

Tolling Update

The aging Interstate Bridge needs to be replaced with a modern, earthquake-resilient structure that will improve safety and keep travelers and our economy moving. The Interstate Bridge Replacement (IBR) program will cost an estimated \$6 billion to address the corridor transportation problems. State, federal and toll funding sources will be needed to address the cost estimate.

What will tolling look like on IBR?

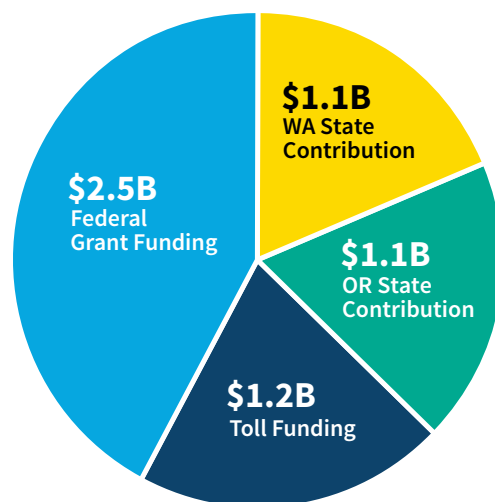
The Interstate Bridge will use electronic toll collection, the standard for tolled facilities throughout the country. There will be no toll booths, meaning traffic will not need to stop on the freeway to pay tolls. The program and local agency partners have agreed that IBR will use time-of-day variable rate tolling that charges higher prices during peak congestion times based on a set schedule. This will help generate revenue to fund construction and facility operations and maintenance through the duration of the construction loan, as well as manage demand and improve mobility through the corridor.

Benefits of tolling

Tolling is used to help fund transportation projects and also plays a part in keeping travelers and the economy moving. Combined with the program's multimodal investments such as the addition of auxiliary lanes, transit, and bike and pedestrian improvements, tolling helps the system to flow more efficiently, resulting in improved reliability.

- ▶ **Improved Travel Times:** Variable rates can shift optional trips away from the busiest travel times or can shift trips to different modes.
- ▶ **Improved Safety:** Reducing congestion and improving mobility, may lower the number of crashes on the facility.
- ▶ **Lowered Emissions:** Improved traffic flow will reduce vehicle idling that is known to contribute to greenhouse gas emissions.

Potential Program Funding Sources



- **WA State Contribution**
45M in planning secured; construction funding committed
- **OR State Contribution**
\$55M in planning secured; construction funding not yet committed
- **Federal Grant Funding**
\$600M Mega Grant and \$1M BIP planning grant secured; pursuing remaining grant amount
- **Toll Funding**
Tolling Authorized; Toll bonding authorization not yet secured

Transportation Commissions and Rate Setting

In January 2024, an I-5 Bridge Bi-State Toll Subcommittee was formed and includes two transportation commissioners from each state. The subcommittee will hold monthly meetings and will recommend toll rates and policies to the full transportation commissions in both states. To learn more and sign up for updates, visit the transportation commission websites.

Tolling Timeline

SPRING 2023 - SPRING 2024

Level 2 Toll Traffic & Revenue Study

LATE 2024 - LATE 2025

OR & WA Transp. Commission Rate Setting Process

★ Adopt toll rates

SUMMER 2024 - END OF 2025

Level 3 Investment Grade Toll Traffic & Revenue Study

Process and timing

As a bi-state facility, several entities are involved in implementing tolling on the Interstate 5 bridge.

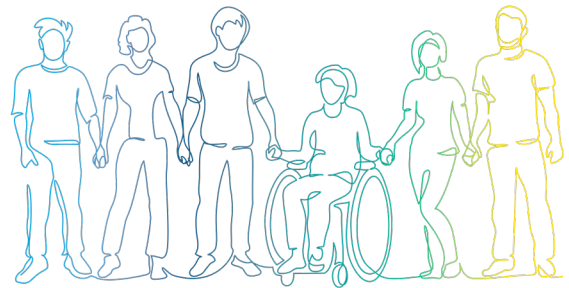
- ▶ **Legislatures:** Create statutes about tolling, such as authorizing toll facilities and identifying how toll revenue can be spent.
- ▶ **State transportation commissions:** Set toll rates and policies. In Oregon, the commission determines how toll revenue can be spent.
- ▶ **Departments of transportation:** Implement tolls and toll policies on state facilities

The IBR program is tasked with determining costs and analyzing possible revenue sources needed to build and maintain a replacement bridge. The 2023 IBR financial plan includes estimates for toll funding. Initial toll rate levels studied range from \$1.50 to \$3.55 in year of toll start, depending on time of day. A Level 2 Toll Traffic & Revenue (T&R) study was completed in late 2023 with input from transportation commissions and is available on the program's website. It analyzed various toll rate levels to understand how they would affect travel demand and revenue. Toll rates analyzed may change before rates are set.

A small number of scenarios will be used to develop an investment grade analysis to be published before tolling begins. This report will include rigorous independent forecasts to inform the program's investors and lenders and will support formal rate setting by the transportation commissions. Rates will be set about 6-8 months before tolling begins. The soonest IBR tolling would start on the existing bridge is in 2026, shortly after construction on the new bridge is set to begin. Once construction is complete, tolling will switch over to the new structure.

Equity and tolling

Both commissions have supported consideration of low-income toll programs on other toll projects and will work together to determine how to approach this on IBR. The toll scenarios being studied by the program currently, and analysis completed for other projects in each state, will inform the process to consider a low-income discount for IBR.



Your Voice

Public input is an important part of setting toll rates, and both the program and commissions want to hear from you. The Oregon Transportation Commission (OTC) and Washington State Transportation Commission (WSTC) will lead policy decisions regarding IBR tolling, and the program will work with the commissions to identify the process for incorporating public input around toll rate setting and policies.

Visit interstatebridge.org to learn more about tolling and how to provide public comment.

Stay engaged: interstatebridge.org to learn more, sign up for our e-newsletter, or submit a comment.



OREGON

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WASHINGTON

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