



I-5 ROSE QUARTER IMPROVEMENT PROJECT DELIVERY & FUNDING SCENARIOS



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Urban Mobility Strategy Map

ODOT Projects

-  System Improvement Project
-  Bike/Pedestrian Crossing Project

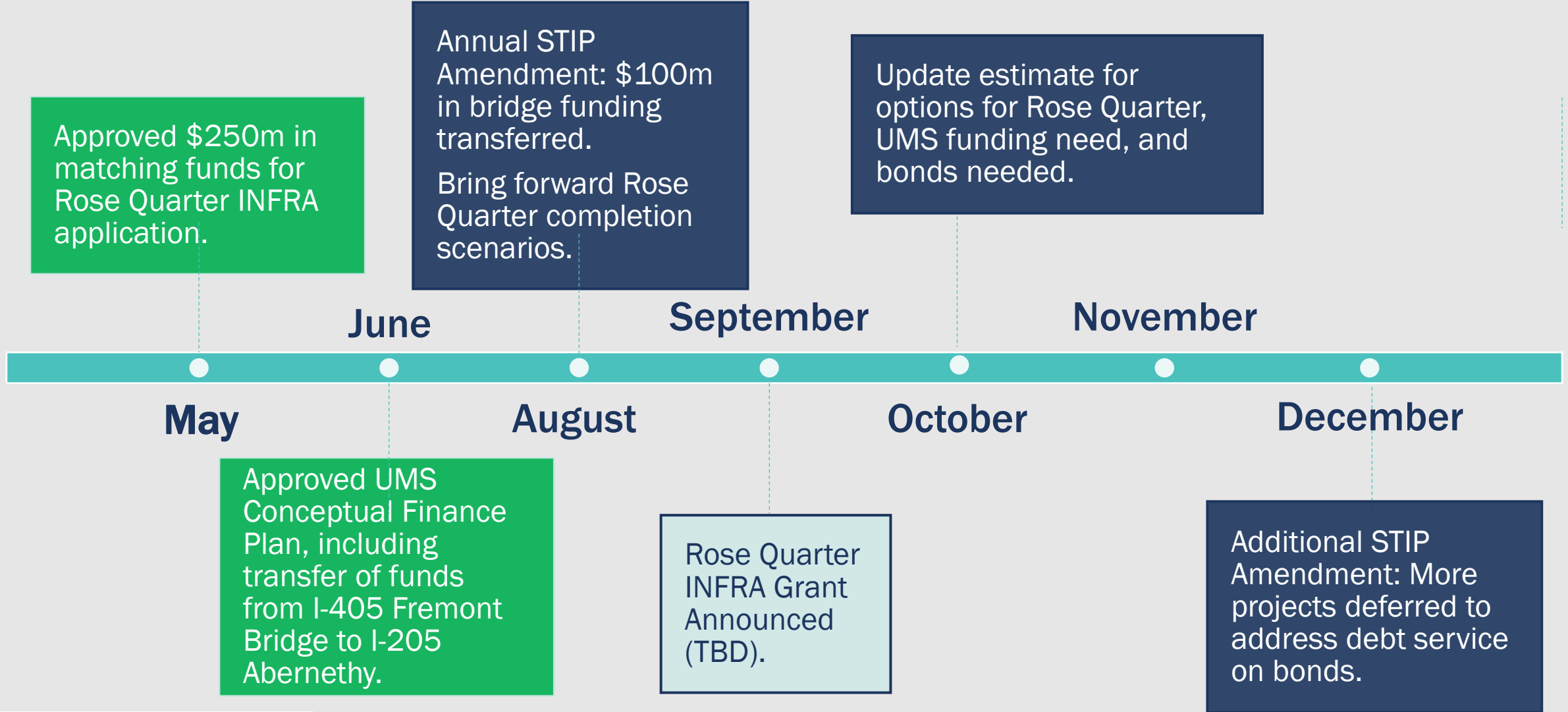
Partner Project with ODOT Support

-  System Improvement Project
-  Bike/Pedestrian Crossing Project
-  Bus on Shoulder Pilot
-  TriMet Project
-  Multimodal/Community Study
-  Amtrak Cascades - Expanded daily service between Portland and Seattle

Note: Core project names are boxed



2024 UMS Finance Plan Timeline



OTC Decision/Update

ODOT Milestone/Task

PROJECT OVERVIEW



PROJECT DELIVERY AND FUNDING SCENARIOS

Funding Scenarios:

- Show pathways to delivery
- Presented for informational purposes to support Urban Mobility Strategy Finance Plan

Current Funding Sources:

- Urban Mobility Strategy Finance Plan (secured): \$160M
- Reconnecting Communities and Neighborhoods Grant Award (secured): \$450M
- INFRA Grant Request (pending): \$750M
 - \$250M State match

GRANT PRIORITY: COMPLETE THE HIGHWAY COVER

- Reconnecting Communities and Neighborhoods Grant: all funding to design and const initial portion of highway cover
- INFRA Grant: request prioritizes completing construction of highway cover
 - Secondary to cover, to complete I-5 safety and operational improvements and additional multimodal connections



