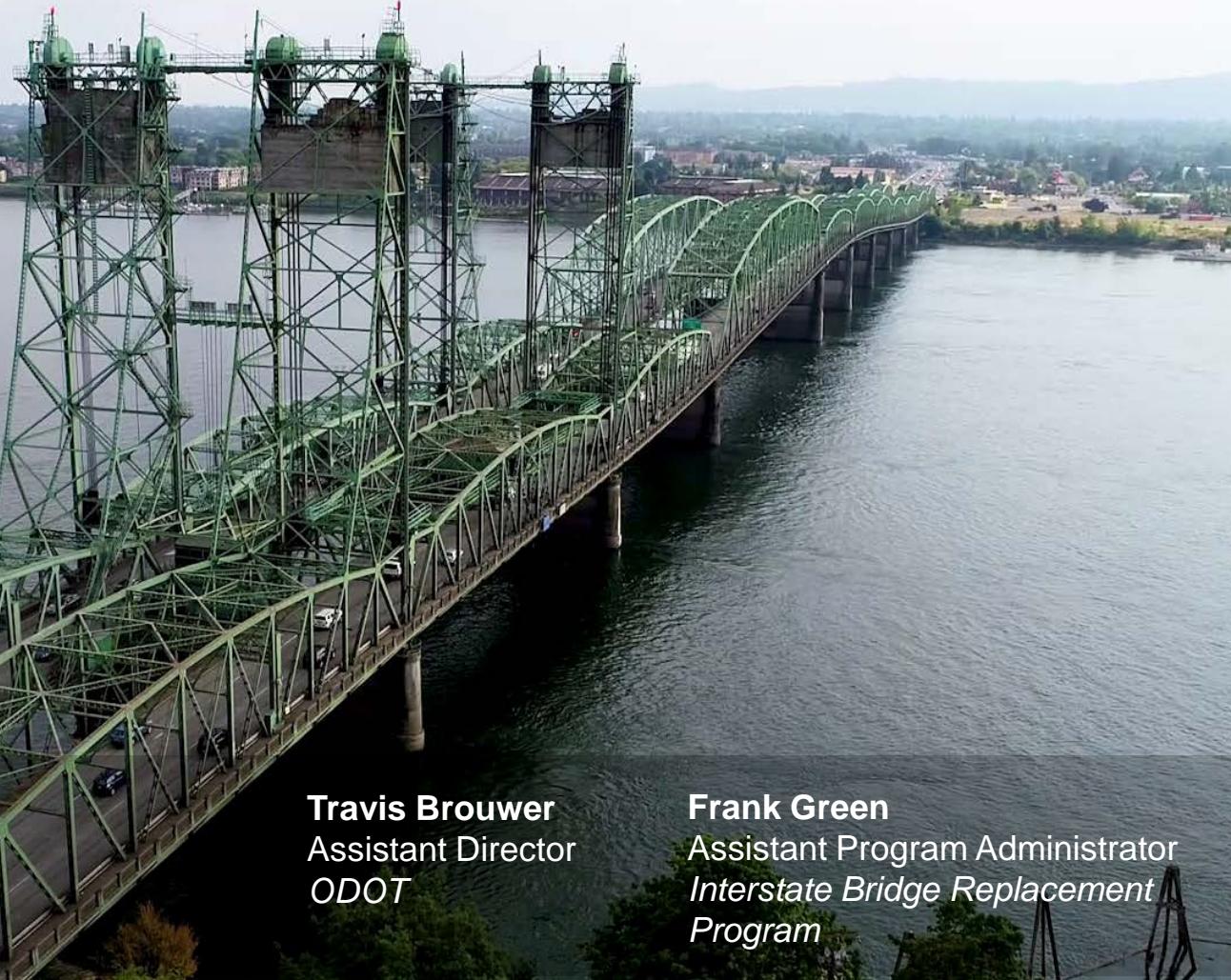


Interstate Bridge Replacement Program

Finance Plan Approach

August 6, 2020



Travis Brouwer
Assistant Director
ODOT

Frank Green
Assistant Program Administrator
*Interstate Bridge Replacement
Program*



