



Equity Advisory Group

Dec. 16, 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**

EAG Public Input Instructions

- ▶ There will be an opportunity to provide brief public input to EAG later in the meeting today.
- ▶ To submit input after the meeting:
 - Email comments to 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 <ul style="list-style-type: none">○ Introductions○ Meeting Overview○ Program Update
5:55 p.m.	Tolling Update
6:40 p.m.	Presentation and feedback to CBAG recommendations for Equity Objective “Mobility and Accessibility” and “Physical Design” Categories
7:00 p.m.	Equity Performance Measures Follow-up
7:15 p.m.	Public Comment
7:25 p.m.	Closing

Introductions

- ▶ Name + pronouns
- ▶ Affiliation
- ▶ Icebreaker: What is your favorite winter tradition?

Program Update

Greg Johnson, Program Administrator

Recent Activities

- ▶ **Conclusion of the Draft SEIS 60-day public comment period**
- ▶ **Recent Presentations**
 - Arnada Neighborhood Association
 - East Vancouver Business Association
 - Metropolitan Mayors Consortium (OR)
 - Concrete Reinforcing Steel Institute
 - Leadership Clark County
- ▶ **Bi-State Tolling Subcommittee**
- ▶ **Upcoming Presentations**
 - Bi-State Legislative Committee meeting



Frank Green and Ed Washington presenting to the AgForestry leadership program

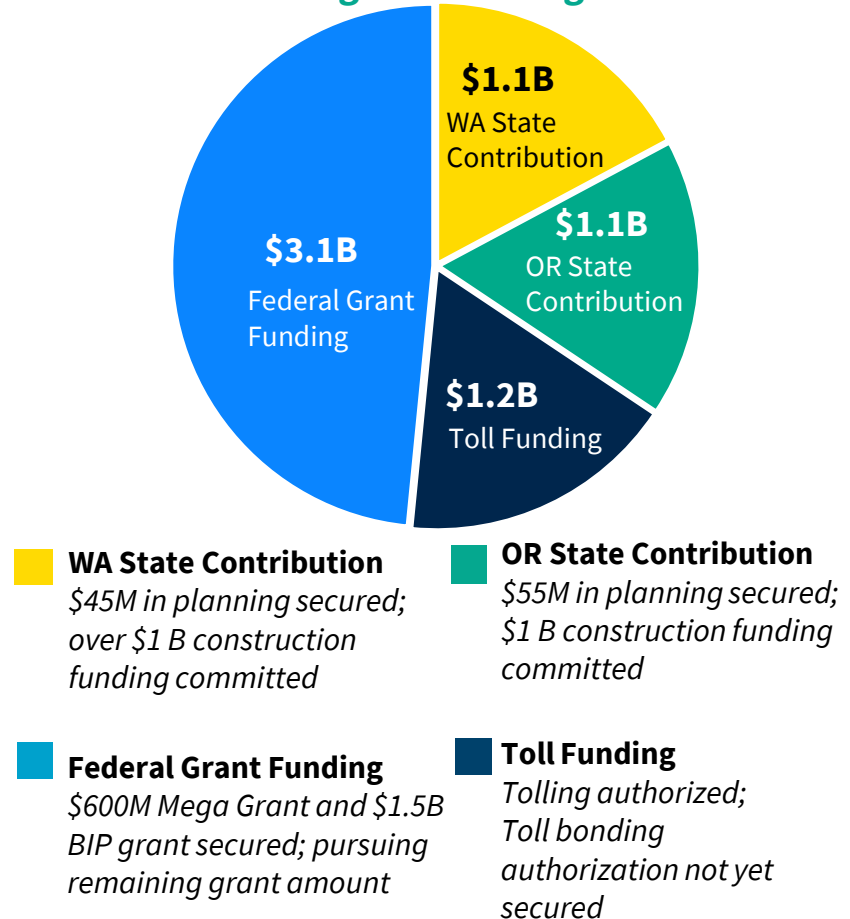
Tolling Update

Meghan Hodges, IBR Community and Government Relations
Manager

IBR Program Funding

- ▶ Federal funds, tolling, and state funds are needed to address the estimated cost range of \$5 billion to \$7.5 billion.
 - Bridge tolls will help pay for the new bridge and its continued operation and maintenance through the duration of the construction loan.
- ▶ Cost estimates will be refined as the federal review process progresses and the program advances design of IBR investments.

