

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 transportation problems associated with the existing bridge. Funding from Oregon, Washington, and the federal government will make up a large share of the construction costs. Toll funding will also be needed to pay for construction of the replacement bridge, along with ongoing operations and maintenance through the duration of the construction loan.

What will tolling look like on IBR?

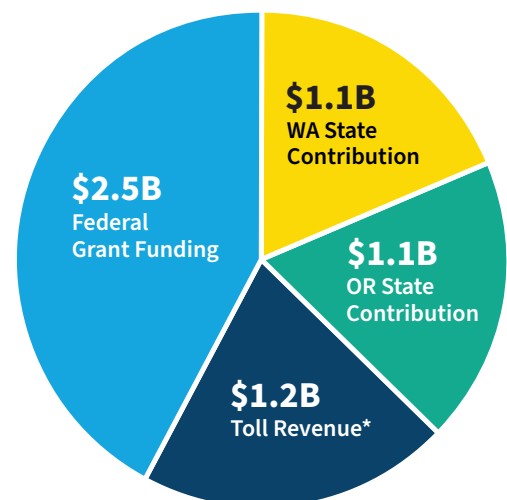
The Interstate Bridge will use electronic toll collection, the standard for tolled facilities throughout the country. There will be no toll booths, meaning traffic will not need to stop on the freeway to pay tolls. The program and local agency partners have agreed that IBR will use time-of-day variable 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 improvements 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 green house 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**
\$1M planning grant secured; pursuing remaining grant amount in summer 2023
- **Toll Revenue**
Not yet secured*

*OR and WA toll authorization has been secured. OR and WA bond authorization not yet secured.

Tolling Timeline

JAN 2023 - FALL 2023

Level 2 Toll Traffic & Revenue Study

LATE 2024 - LATE 2025

OR & WA Transp. Commission Rate Setting Process*

★ Adopt toll rates

EARLY 2024 - END OF 2025

Level 3 Investment Grade Toll Traffic & Revenue Study

* Toll rate discussions and analysis, including discounts and exemptions, will occur in a bi-state process in coordination with both transportation commissions. Public input will be an important part of the toll rate setting process and will be developed with both commissions.

Process and timing

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

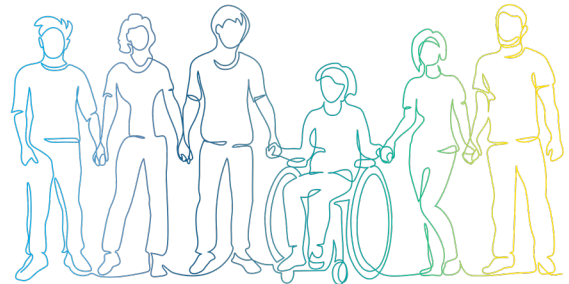
- **Legislatures:** Create statutes about tolling, such as authorizing toll facilities and identifying how toll revenue can be spent.
- **State transportation commissions:** Set toll rates and policies. In Oregon, the commission determines how toll revenue can be spent.
- **Departments of transportation:** 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 in this analysis 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 is currently being conducted, with input from the transportation commissions and will be released later in 2023 – it will analyze various toll rate levels to understand how they would affect travel demand and revenue. Toll rates analyzed may change before rates are set.

One toll scenario 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 determine a low-income toll program 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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