SCENARIOS



- Scenario 1: Reconnecting Communities and Neighborhoods (RCN) Grant Only
- Scenario 2: RCN Grant Plus Additional Investments
- Scenario 3: RCN Grant Plus Full INFRA Grant and Matching Funds

Each scenario represents an independent package of construction work

SCENARIO 1: RCN GRANT ONLY

Highway cover design level: 30%

Scope: Central highway cover south of Broadway; Weidler & Williams street improvements; I-5 mainline lowering and wider shoulders to accommodate cover

Benefit: Cover development capabilities, partial highway safety benefits and local street improvements

Cost: \$610M

Construction Start: 2027



SCENARIO 2: RCN + ADDITIONAL INVESTMENT TO PRIORITIZE HIGHWAY COVER EXTENTION AND EARLY CONSTRUCTION

Assuming funding from:

- Reconnecting Communities and Neighborhoods (RCN) Grant

Additional Investments Needed:

- Complete Highway Cover (design level – 30%): \$460 million
- Begin Construction in 2025 (design level – 90%): Up to \$105 million
 - **I-5 SB Bridges at I-84:** Widening and improvements to bridges, provides for I-5 SB auxiliary lane from I-84 to Morrison Bridge off ramp (*additional investment need: \$40M*)
 - **Bridge Preservation:** Seismic retrofit, bridge rail retrofit, rectangular tube retrofit, concrete repair, structural deck overlay, drainage inlet clean-out, deck joint replacement (*additional investment need: \$60M*)
 - **Stormwater Improvements:** Construct stormwater facilities near I-405 to meet Portland Harbor requirements and provide project facilities (*additional investment need: \$5M*)

SCENARIO 3: RCN + FULL INFRA GRANT AWARD + MATCH

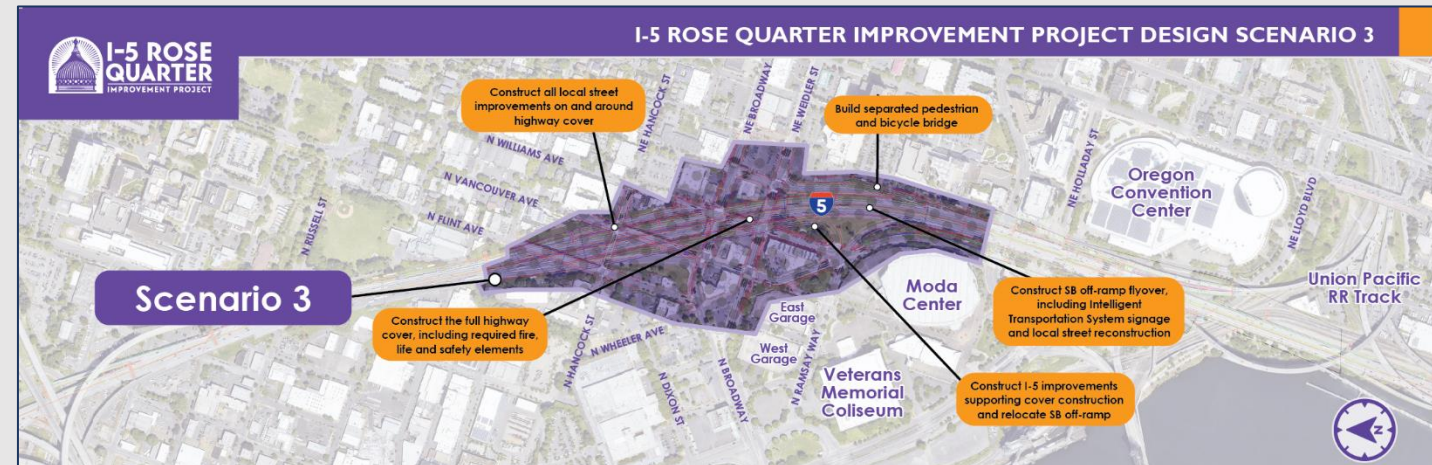
Design Level: Highway Cover and Central I-5 Area – 30%

Scope: Full Highway Cover, Local Street Improvements, I-5 Improvements in Highway Cover area, Relocation of I-5 off-ramp with flyover, Pedestrian/Bicycle Bridge, I-5 bridge preservation, stormwater improvements

Benefit: Meets community commitment for developable highway cover, major bike and pedestrian improvements, major highway safety and operational improvements

Cost: \$1.6 billion

Construction Start: 2027
(*early bridge and stormwater work in 2025*)



COMPLETING THE I-5 ROSE QUARTER

- Funding gap ranges from \$0 to \$1.3 billion, depending on INFRA grant outcome and project cost
- Options for closing the gap and completing the project include:
 - Additional funding from the 2025 Legislature (likely bonded)
 - Additional funding from the STIP (likely bonded)
 - Phasing and scope adjustments to reduce cost



QUESTIONS?
