier upgrades FFY24	6	CN	PRESERVATION	\$ 25,283,718
Server and Network equipment replacement FFY24	6	OT	FIX-IT OPS ITS	\$ 375,000
Immediate opportunity funds FFY2024	6	CN	SW IOF	\$ 3,500,000
Inview modernization	6	OT	FIX-IT OPS ITS	\$ 250,000
Statewide ITS program FFY22, 23 & 24	6	CN	FIX-IT OPS ITS	\$ 1,350,000
Seismic Program - Landslides FFY2022-2024	6	CN	HB2017 BridgeSeismic	\$ 14,918,930
ODOT Broadband Plan Implementation	6	CN	FIX-IT OPS ITS	\$ 3,000,000
Operations Software and IT Infrastructure	6	OT	FIX-IT OPS ITS	\$ 540,000
Operations Quick Fix FFY25	6	CN	FIX-IT OPS ITS	\$ 250,000
Operations Quick Fix FFY26	6	CN	FIX-IT OPS ITS	\$ 250,000
Operations Quick Fix FFY27	6	CN	FIX-IT OPS ITS	\$ 250,000
Server and Network Equipment Replacement FFY25	6	OT	FIX-IT OPS ITS	\$ 345,000
Server and Network Equipment Replacement FFY26	6	OT	FIX-IT OPS ITS	\$ 215,000
Server and Network Equipment Replacement FFY27	6	OT	FIX-IT OPS ITS	\$ 250,000
TOCS Maintenance FFY25	6	OT	FIX-IT OPS ITS	\$ 300,000
TOCS Maintenance FFY26	6	OT	FIX-IT OPS ITS	\$ 325,000

## Projects Available to Cut to Fund UMS Gap

Project Name	Region	Phase	Funding Responsibility	Total
TOCS Maintenance FFY27	6	OT	FIX-IT OPS ITS	\$ 300,000
Response Plan System Adapter Modernization	6	OT	FIX-IT OPS ITS	\$ 125,000
Hazardous Driving Video Analytics	6	OT	FIX-IT OPS ITS	\$ 400,000
Lane management and hard shoulder running software	6	OT	FIX-IT OPS ITS	\$ 150,000
TripCheck TV Modernization	6	OT	FIX-IT OPS ITS	\$ 150,000
Tunnel management and operations (Fire Life tunnel safety)	6	OT	FIX-IT OPS ITS	\$ 350,000
Major bridge maintenance, federal fiscal year 2025	6	CN	HB2017 BridgeSeismic	\$ 12,000,000
Major bridge maintenance, federal fiscal year 2026	6	CN	HB2017 BridgeSeismic	\$ 12,000,000
Major bridge maintenance, federal fiscal year 2027	6	CN	HB2017 BridgeSeismic	\$ 12,000,000
Bridge rail program, federal fiscal year 2025	6	CN	FIX-IT SW BRIDGE	\$ 4,037,850
Bridge rail program, federal fiscal year 2025	6	CN	HB2017 BridgeSeismic	\$ 462,150
State bridge program - advanced investigations 2025	6	PL	FIX-IT SW BRIDGE	\$ 897,300
State bridge program - advanced investigations 2025	6	PL	HB2017 BridgeSeismic	\$ 102,700
State bridge program - advanced investigations 2026	6	PL	FIX-IT SW BRIDGE	\$ 897,300
State bridge program - advanced investigations 2026	6	PL	HB2017 BridgeSeismic	\$ 102,700
Statewide Bridge program construction reserve FFY25	6	CN	FIX-IT SW BRIDGE	\$ 141,247,314
Statewide Bridge program construction reserve FFY25	6	CN	HB2017 BridgeSeismic	\$ 66,166,387
Statewide Bridge program construction reserve FFY26	6	CN	FIX-IT SW BRIDGE	\$ 11,984,913
Statewide Bridge program construction reserve FFY26	6	CN	HB2017 BridgeSeismic	\$ 1,371,727
Statewide Bridge program construction reserve FFY27	6	CN	FIX-IT SW BRIDGE	\$ 121,064,313
Statewide Bridge program construction reserve FFY27	6	CN	HB2017 BridgeSeismic	\$ 83,856,352
Great Streets Program FFY25	6	CN	SW Great Streets	\$ 11,666,667
Great Streets Funding FFY26	6	CN	SW Great Streets	\$ 11,666,667
Great Streets Program FFY27	6	CN	SW Great Streets	\$ 11,380,323
Off-system Bike Ped FFY27	6	CN	SW Off-Sys BikePed	\$ 16,896,768
Statewide guardrail program reserve 2024-2027	6	CN	PRESERVATION	\$ 6,650,894
Bus Replacement Program FFY2020 5310 Portion	6	OT	SW BUS REPLACEMENTS	\$ 2,431,626

