

Interstate Bridge Replacement Program Update

Travis Brouwer – Assistant Director for Revenue, Finance and
Compliance

Ray Mabey – Assistant IBR Program Administrator



Program Updated and Events

- Notable Events and Tours

- U.S. Secretary of Transportation Pete Buttigieg visit
- Federal Highway Administration Administrator Shailen Bhatt visit
- U.S. Senators Patty Murray & Maria Cantwell roundtable and tour

- Industry Outreach

- ACEC-ODOT Partnering Conference
- IBR hosted Industry Day Event
- Small Business Roundtable
- AGC tour and presentation

- External Engagement

- NW Transportation Conference
- IBR hosted freight forum
- Equity roundtable
- Youth press conference and tour



Funding & Grant Update

FHWA Bridge Investment Program Grant

- IBR program awarded \$1.499 billion
- Also received \$600 million MEGA grant

Source	Status	Expected Value
Existing State Funding	Committed	\$100 M
Washington Funding Contribution	Committed ¹	\$1,117 M
Oregon Funding Contribution	Committed	\$1,000 M
Toll Funding	Committed ²	\$1,100 - 1,600 M
USDOT Mega Grant	Committed	\$600 M
FHWA Bridge Investment Program Grant	Committed ³	\$1,500 M
FTA New Starts CIG Funding	Prospective	\$900 - 1,100 M
IBR Funding Totals		\$6,317 - 7,017 M

Updated as of 07.15.2024

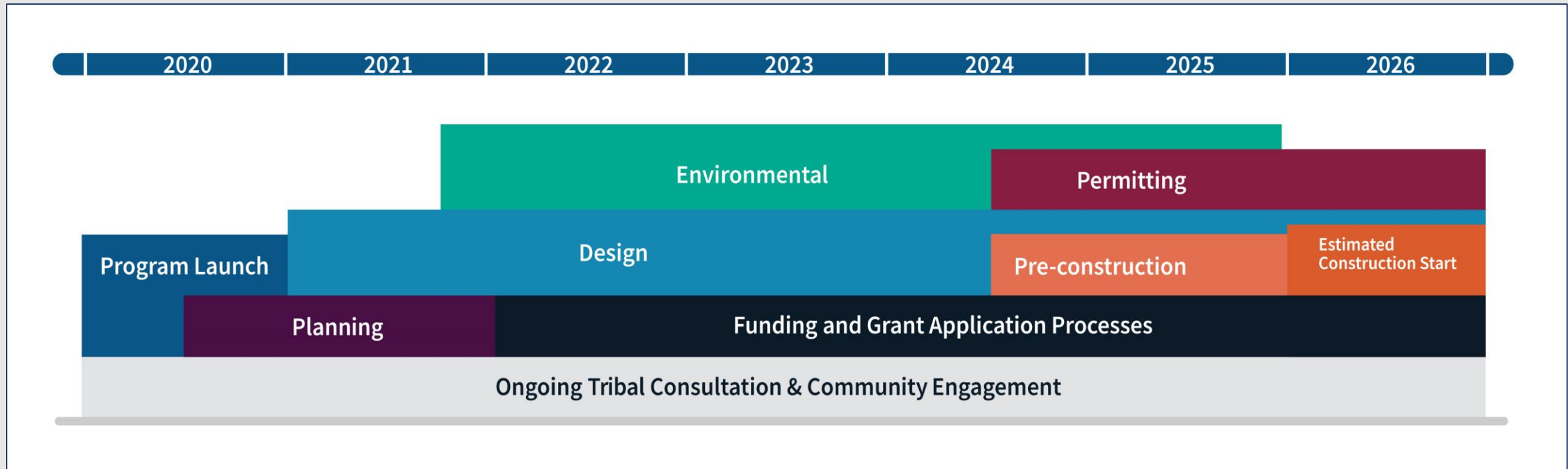
¹ \$117 M was deferred to a later date and adjusted for inflation by the Washington State Legislature in the 2023 session.

² Legislative authorization to toll has been secured in both states and toll funding of \$1.24 B has been confirmed by both states at toll rates assumed in the 2023 Financial Plan under a base case financing scenario. Toll rates and policies will be jointly set by the Washington State and Oregon Transportation Commissions.

