



# Equity Advisory Group Meeting

June 17, 2024



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# Reminders

- ▶ We encourage EAG members to turn on your video.
- ▶ Please say your name when you begin to speak.
- ▶ If you experience technical difficulties, please contact program staff at: (360) 329-6744

# Public Input Instructions

- ▶ There will be an opportunity to provide brief public input later in the meeting today.
- ▶ To submit input after the meeting:
  - Email comments to [info@interstatebridge.org](mailto:info@interstatebridge.org) with “EAG Public Comment” in the subject line.
  - Call 888-503-6735 and state “EAG Public Comment” in your message.



# Meeting Agenda

Time	Topic
5:30 p.m.	Welcome and Icebreaker
5:45 p.m.	Program Update
6:00 p.m.	Overview of WSDOT tolled facilities and ‘what it’s like to be a customer’. <ul style="list-style-type: none"><li>○ Questions and Answers</li></ul>
6:30 p.m.	I-5 Bridge Toll Scenario Development and Feedback <ul style="list-style-type: none"><li>○ Update on Bi-State Tolling Subcommittee work</li><li>○ Equity Advisory Group Members ask questions and provide input on toll rates and policies under consideration for upcoming analysis</li></ul>
7:15 p.m.	Public Comment
7:25 p.m.	Closing

# Icebreaker

- ▶ Name + Pronouns
- ▶ Affiliation
- ▶ What would you do if you knew you couldn't fail?

# Program Update

Greg Johnson, Program Administrator



# Recent and Upcoming Meetings and Activities

- ▶ **Bi-State Legislative Committee: June 10**
- ▶ **Bi-State Tolling Subcommittee: May 23**
  - Next meeting: June 21
- ▶ **WA State Transportation Commission: May 15**
- ▶ **IBR Equity Roundtable: “Pathways to Active Transportation: Strategies and Solutions”**
- ▶ **Community Outreach:**
  - Westside Economic Alliance: June 13
  - Neighborhood Associations: Vancouver Heights and Arbor Lodge
  - Recent tabling: Latino Community Resource Group - Multicultural Resource Fair, Vancouver Juneteenth and Portland Sunday Parkways







# Tolling Information and Feedback

Meghan Hodges, Community and Government Relations  
Manager

# Tolling Roles and Responsibilities

- ▶ Tolling efforts on IBR will be developed in a bi-state process involving:
  - Oregon and Washington Legislatures
    - *Pass laws authorizing tolling facilities and identify how toll revenue is spent*
  - Oregon and Washington Transportation Commissions
    - *Set toll rates and policies*
    - *In Oregon, the Commission determines how toll revenue is spent*
    - *I-5 Bridge Bi-State Toll Subcommittee has been set up to recommend rates and policies to the full commissions*
  - Oregon and Washington Departments of Transportation
    - *Implement tolls and policies on state facilities*





# Overview of WSDOT tolled facilities and ‘what it’s like to be a customer’

Jennifer Charlebois, WSDOT Toll Division Deputy Director



# Current toll facilities in Washington State

## SR 16 Tacoma Narrows Bridge

State's first electronic tolling facility opened July 2007



*Flat toll rates repay construction bonds*

## SR 167 HOT Lanes

State's first high-occupancy toll lanes launched May 2008



*Dynamic toll rates manage traffic performance*

## SR 520 Floating Bridge

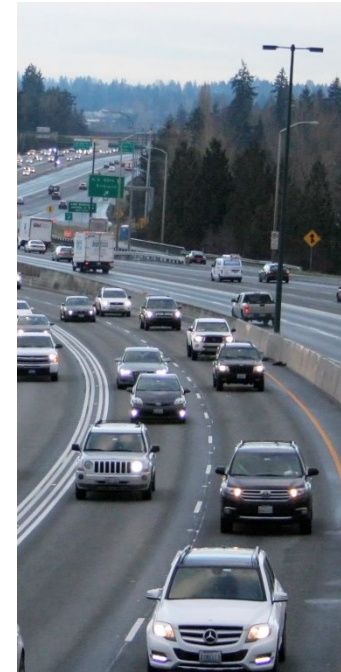
Urban Partnership Pre-construction tolls began Dec. 2011