Potential Program Funding Sources



Updated as of 08.2024

Dec. 16, 2024

Level 3 Traffic and Revenue

How will we spend our time today?

Objectives:

- Recap bi-state tolling subcommittee work, schedule, and policy considerations
- Understand how feedback informed the bi-state tolling subcommittee process
- Share toll scenarios under analysis in the Level 3 Traffic and Revenue study

Remaining I-5 Bridge Rate-Setting Schedule*

- Level 3 Traffic and Revenue analysis – now thru spring 2025
- Select toll rate proposal for public input – late spring 2025
- Public engagement – now thru summer 2025
- Tribal consultation – now thru summer 2025
- Adopt toll rates and policies – fall 2025

**Preliminary schedule as of December 2024, subject to change*

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

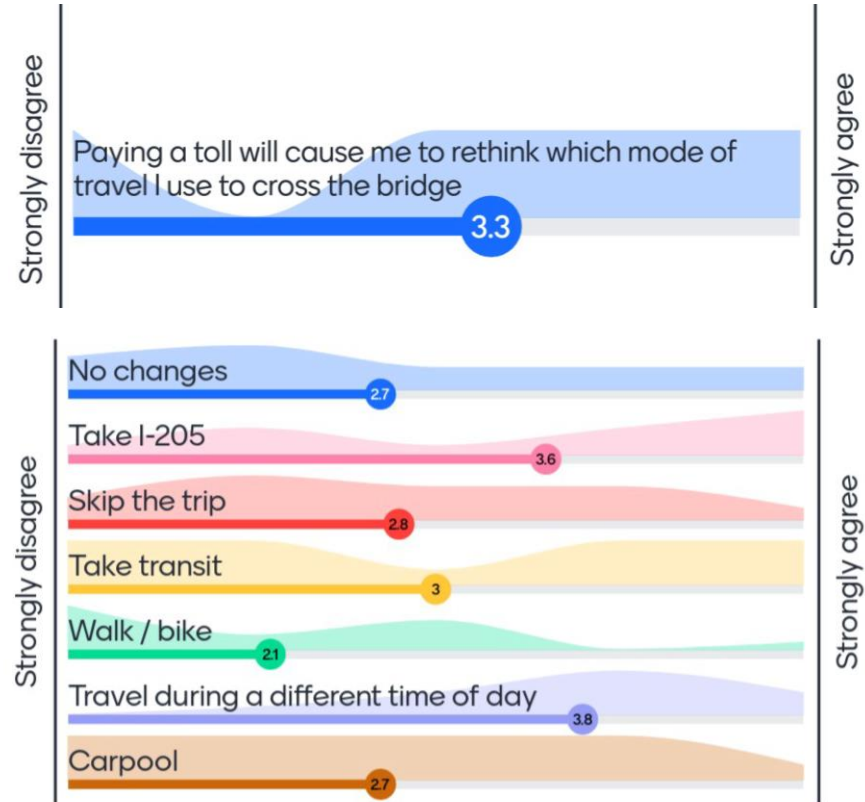
Bi-State Tolling Subcommittee Toll Rate & Policy Considerations

In addition to addressing funding requirements and existing laws in each state, the bi-state tolling 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.

