



Washington State
Transportation Commission



*Oregon
Transportation
Commission*

I-5 Bridge Bi-State Transportation Commission Meeting

October 1, 2024

Agenda

- Review and approve operating procedures
- Public comment
- Project & tolling program updates
 - IBR Program update
 - WSDOT Toll Division update
 - ODOT update
- Update on tribal engagement activities
- Traffic & Revenue Toll Scenarios
- I-5 Bridge toll rate setting work plan

Operating Procedures



Public Comment



Public Comment

- **Virtual:** To sign up for public comment, please put your name in the Q&A box found on-screen, and you will be called on to provide your comments.
- **In person:** Attendees should sign up for public comment in the lobby.
- In person attendees will have the opportunity to provide public comment first, followed by virtual attendees.

IBR Program Update

Frank Green



Initiating Efforts

- ▶ Bi-State Memorandum of Intent signed by Governors Brown and Inslee Nov. 2019
- ▶ Bi-state legislative committee oversight and guidance to shape program work
- ▶ The Oregon and Washington Departments of Transportation are jointly leading the Interstate Bridge Replacement program work in collaboration with eight other bi-state partner agencies.



Photo courtesy of Office of Governor Kate Brown





Building on Past Work

- ▶ The IBR program continues work conducted previously during the Columbia River Crossing (CRC) project that began in 2004.
 - The 2011 Record of Decision (ROD) identified a Selected Alternative which was revised by two NEPA re-evaluations in 2012 and 2013.
 - The project was suspended in 2014 due to a lack of regional consensus.
- ▶ The transportation challenges that CRC sought to address still exist and remain unresolved. Transportation challenges in the corridor remain unaddressed.
- ▶ The Federal Highway Administration and Federal Transit Administration determined that a Supplemental EIS should be prepared to identify and disclose new adverse impacts and mitigation associated with the changes in conditions that occurred since 2013.

Interstate Bridge Replacement Program

River Crossing:

New earthquake-resilient, multimodal bridge

Roadway:

Adds safety shoulders and auxiliary lanes and modifies 7 closely spaced interchanges

Transit:

Extends Light Rail and adds express bus on shoulder to better connect transit systems

Active Transportation:

Safe and accessible shared use paths

North Portland Harbor:

New earthquake-resilient bridge



Visualizations are for illustration purposes only and are not to scale. They do not reflect property impacts or represent final design. Program impacts and benefits will be studied in the environmental process, including analysis of items such as bridge configuration and 1 and 2 auxiliary lanes.

Benefits:

Creates earthquake resilient corridor that improves safety, congestion, and reliability