*Variable toll rates to repay bonds and manage traffic*

## I-405 Express Toll Lanes

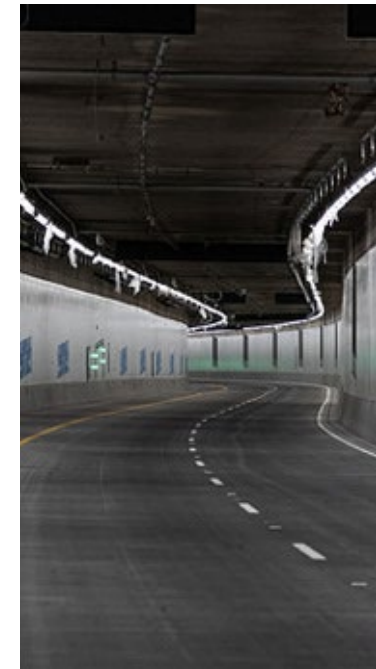
First phase between Bellevue and Lynnwood opened September 2015



*Dynamic toll rates manage traffic performance*

## SR 99 Tunnel

Opened in February 2019, tolling began November 2019



*Variable toll rates to repay construction bonds and manage traffic*

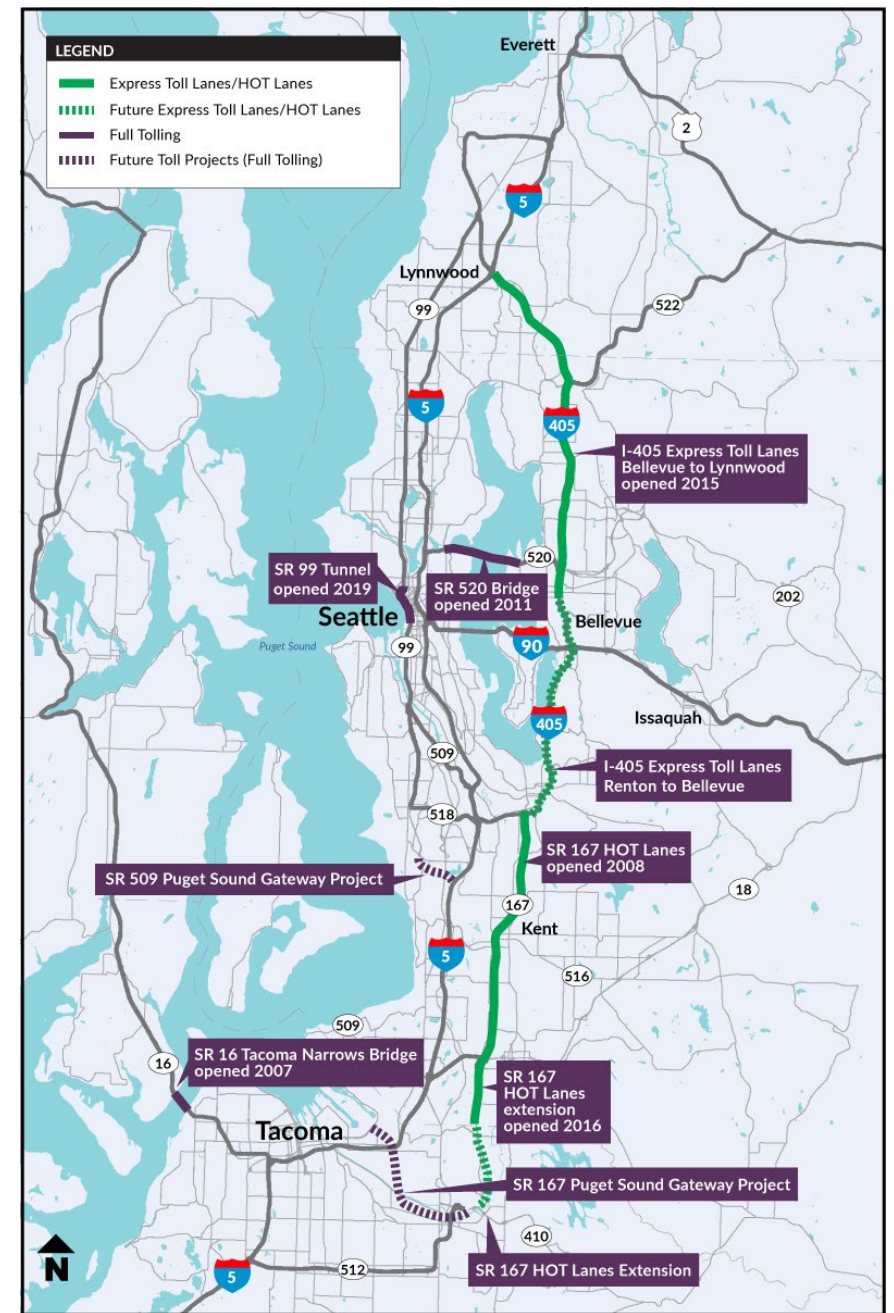
# Washington State's tolling network

## Current toll facilities:

- SR 16 Tacoma Narrows Bridge
- SR 167 HOT Lanes
- SR 520 Floating Bridge
- I-405 Express Toll Lanes (Bellevue to Lynnwood)
- SR 99 Tunnel

## Authorized toll facilities:

- Puget Sound Gateway Program (SR 167, SR 509)
- I-405 Express Toll Lanes (Renton to Bellevue)
- I-5 Interstate Bridge Replacement Program





# Good to Go! Toll Payment Methods

- WSDOT strives to provide consistent payment options to customers at all facilities:
  - Good To Go! account and pass
  - Pay By Plate (with 25¢ fee)
  - Pay By Mail (with \$2 fee)
- WSDOT provides flexible account options to meet customer needs:
  - Prepaid
  - Pay As You Go
  - Unregistered
  - Invoiced
  - Rental
  - Nonrevenue



# What is customer service?

PROBLEM SOLVING

CUSTOMER EDUCATION - HOW OUR TOLL SYSTEM WORKS, WHY WE HAVE IT

PASS TESTING

INVENTORY MANAGEMENT

IMAGE REVIEW AND CIVIL PENALTY CERTIFICATION

CUSTOMER INFORMATION MANAGEMENT

- Issue identification
- Channel to reach our public
  - Public face to our brand
- Check and balance to our system
  - Voice of customer
- The link between our customers, our system and our agency



# How electronic tolling works

## Without an account

- Vehicle uses a toll road