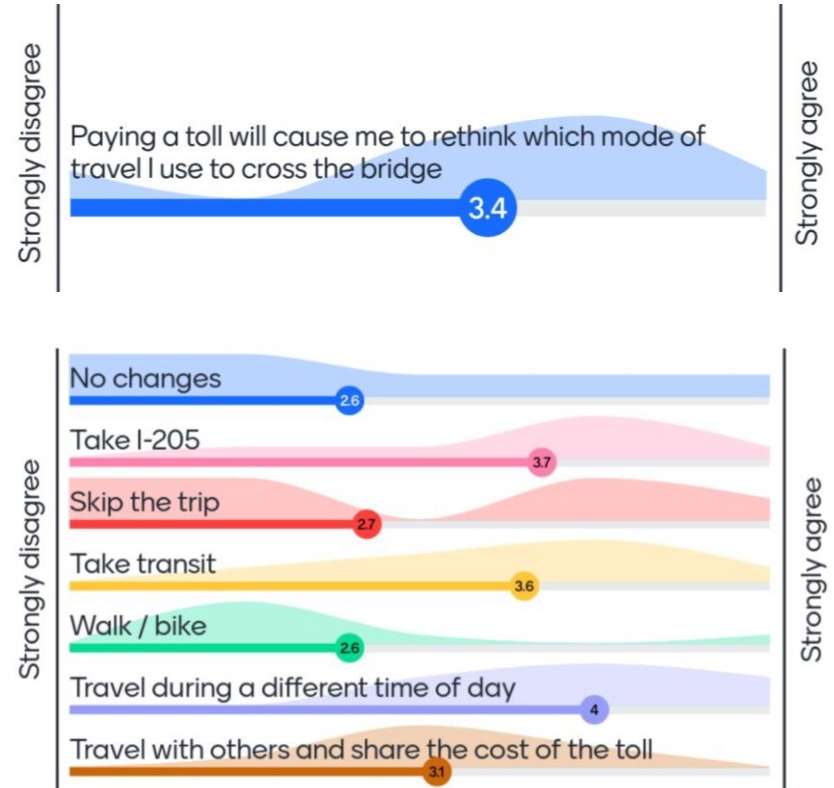
IBR Community Advisory Group Feedback

- In June, staff from WSDOT, ODOT and the WSTC met with the IBR advisory groups to discuss tolling on the I-5 Bridge and seek feedback.
- **What did we hear?**
 - Safe and efficient mobility is a priority policy consideration.
 - More people agreed that pre-completion toll rates should be similar to what the toll rates will be after the new bridge is opened.
 - Most people agreed paying a toll would cause them to rethink their mode of travel.
 - Several people would likely use I-205 to avoid paying the toll or travel during a different time of day to reduce the toll amount.