*Oregon
Department
of Transportation*



*Washington State
Department of Transportation*

Presentation Structure

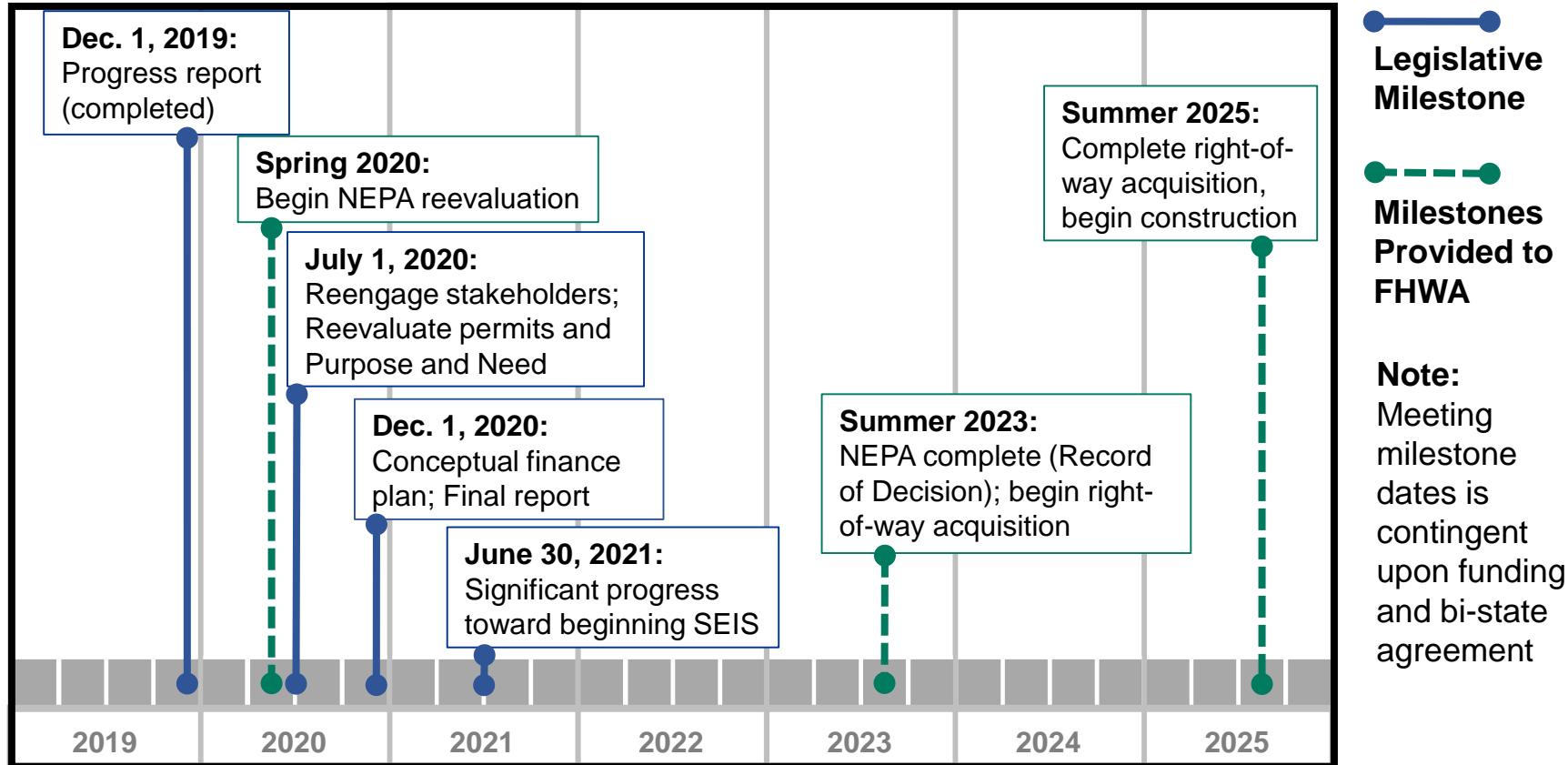


Key Guidance and Feedback Sought