- System photographs the license plate and collects vehicle information.
- The data is used to connect the trip to a license plate via state DOL/DMV.
- A bill is mailed to owner of the vehicle at a higher rate (+\$2).



## With an account

- Vehicle uses a toll road
- System collects detailed information about the vehicle and connects the trip to an account.
- Customer pays through their account at a lower rate.

# Billing customers

- On average it takes 3 days for a trip to appear in a customer's account, and approximately 2 weeks for a bill to arrive in the mail.
- Customers then have a month to pay the bill before it incurs late fees and other penalties:
  - Up to 60 days before \$5 late fee
  - Up to 120 days before \$40 civil penalty per toll

- Payment Methods
- Vehicles & Passes
- Statements & Activity
- Notification Preferences
- Customer Service Cases
- Notification History

## Account activity

Find activity by...

Date Range

Trip date

Posted date

Start date: 2/14/2021

End date: 5/14/2021

Use format mm/dd/yyyy

DOWNLOAD
PRINT

	Posted Date	Type	Trip date	Description	Plate / Pass	Amount	Balance
>	05/14/2021	Payment - Visa/MC/Disc		Card ending 1111		\$5.52	\$0.00
>	05/14/2021	Sales Tax		Sales Tax		-\$0.52	-\$5.52
>	05/14/2021	Pass Sale		Pass Sale		-\$5.00	-\$5.00



## TOLL STATEMENT

<b>Statement Number:</b>	22222222
<b>License Plate:</b>	ABC1234
<b>License Plate State:</b>	WA
<b>Customer ID:</b>	9999999
<b>Billing Period:</b>	07/19/2021 - 10/22/2021
<b>Amount Due:</b>	\$35.00
<b>Due Date:</b>	11/15/2021

CUSTOMER NAME  
12345 MAIN STREET DRIVE  
GIG HARBOR, WA 98329-5528

Statement Date: 10/23/2021

**TOLL BILL**

A vehicle registered in your name has traveled on a toll road.