Maximizes benefits and minimizes burdens for equity-priority communities



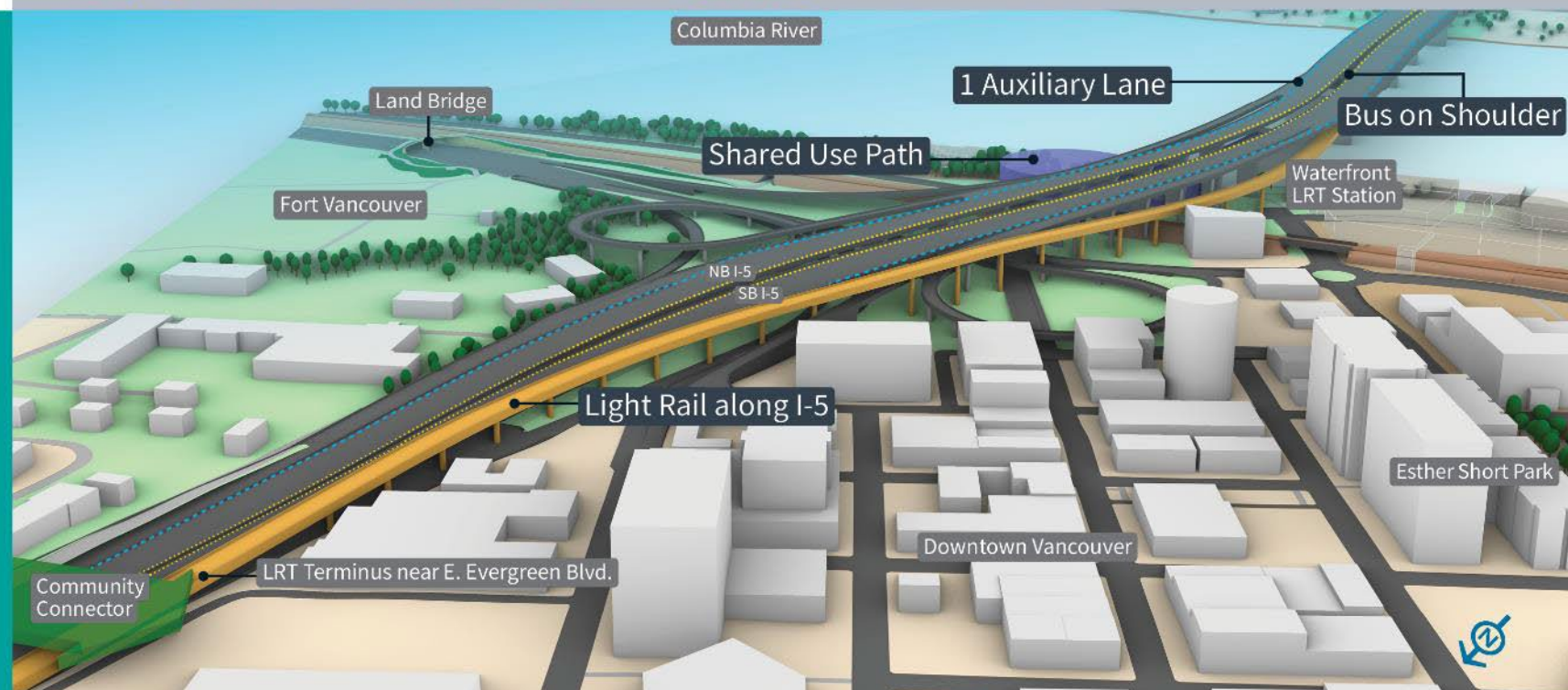
Improves freight movement and connections

Expands transit options and accessible alternatives to single-occupancy vehicles



Supports tens of thousands of jobs and generates nearly 2x return on investment during construction

Supports climate goals of both states



Accessing the Document and How to Comment

- ▶ **View the Draft SEIS document, Executive Summary and technical reports online at:**
www.InterstateBridge.org/DraftSEIS
- ▶ **Comment through Nov. 18 using one of these methods:**
 - Submit a web-based form at www.InterstateBridge.org/DraftSEIS
 - Email a comment to DraftSEIS@InterstateBridge.org
 - Send a comment through the mail: 500 Broadway, Suite 200, Vancouver WA 98660
 - Call the IBR office to leave a verbal comment at 866-IBR-SEIS (427-7347)
 - Comment at virtual and in-person public hearings
- ▶ **Upcoming in-person public hearings and open house opportunities:**
 - Gaiser Hall 150, Clark College, Vancouver — Oct. 15, 5:30-8:30 p.m.
 - Portland Expo Center — Oct. 17, 5:30-8:30 p.m.

Visit the IBR calendar for a full list of and information about attending briefings, opening houses, public hearings, and other events: www.interstatebridge.org/calendar

Next Steps

- ▶ Responses to comments received during the public comment period will be published in the Final SEIS.
- ▶ Public comments will be used to update the technical analysis, refine design options, and inform future design.
- ▶ Design of the proposed improvements — including the selection of specific design options and mitigations — will be further refined based on findings and public input, which will be documented in the Final SEIS and Amended Record of Decision (ROD).
- ▶ A Final SEIS is anticipated in mid to late 2025.
- ▶ The Amended ROD will provide the approval to move to construction, planned to begin as early as late 2025.