Region	Project Name	24-27 Bridge Funding	Description
1	US26: Cedar Creek Bridge	\$29,388,000	Replace Culvert. \$25M Protect funding is included in the Bridge total funding.
1	OR99E: Clackamas River (McLoughlin) Bridge	\$12,777,000	Paint Structure
1	I-5: Northbound Interstate Bridge	\$9,067,000	Deck Repair
1	I-84 (Westbound): Union Pacific Railroad bridge	\$70,000,000	Replace the existing bridge in need of major repairs with a new structure that has wider shoulders and improved earthquake resilience.
1	I-405: Fremont Bridge (Willamette River) West Ramps Phase 1	\$103,862,000	Paint Structures
1	I-205: Glenn Jackson Bridge (Columbia River)	\$5,222,000	Deck: Fill wheel ruts
1	OR35: US26 overcrossing bridge	\$2,537,377	Overlay Deck
1	OR120: Columbia Slough Bridge	\$59,000,000	Replace Bridge
1	OR224: SE 17th - Rusk Rd	\$736,515	Paving project: 09831 Rail retrofit, Overlay, Deck Membrane, 09554 & 09668 Joint Replacements
2	US101: Depoe Bay bridge	\$8,314,858	Renew Cathodic Protection
2	OR202: Nehalem River bridge	\$11,507,977	Replace deck, replace rail
2	US101: New Youngs Bay bridge	\$12,900,872	Overlay Deck, Replace Rail
2	US30: Goble Creek bridge	\$9,833,689	Replace Bridge

Region	Project Name	24-27 Bridge Funding	Description
2	US101 over Port of Tillamook Bay Railroad bridge (Juno)	\$4,246,302	Rehab Deck
2	OR99E: Willamette R (Harrisburg) bridge	\$5,746,930	Update Rails
2	OR229: Fuller (Siletz River) bridge	\$4,688,625	Paint Bridge
2	OR229: Ojalla (Siletz River) bridge	\$5,002,331	Paint Bridge
2	US101: Cummins Creek bridge	\$5,167,264	Replace Cathodic Protection
2	OR126: Westbound Springfield (Willamette River) bridge	\$1,838,790	Overlay Deck
2	OR126: Blue River and Fish Hole Bridges	\$1,778,000	Overlay Decks, Rail on 13750
2	US101: Siuslaw River Bridge (Florence)	\$2,825,794	Overlay Deck
2	OR34: Alsea River Bridge	\$1,343,153	Steel Repairs, Spot paint
2	Center Street Bridge Seismic	\$40,000,000	Added to \$60M HB2017 funding
2	OR99W: Mary's River Br - Kiger Island Rd (Corvallis)	\$51,706	Paving project: Deck-Replace membrane
2	OR6: MP 4.4-9.0	\$35,640	Paving project: Deck-Replace membrane
2	OR22: Hart Road – Rickreall Interchange	\$21,847	Paving project: 01868-Restore poured seals at bridge ends 01979B Replace deck membrane, repave

Region	Project Name	24-27 Bridge Funding	Description
2	US20: MP71.5 - 74.5 & OR126 MP0.00 to 13.00	\$32,465	Paving project: Add deck membrane, repave
2	OR58: Eagle Creek to Salt Creek tunnel	\$31,493	Paving project: Deck-Replace membrane
2	OR18: S. McMinnville Intch. - E. McMinnville Intch.	\$598,323	Paving project: Repave, replace Aspaltic Plug Joints

Region	Project Name	24-27 Bridge Funding	Description
3	OR62: Lost Creek Lake Bridge	\$6,135,000	New Rail both structures, 08688 add deck membrane
3	I-5: N Umpqua R & CORP NB and SB Bridges (Winchester)	\$8,952,000	Structural overlay
3	OR42: Endicott, Middle Fork Coquille and Hoffman bridges	\$1,492,000	Overlay Bridges
3	OR234: Rogue River Bridge, Gold Hill Spur	\$12,942,000	Widen Deck, Strengthen Bridge
3	US101: Robin Lane - California State Line	\$203,000	Paving project: Overlay bridge and repair joints
3	OR42: Delmar to Cedar Point	\$646,000	Paving project: Deck overlays
5	Tower Road interchange bridge over I-84	\$1,321,000	Overlay Deck, New End Panels
5	I-84: Reith Interchange and Umatilla River Bridges	\$8,325,000	Overlay Decks, Replace Joints
5	Snake River, Hwy 492 (Payette)	\$8,705,232	Replace Bridge Border Bridge, Idaho has lead
5	I-82: Eastbound Umatilla (Columbia River) Bridge Phase 2	\$10,595,825	Paint structure, repair trusses. Border Bridge, Washington has lead
5	I-84: Bridges over North Spruce Street (La Grande)	\$5,844,000	Overlay Deck, Replace Joints
5	I-84: Tower Road - Standfield	\$190,000	Paving project: Replace AC Overlays, New membrane 05203A, 05204A, 05204B, east ends, replace joints repave end panels 16453, 16454
5	I-84: Farewell Bend - N. Fork Jacobsen Gulch	\$329,000	Paving project: MPCO overlay

Region	Project Name	24-27 Bridge Funding	Description
HQ	Major Bridge Maintenance	\$36,000,000	MBM projects across the state
HQ	Portland Harbor	\$25,000,000	Costs to address pollution control for Portland Harbor
HQ	Implement new National Bridge Inspection Standards	\$1,500,000	Cost to implement new NBIS
HQ	Timber Bridge Program Development	\$300,000	Programatic permits, standardized plans
HQ	Funding for future Timber Bridge Needs	\$70,000,000	Future Timber Bridge Needs
HQ	Advanced Investigation	\$2,000,000	
HQ	Rail Program	\$4,500,000	Statewide bridge rail program