It's not too late to lower this bill. Save \$8.75 by opening a *Good To Go!* account at MyGoodToGo.com and logging in from the homepage with your Statement Number and license plate information. With a *Good To Go!* pass, you'll always pay the lowest rate on toll roads in Washington.

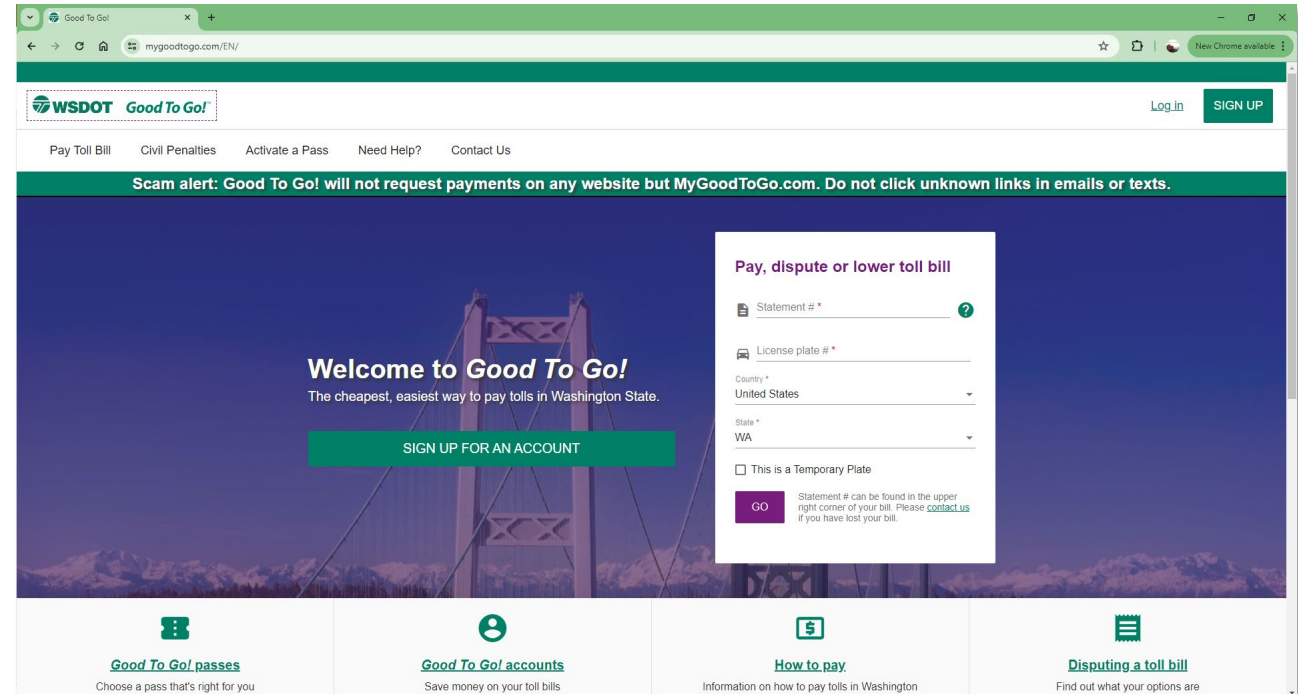
All activities  All facilities

Vehicle/license plate  Good To Go! pass

All vehicles  All Passes

# WSDOT has over 15 years of toll operation experience

- Improving the customer's experience with each new toll facility
- Evolved Notice of Civil Penalty process
- Developed Penalty Forgiveness Program



# Questions?

- Jennifer Charlebois, Deputy Director, Toll Division  
[CharleJ@wsdot.wa.gov](mailto:CharleJ@wsdot.wa.gov)



# I-5 Bridge Toll Scenario Development and Feedback

Carl See, Deputy Director Washington State Transportation Commission

Travis Brouwer, Assistant Director Oregon Department of  
Transportation

# How will we spend our time today?

## Objectives:

- Understand bi-state tolling subcommittee role, work, schedule, and policy considerations
- Provide feedback on the toll scenario elements
- Understand how feedback will inform the bi-state toll subcommittee process

# I-5 Bridge Bi-State Tolling Subcommittee





# Bi-State Toll Subcommittee Intent

- The subcommittee is made up of two Oregon Transportation Commissioners and two Washington State Transportation Commissions.
- The subcommittee will recommend toll rates and policies to their respective full Commissions for rate-setting and periodic review.
- The subcommittee will inform 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.