WSDOT Toll Division Update

Ed Barry



Highlights from our most recent site visit



Team progress

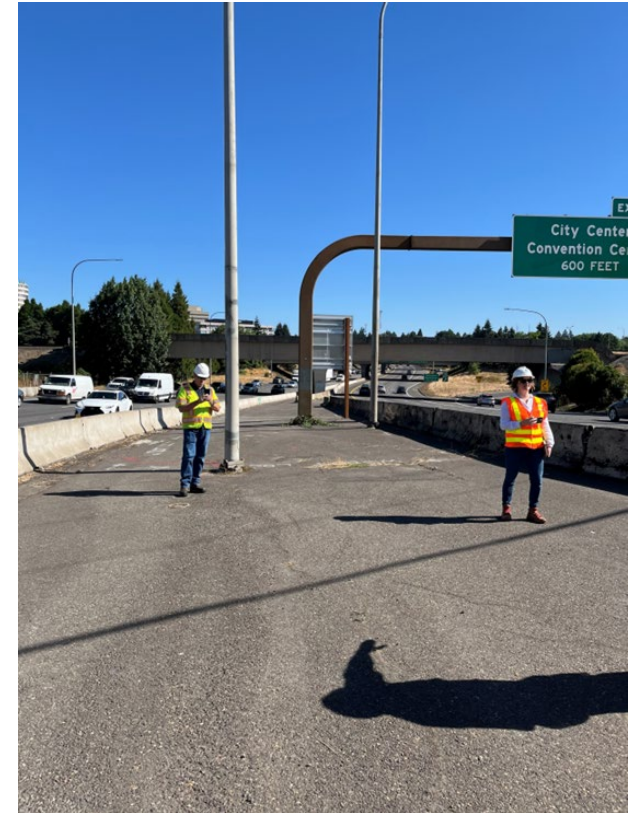
Program Management:

- Program management plan
- Schedule
- Cost estimate
- Decision documentation

Roadside Toll System:

- Will include design and development
 - In coordination with IBR engineering team and statewide roadside toll vendor

Close collaboration with ODOT and Toll Division staff



ODOT update

Travis Brouwer



ODOT update

ODOT Limited Toll Rules Update

- Proposed rule updates focus on how the OTC will designate certain roads as tollways and the process for setting, reviewing and updating toll rates. Updates do not include policy decisions like exemptions or discounts.
- Necessary to move forward with tolling on the Interstate Bridge.
- Public Comment Period: September 1 – October 3, 2024
- Draft rules will be presented to the OTC for formal approval in December.

IBR Tollway Application

- Oregon statute directs the OTC to authorize and designate the IBR program as a tollway project before the commencement of tolling.
- The IBR tollway application will be presented to the OTC for formal approval in January 2025.

Tribal Engagement Update



IBR Tribal Consultation Overview

- ▶ **ODOT and WSDOT are jointly consulting with 10 federally recognized tribes across Oregon and Washington on the IBR program.**
 - Four Oregon Tribes
 - Five Washington Tribes
 - One Idaho Tribe
- ▶ **The IBR program hosts monthly intertribal meetings with all 10 tribes invited to provide regular program updates on a variety of topics and participates in individual government-to-government consultation meetings as requested.**

Bi-State Tolling Subcommittee Tribal Engagement

- The Bi-State Tolling Subcommittee acknowledges the sovereignty of each of the federally recognized tribes in Oregon and Washington and is committed to meaningful and respectful consultation.
- Bi-State Tolling Subcommittee Plans include the following:
 - Will provide periodic updates at IBR Intertribal meetings to create a forum for open discussion and share information on IBR toll rate and policy development, and outreach plans.
 - Has issued a standing offer for individual government-to-government consultation and meetings with the 10 tribes consulting on IBR, plus five additional tribes in Oregon and one in Washington.

Bi-State Tolling Subcommittee Tribal Engagements to Date

- The Subcommittee has met with:
 - IBR Inter-tribal meeting (July 2024)
 - Confederated Tribes of the Umatilla Indian Reservation Consultation (August 2024)
 - CTUIR Fish and Wildlife Commission
 - CTUIR Tribal Council
 - Cowlitz Indian Tribe Consultation (August 2024)

Next Steps for Continuing Tribal Engagement

- Continue conversation with those tribes who have already requested consultation.
- Provide periodic updates at the IBR Inter-tribal meetings.
- Recommend subcommittee conduct analysis on the potential for providing tribal toll exemptions or discounts.