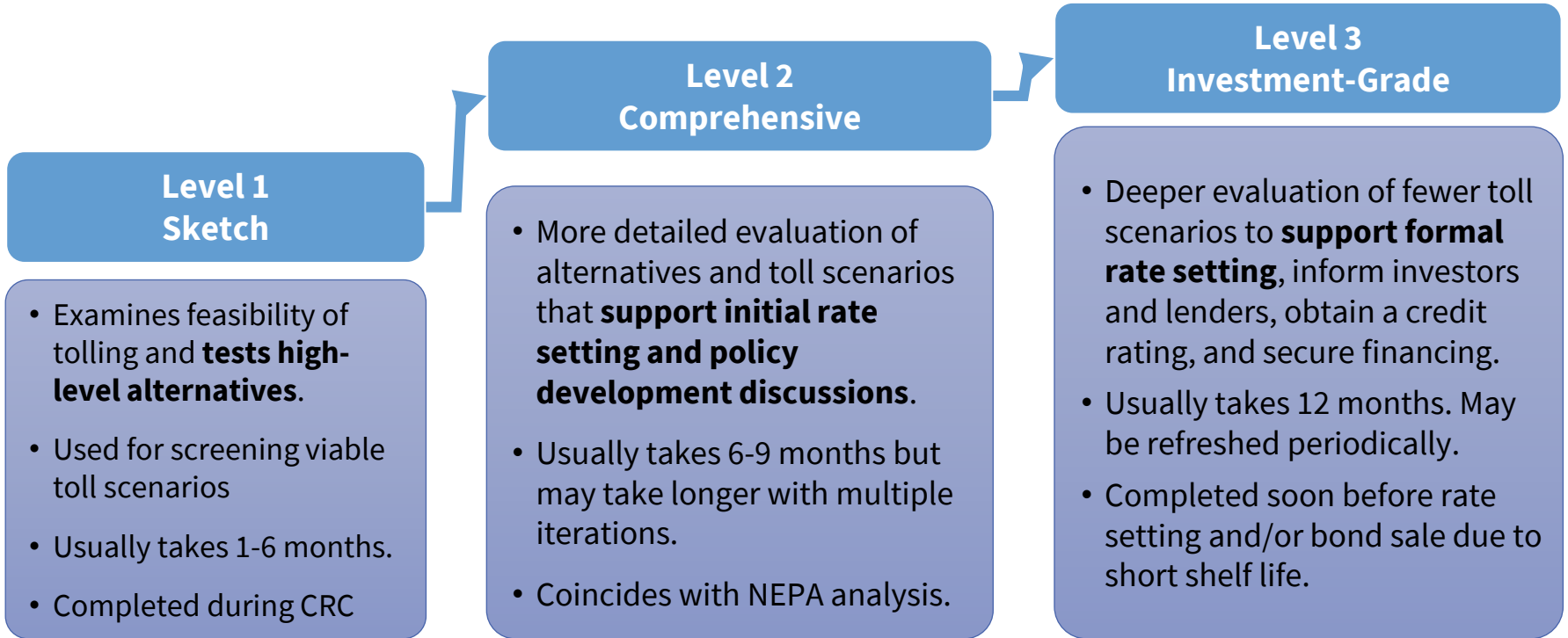


IBR Equity Advisory Group Feedback

- In June, staff from WSDOT, ODOT and the WSTC met with the IBR advisory groups to discuss tolling on the I-5 Bridge and seek feedback.
- **What did we hear?**
 - Equity was the priority policy consideration followed by safe and efficient mobility.
 - More people agreed that pre-completion toll rates should be similar to what the toll rates will be after the new bridge is opened.
 - Most people agreed paying a toll will cause them to rethink their mode of travel.
 - Several people would likely change their travel to a different time of day, take transit, carpool to share the cost of the toll, or divert to I-205.
 - The group discussed the need for a low-income program.



Toll Traffic and Revenue Study Levels



Level 3 Toll Scenario Development work to date

- **March – April:** Reviewed level 2 toll scenario analysis results and assumptions.
- **May – June:** Considered and identified preliminary level 3 toll scenario recommendations.
- **July:** Advanced level 3 toll scenario recommendations for approval by the Washington and Oregon Transportation Commissions on October 1.
- **October:** The full commissions met jointly and approved the four recommended tolling scenarios for analysis.
 - The commissions also directed the subcommittee to identify an approach to analyzing a tribal discount or exemption.

Why is a Level 3 traffic and revenue study needed?

- 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
 - Understand traffic patterns and forecasts
 - Meet all financial obligations over the forecast horizon
 - Eventually obtain an “investment-grade” credit rating to secure financing

Adopted Level 3 Traffic and Revenue 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 as soon as practical

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 as soon as practical

Tribal Toll Exemption/Discount Sensitivity Analysis

- Tribes in Washington and Oregon have requested or expressed interest in a toll exemption for the I-5 Bridge, both before and during the formal consultation process.
- At the Bi-State Transportation Commission meeting on October 1, 2024, the two State Commissions directed the Bi-State Tolling Subcommittee to:
 - Seek analysis of the financial impacts of offering a tribal toll exemption or discount.
 - Report back to the full commissions once completed.
- On October 15, the I-5 Bi-State Tolling Subcommittee approved analysis of two options for a tribal toll exemption or discount.
 - Options differ by the scope of what tribes to include as eligible
 - For both options, analysis will occur of both a 50% discount and a full exemption.