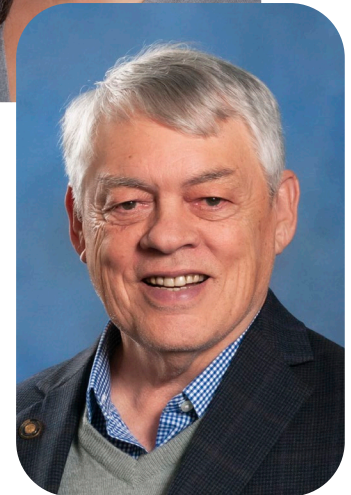
WA Comm. Roy Jennings



OR Comm. Alicia Chapman



WA Vice Chair Jim Restucci



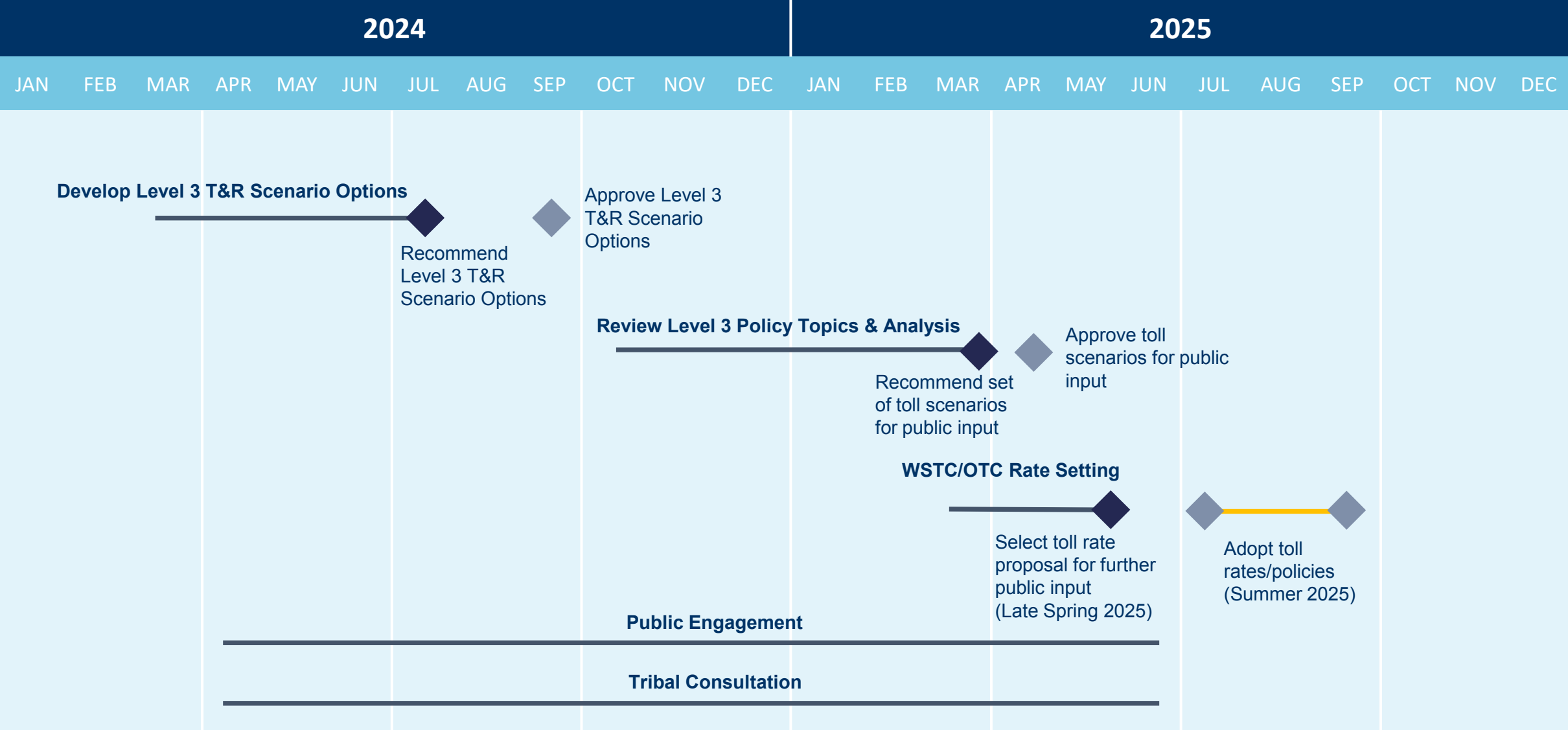
OR Vice Chair Lee Beyer

Next monthly subcommittee meeting: **June 21**


# Tolling on the I-5 Bridge

- I-5 Bridge tolling was identified to:
  - Contribute at least \$1.24 billion in funding for bridge construction
  - Pay for maintenance and operation of the facility
  - Help improve travel reliability within the bridge corridor
- Pre-completion tolling is anticipated to begin in 2026 on the existing bridge, with tolling continuing on the new bridge once it opens to traffic.
- Toll rates and policies may differ between pre-completion tolling on the existing bridges and tolling on the new bridge, with potential changes to address revenue and operational performance, and policy considerations.

# I-5 Bridge Toll Rate Setting Schedule



**Legend**

Subcommittee action 

Full Commission action 

# Level 3 Scenario Development



# Toll Traffic and Revenue Study Levels

## Level 1 Sketch

- Examines feasibility of tolling and **tests high-level alternatives**.
- Used for screening viable toll scenarios.
- Usually takes 1-6 months.
- Completed during CRC.

## Level 2 Comprehensive

- More detailed evaluation of alternatives and toll scenarios that **support initial rate setting and policy development discussions**.
- Usually takes 6-9 months but may take longer with multiple iterations.
- Coincides with NEPA analysis.