Traffic and Revenue Toll Scenarios

I-5 Bridge Toll Authorization

- The Washington State Legislature authorized tolling for the Interstate 5 bridge replacement project in 2023 (*RCW 47.56.902*).
 - Authorizes tolling on the existing and replacement I-5 bridges.
 - Toll revenues must be spent on construction, maintenance and operation of the toll facility.
 - Prohibits tolls on the Washington portion of I-205.
- The 2013 Oregon bill authorizing tolling for the Columbia River Crossing project included language related to tolling the Interstate Bridge (*HB 2800*).
 - Tolls are to be used only to fund the project, must meet requirements for debt issued for the project and must pay for maintenance and operation of the project
 - Tolls must consider traffic demand management
 - Tolls must be reduced after paying off construction

Bi-State Tolling Agreement and Subcommittee

- The I-5 Bridge Bi-State Tolling Subcommittee was formed in accordance with the I-5 Bridge Bi-State Tolling Agreement the Commissions of each state agreed to in January 2024.
- The subcommittee recommends toll rates and policies to their respective full Commissions for rate-setting and periodic review.
- The subcommittee informs the full Commission's rate-setting decisions with updates on toll-setting work for the I-5 bridge, and on related research and analysis.
- Toll rates and policies must comply with state law and applicable bond covenants.

WA Comm. Roy Jennings



OR Comm. Alicia Chapman



WA Vice Chair Jim Restucci



OR Vice Chair Lee Beyer

Bi-State Toll Subcommittee Toll Rate & Policy Considerations

In addition to addressing funding requirements and existing laws in each state, the bi-state subcommittee will consider the following in advancing toll rates and policies:

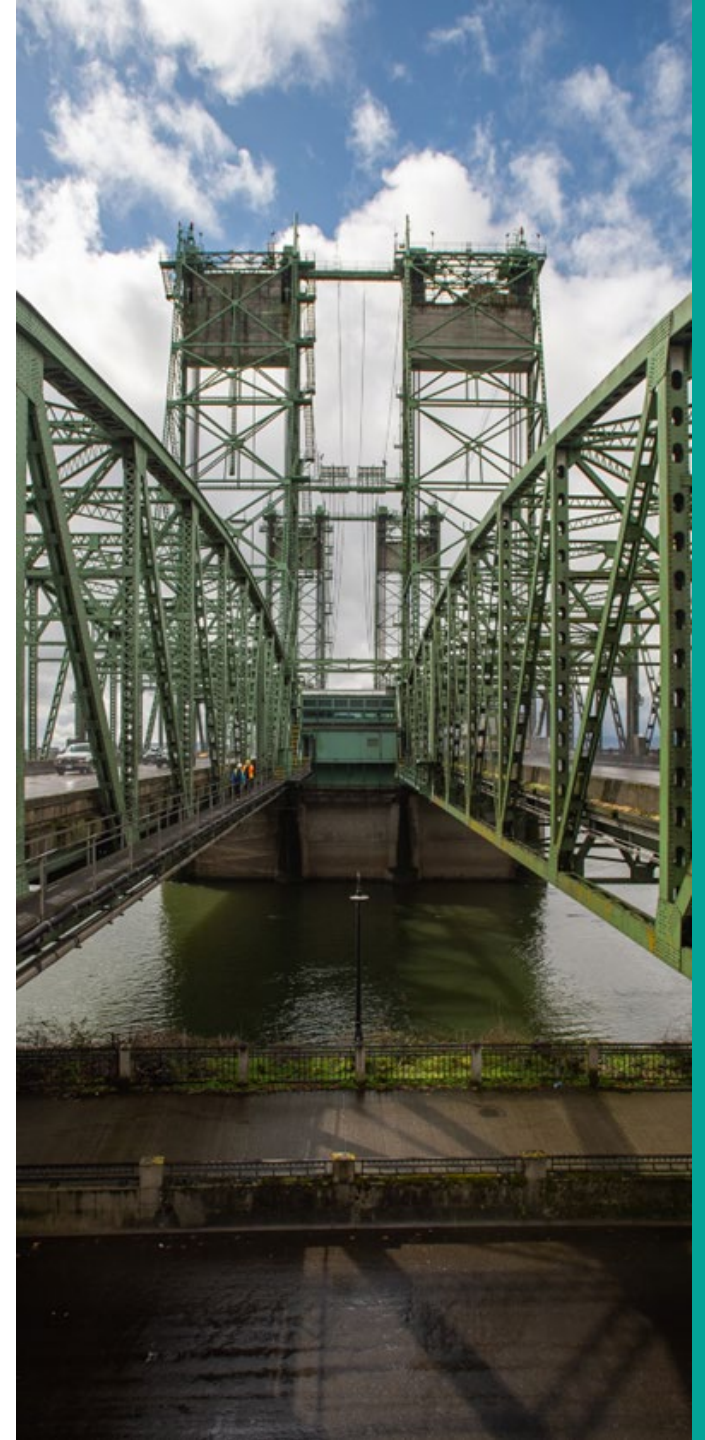
- **Safe and Efficient Mobility:** Improve corridor mobility and efficient operations.
- **Equity:** Minimize effects on vulnerable populations and overburdened communities.
- **Environmental Quality:** Contribute to the reduction of air pollution and greenhouse gas emissions.
- **Economic Vitality:** Support the efficient movement of goods and services across the bridge.