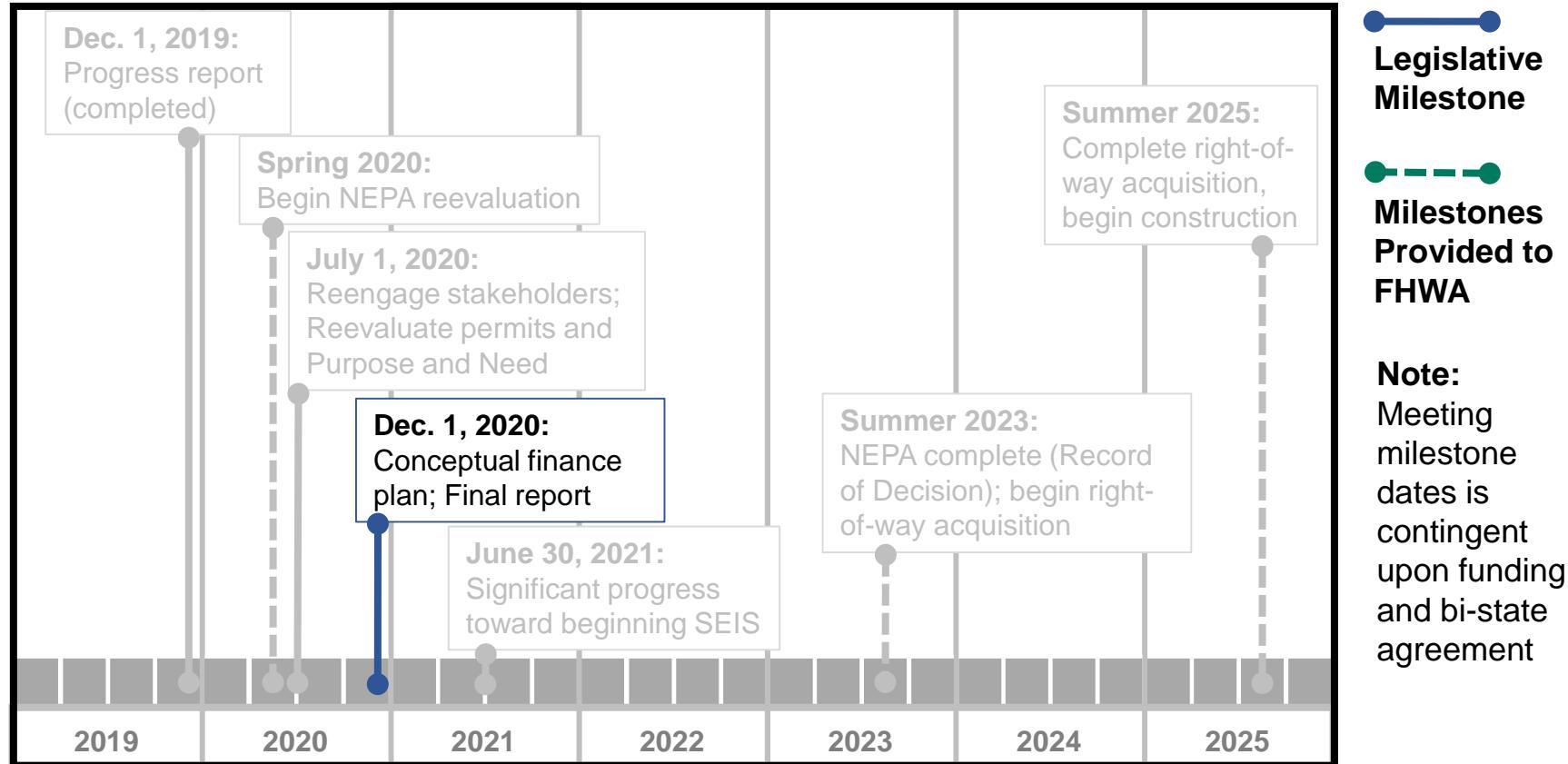
Discussion items:

- Feedback from committee members on approach
- What funding sources would you expect the program to evaluate for the Conceptual Finance Plan?