## Level 3 Investment-Grade

- Deeper evaluation of fewer toll scenarios to **support formal rate setting**, inform investors and lenders, obtain a credit rating, and secure financing.
- Usually takes 12 months. May be refreshed periodically.
- Completed soon before rate setting and/or bond sale due to short shelf life.

# What is a Level 3 traffic and revenue study?

- Provide detailed traffic and revenue projections sufficient to:
  - Inform toll rate setting by the two Commissions
  - Model financing to 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
- Narrow consideration to about 3 scenarios to facilitate in-depth analysis
  - Determine appropriate combinations of rate and policy options as scenario concepts
  - May include forecast stress-tests / risk analyses to address financial planning questions

# What does a toll scenario include?

- A toll scenario is a set of selected toll rate and policy options for analysis, such as:
  - Toll rates by time of day / day of week, and consideration of effective date(s)
  - A truck toll multiplier where trucks pay a multiple of the standard vehicle rate based on size, such as for medium trucks and heavy trucks
  - An annual escalation percentage to account for inflation
  - Discounts or exemptions, such as a toll rate discount for travelers that qualify based on income

## EXAMPLE toll scenario from previous I-5 Bridge toll traffic and revenue analysis

Weekday Toll Rates & Hours (2026 \$)	Weekend Toll Rates & Hours (2026 \$)	Truck Toll Multipliers	Toll Escalation	Low-Income Toll Program
\$2.15 minimum \$3.55 maximum	\$2.15	2x / 4x	2.15% Annually	50% Discount