Level 3 Toll Scenario Development: Bi-State Tolling Subcommittee Steps

- **March – April 2024:** Reviewed level 2 toll scenario analysis results and assumptions.
- **May – June 2024:** Considered and identified preliminary level 3 toll scenario recommendations.
- **July 2024:** Advanced level 3 toll scenario recommendations for approval by the Washington and Oregon Transportation Commissions on October 1.

Level 3 Toll Scenario Development Considerations

- ▶ Provide detailed traffic and revenue projections sufficient to:
 - Inform toll rate setting by the two Commissions
 - Leverage at least \$1.24 billion in capital funding
 - Meet all financial obligations over the forecast horizon
 - Eventually obtain an “investment-grade” credit rating to secure financing



Level 3 T&R Study | Key Toll Scenario Attributes

Rate / Policy Setting Levers

Toll rate variability
by time of day / day
of week

Truck toll
multipliers

Toll escalation

Low-income benefit
program / discount
rate / eligibility
threshold

Pre-completion
tolling differences
(rates, hours of
operations)

Outcomes / Objectives

Operating performance objectives

Revenue levels / funding objectives

Recommended Level 3 T&R Study Toll Scenarios

1	Weekday Toll Rates & Hours (2026 \$)		Weekend Toll Rates & Hours (2026 \$)	Truck Toll Multipliers	Toll Escalation	Low-Income Toll Program
	Pre-Completion	Post Completion				
	\$1.55 - 3.20	\$1.55 - 3.65	Two Step (Min/Midday)	2.0x / 4.0x	2.15% Annually	50% Discount when New Bridge Opens
2	Weekday Toll Rates & Hours (2026 \$)		Weekend Toll Rates & Hours (2026 \$)	Truck Toll Multipliers	Toll Escalation	Low-Income Toll Program
	Pre-Completion	Post Completion				
	\$1.55 - 3.65	\$1.65 - 3.90	Three Step (Min/Mid/Peak)	1.5x / 3.0x	2.15% Annually	50% Discount when New Bridge Opens
3	Weekday Toll Rates & Hours (2026 \$)		Weekend Toll Rates & Hours (2026 \$)	Truck Toll Multipliers	Toll Escalation	Low-Income Toll Program
	Pre-Completion	Post Completion				
	\$1.65 - 3.90	\$1.65 - 3.90	Two Step (Min/Midday)	1.5x / 3.0x	2.15% Annually	50% Discount <i>as soon as practical</i>
4	Weekday Toll Rates & Hours (2026 \$)		Weekend Toll Rates & Hours (2026 \$)	Truck Toll Multipliers	Toll Escalation	Low-Income Toll Program
	Pre-Completion	Post Completion				
	\$2.00 - \$4.70	\$2.00 - \$4.70	Three Step (Min/Mid/Peak)	1.5x / 3.0x	3% Every 2 Years	50% Discount <i>as soon as practical</i>