Interstate Bridge Replacement Milestone Goals



Interstate Bridge Replacement Milestone Goals



Bi-State Legislative Committee Engagement Points

August
2020

- Review previous finance plan
- Provide feedback on approach to develop Conceptual Finance Plan

October
2020

- Provide feedback and guidance on potential sources of funding
- Provide feedback and guidance on conceptual program finance plan

November
2020



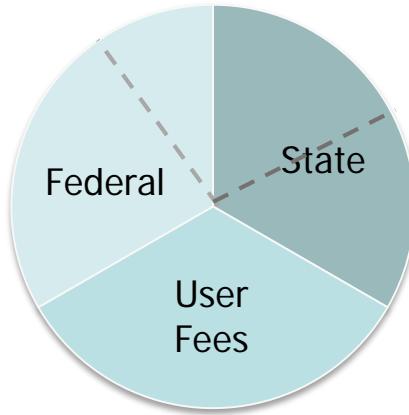
Previous Finance Plan

Previous Cost and Finance Assumptions 2013



Oregon Roadway and Interchanges	Cost	Funding Source	Columbia River Bridge and Approaches	Cost	Funding Source	Light Rail Transit Extension	Cost	Funding Source	Washington Roadway and Interchanges	Cost	Funding Source
Oregon Roadway and Interchanges Total	\$595 million	State and/or federal funds	Columbia River Bridge and Approaches Total	\$1.2 billion	Tolls and State or Federal funds	Light Rail Transit Extension Total	\$850 million	FTA New Starts	Washington Roadway and Interchanges Total	\$435 million	State and/or Federal Funds

Previous Project Finance Plan (2005-2014)



Federal	User Fees	State
FTA (\$850 M) FHWA (\$400 M)	Toll revenue (\$900 M - \$1.3 B) TIFIA (loan to leverage tolls)	Washington (\$450 M) Oregon (\$450 M)

In December 2013, a financial capacity analysis of net toll revenues base on an Investment Grade Toll Traffic and Revenue Study found that with tolling during construction, tolls could provide construction funding in the range of \$1.12 to 1.57 billion, depending upon financing assumptions and use of TIFIA loan.



Conceptual Finance Plan Approach

Conceptual Finance Plan - Approach



Program team will engage with Bi-State Legislative Committee, OR/WA Treasurer's Offices, Executive Steering Group, Community Advisory Group, and public throughout development of the conceptual finance plan

Conceptual Finance Plan - Approach



Conceptual Program Scope:

- *Replacement River Crossing*
- *Transit Mode Options*
- *Highway / Interchange Improvements*

Conceptual Finance Plan - Approach



Conceptual Cost Estimate will include:

- *A range of conceptual alternatives (HCT mode, interchange improvements, etc.) based on conceptual scope for the program*
- *Contingency for program risks*

Conceptual Finance Plan - Approach



Potential Sources of Funding:

- *State funds*
- *Tolling*
- *Federal Grants*
 - *FTA Capital Investment Grant (CIG)*
 - *USDOT Discretionary (INFRA & BUILD)*
 - *Other*

Conceptual Finance Plan - Approach



- **Develop a financial model for testing scenarios and aligning potential sources and uses of funds**
 - *Assess toll financing opportunities, including federal credit programs (e.g. TIFIA)*
 - *Match conceptual cost estimates with different funding options*

Conceptual Finance Plan - Approach



Develop DRAFT Conceptual Finance Plan:

- *The Conceptual Finance Plan will identify the feasibility of a phased delivery approach*
- *Conceptual Finance Plan will be submitted to OR/WA Legislatures in December 2020*

Conceptual Finance Plan - Approach



- Refine cost estimates as program development narrows the IBR Program scope (Supplemental DEIS Alternatives, Locally Preferred Alternative)
- Obtain state funding commitments and approvals (tolling authorization / state funds) for ROW and Construction
- Obtain federal funding commitments (if applicable)



Questions?