# Toll Rate & Policy Considerations

# 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.

# Mentimeter Exercise

# Objectives and Key Toll Scenario Components

Operating performance objectives

Toll funding objectives

Toll rate variability  
by time of day /  
day of week

User discounts  
and/or exemptions

Toll escalation for  
inflation

Truck toll  
multipliers

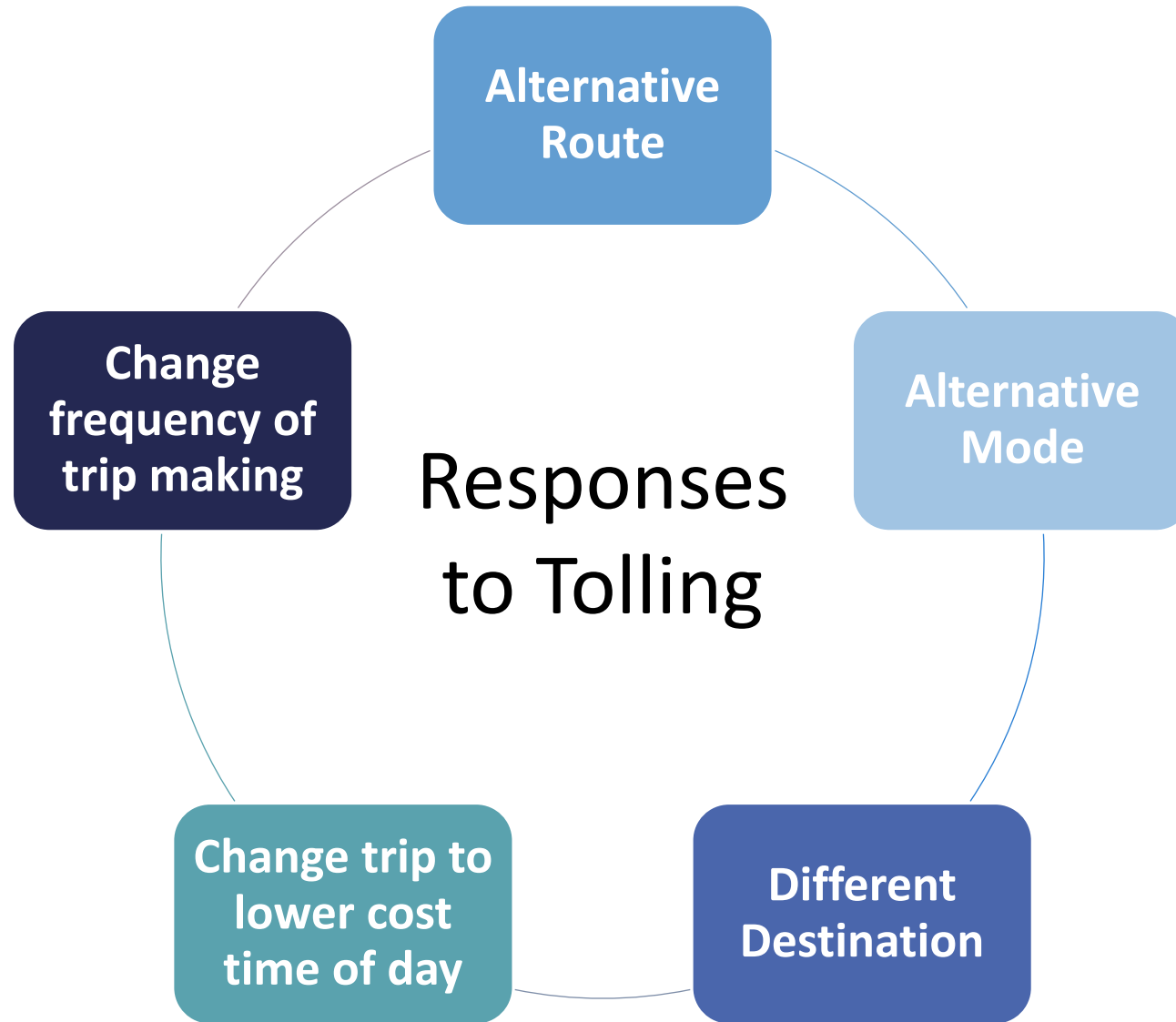
Pre-completion  
tolling differences  
(rates, hours of  
operations)

# Pre-completion tolling on IBR

- During construction, mainline I-5 through the program area will remain open during daytime hours.
- Pre-completion tolling provides early revenues for capital construction funding, reducing the amount of toll revenues needed for future interest costs.
  - Raising more revenue up front may limit the need for toll rate increases in later years.
- Pre-completion tolling on IBR was identified to:
  - Generate toll revenue to support pay-as-you go construction expenditures.
  - Create an opportunity to fine-tune toll collection operations, traffic & revenue forecasts, and toll rates and policies before issuing bonds. Bonding is currently anticipated to start in 2029.
  - Help manage traffic demand through the corridor.
- Preliminary IBR tolling analysis has considered lower toll rates during the pre-completion period, as well as exclusion of overnight tolls.