Additional Level 3 T&R Study Considerations

- ▶ **Civil penalty adjudication process and revenue / fee recovery**
 - Bi-state reciprocity agreements
- ▶ **Refinement of potential Low-Income Toll Program administrative costs**
- ▶ **Refine assumptions and cost for temporary or permanent walk-in customer service centers**
- ▶ **Assumptions for bridge insurance premiums**
- ▶ **Proposed analysis of a potential tribal discount or exemption**

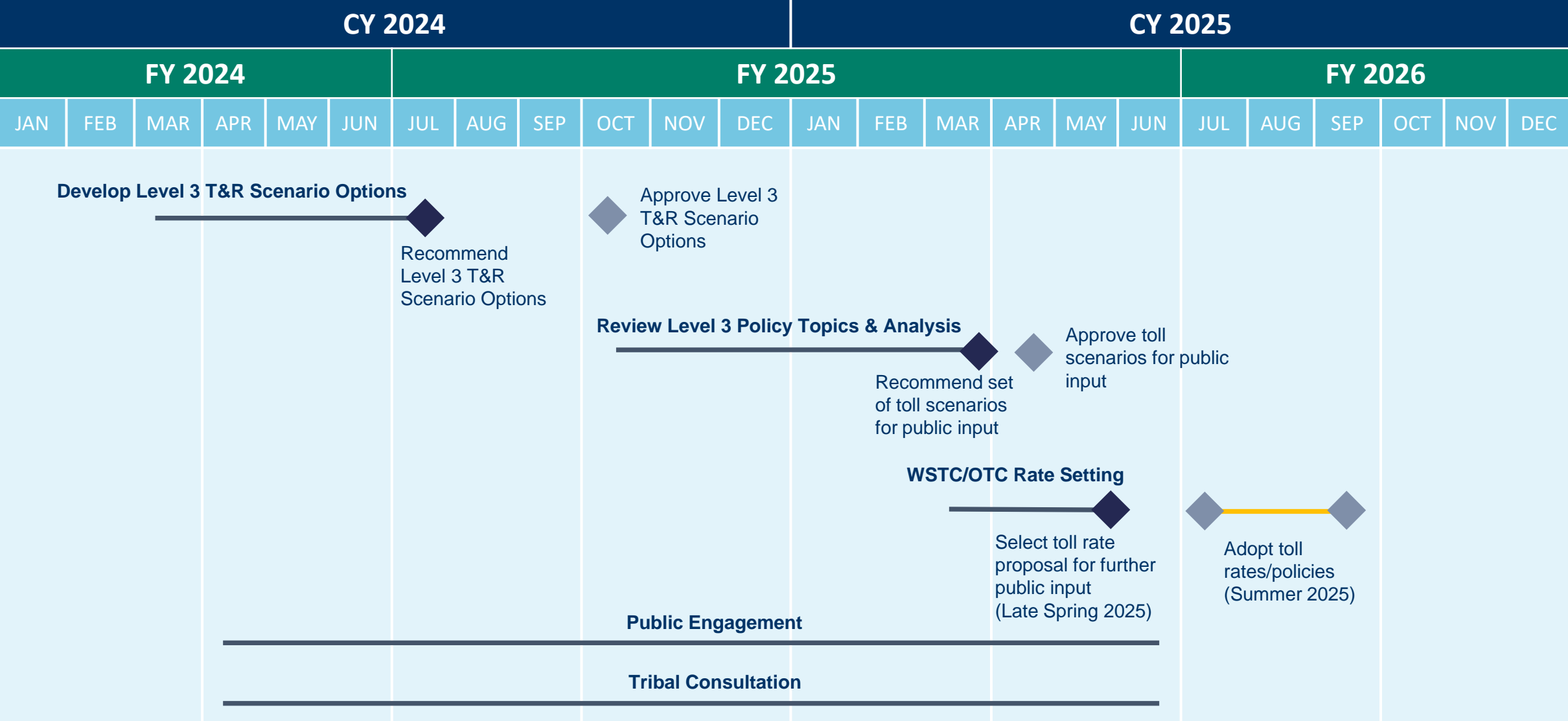
Discussion and Commission Action




Next Steps



I-5 Bridge Rate Setting Schedule



Legend

Subcommittee action 

Full Commission action 