Oregon and Washington Coordination on Upcoming Rate-Setting Process

- Each commission will go through separate rate-setting processes, with the goal to hold decision-making meetings jointly.
- The commissions will coordinate on community engagement through the I-5 Bi-State Tolling Subcommittee and ensure opportunities for public comment on the proposed rates and discounts/exemptions.
- The I-5 Bi-State Tolling Subcommittee will continue to lead tribal consultation.
- The IBR program team is coordinating closely with both commissions and will continue to provide updates at IBR program advisory groups.

Next Steps

- The Bi-State Tolling Subcommittee meeting schedule for 2025 will be published online.
- To receive future meeting updates, email info@bistatesubcommittee.org
- 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>

Inform/Consult Session on IBR Community Benefits

Mobility & Accessibility and Physical Design Categories

Emilee Thomas-Peralta, Equity Team

Potential Community Benefits Recommendations

- ▶ **Mobility & Accessibility - Over-river trail accessibility and connectivity**
 - Explore creative solutions to ensure accessibility in the connections from the multimodal trail to transit stations at the elevated station and Hayden Island, including an elevator, ramp, and stairs.
 - *Elevators should be designed to accommodate multimodal transit options such as bikes, scooters, etc.*
 - Enhance multimodal connectivity to trails, including but not limited to, the 40-mile loop, Vancouver waterfront, and the North Marine Drive interchange, making them intuitive to traverse for all users.
 - Enhance safety for multimodal users crossing the bridge by incorporating protective features into the design, with special considerations for medical issues and suicide prevention.

Potential Community Benefits Recommendations

► Mobility & Accessibility:

- Design team to consider integration of acoustic enhancements in designs to better accommodate individuals with visual impairments, ensuring path support.
- Provide shelters, water, and bathrooms for different users of the multi-use paths, with a focus on those using paths for both recreation and essential travel.

Potential Community Benefits Recommendations

► Physical Design:

- Consider the inclusion of additional connectors such as Fourth Plain, 23rd Avenue, and 49th Avenue to ensure all areas connected.
- Create a community garden near the waterfront as part of the bridge design to serve as a resource for local residents.
- Design team to consider advanced signage on the bridge, including digital displays along the shared-use path displaying relevant information and real-time updates, and enhancing the sense of place.

Discussion

- ▶ Are these recommendations in line with the EAG Equity Framework Principles from your perspective?

Equity Performance Measures

Fabiola Casas, Equity Team

Process recap



EAG Public Comment

EAG Comment Instructions

- ▶ Through Zoom:
 - ▶ Please use the link located in the meeting description on the YouTube meeting page or on the IBR EAG meeting webpage.
 - ▶ Commenters will be allowed to turn on their webcams, but will not be allowed to share their screens and will be removed from the room once the public comment period concludes.
- ▶ By phone:
 - ▶ Dial 253-215-8782
 - ▶ Meeting ID: 986 0940 5983
 - ▶ Passcode: 701376
 - ▶ Dial *9 to raise your hand
 - ▶ Dial *6 to unmute yourself
- ▶ The facilitator will call on participants to provide comment
- ▶ Please provide your name and affiliation.
- ▶ Commenters will be given 2 minutes to speak.



or



EAG Comment Instructions

Please see www.interstatebridge.org/draftseis for the ways to submit official public comment on the Draft Supplemental Environmental Impact Statement.



To submit comment after the meeting:



- ▶ Fill out the comment form on the program website or email your comments to **info@interstatebridge.org** with “**EAG Public Comment**” in the subject line.
- ▶ Call **888-503-6735** and state “EAG Public Comment” in your message.
- ▶ 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