# Mentimeter Exercise

# Travelers may make different choices with tolling





# Mentimeter Exercise



# Outreach & Next Steps

# Bi-State Tolling Subcommittee Outreach

- To inform recommended toll rates and policies, the I-5 Bi-State Tolling Subcommittee will conduct public engagement and tribal consultation.
- Public engagement:
  - Intent to support awareness and input about tolling scenario recommendations
  - Convening monthly subcommittee meetings that are open to the public.
  - Seeking to reach both the general public, and historically disadvantaged and marginalized communities.
- Tribal consultation:
  - Consult with federally recognized tribes in Oregon and Washington on development of toll rates and policies.

# Mentimeter Exercise



# Looking Forward

- The Bi-State Tolling Subcommittee will remain in place after the Commissions adopt I-5 Bridge toll rates and policies in the Summer of 2025, and pre-completion tolling begins in early 2026.
- On-going responsibilities for the Bi-State Tolling Subcommittee will be to review the facility's traffic, revenue, and costs; maintain a forum for public engagement, and recommend potential change to toll rates and policies for consideration by the full Commissions.
- In particular, the Bi-State Tolling Subcommittee will closely assess potential changes to toll rates and policies with the opening of the new bridge in the early 2030s.

# Next Steps

Future bi-state toll subcommittee meetings:

- June 21, 1 pm – 3 pm
- July 19, 1 pm – 3 pm

Subcommittee websites:

- Washington: <https://wstc.wa.gov/programs/tolling/i-5-bridge-over-the-columbia-river/>
- Oregon: <https://www.oregon.gov/odot/Get-Involved/Pages/Bistate-toll-commission.aspx>

To receive future meeting updates: Email [info@bistatesubcommittee.org](mailto:info@bistatesubcommittee.org) to sign up

# Thank You!

## **Carl See**

Deputy Director

Washington State Transportation Commission

[seecarl@wstc.wa.gov](mailto:seecarl@wstc.wa.gov)

## **Travis Brouwer**

Assistant Director

Oregon Department of Transportation

[travis.brouwer@odot.oregon.gov](mailto:travis.brouwer@odot.oregon.gov)





# Public Comment



# Comment Instructions

## To make a verbal comment:

- ▶ To make a live comment via phone, dial: +1 646 931 3860 or +1 408 638 0968
  - Meeting ID: 986 0940 5983
  - Passcode: 701376
- ▶ Dial \*9 to raise your hand
- ▶ The facilitator will call on participants to provide comment
- ▶ Dial \*6 to unmute yourself
- ▶ Please provide your name and affiliation
- ▶ Commenters will be given 2 minutes to speak.

**If we run out of time and you have not had a chance to speak, you can still provide comments after the meeting.**



# Comment Instructions

To submit comments after the meeting:



- ▶ Fill out the comment form on the program website or email your comments to [info@interstatebridge.org](mailto:info@interstatebridge.org) with “EAG Public Comment” in the subject line.



- ▶ Call **360-859-0494** (Washington), **503-897-9218** (Oregon), **888-503-6735** (toll-free) and state “EAG Public Comment” in your message.
- ▶ Written comments need to explicitly say “**EAG Public Comment**” in the subject line or in the body of the message for them to be identified and distributed to EAG members.
- ▶ All written comments must be received prior to 48 hours in advance of each upcoming meeting in order to be distributed to advisory group members. Comments received after that point will be distributed to members in advance of their next meeting.

# Wrap Up

- Meeting Evaluation
- Next meeting: July 15, 2024