³Combines \$1 M BIP Planning Grant (2022) and \$1.499 BIP Construction Grant (2024)



Program Schedule



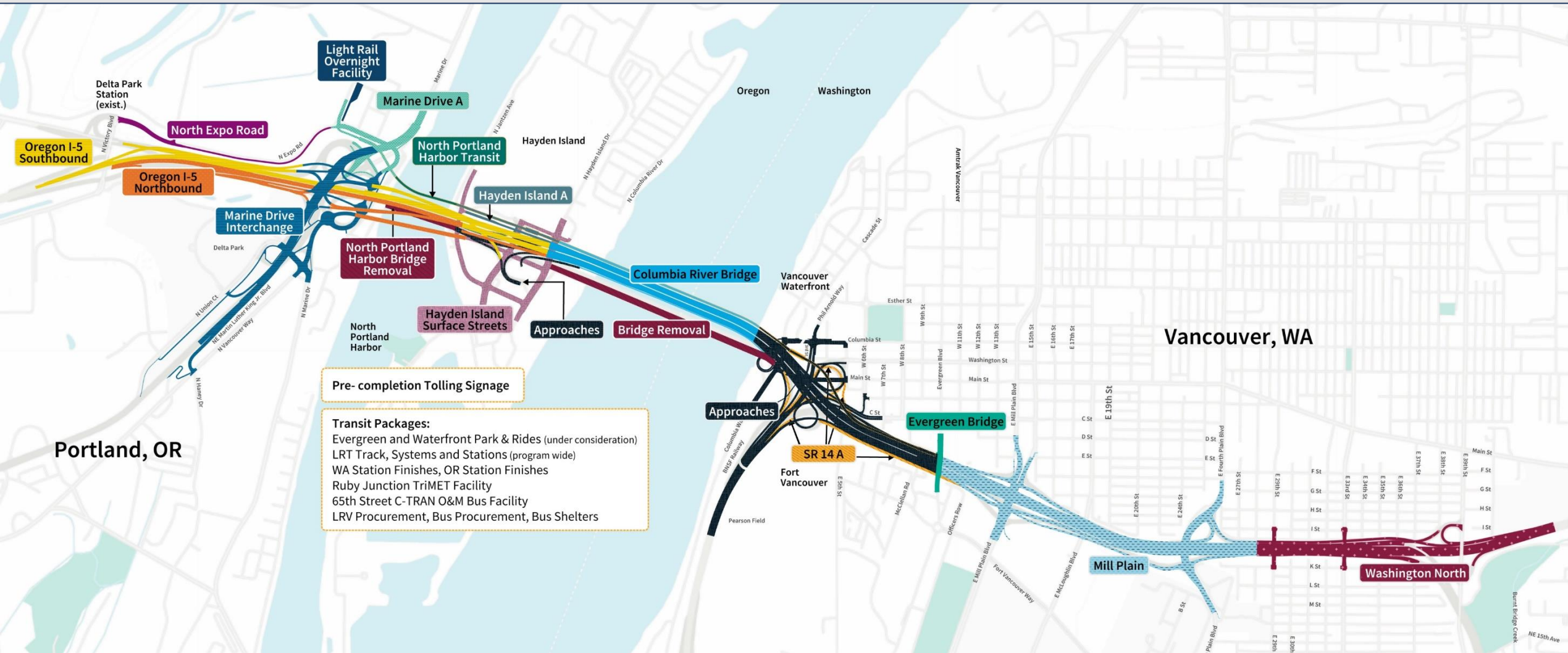
Schedule will be updated as needed to reflect program changes and timeline.

Upcoming Cost Estimate Updates

- Our current cost estimate was developed through a rigorous process that considered cost escalation and inflationary risk factors.
- Transportation projects nationwide and regionally are experiencing inflation, higher construction bids and changing market conditions.
- While we do not yet know how this will impact IBR, we will manage to the budget we have and deliver the program with the available funding.
- We will go through another Cost Estimate Validation Process (CEVP) and provide an updated cost estimate available as the environmental process progresses.



Conceptual Packages Sequence



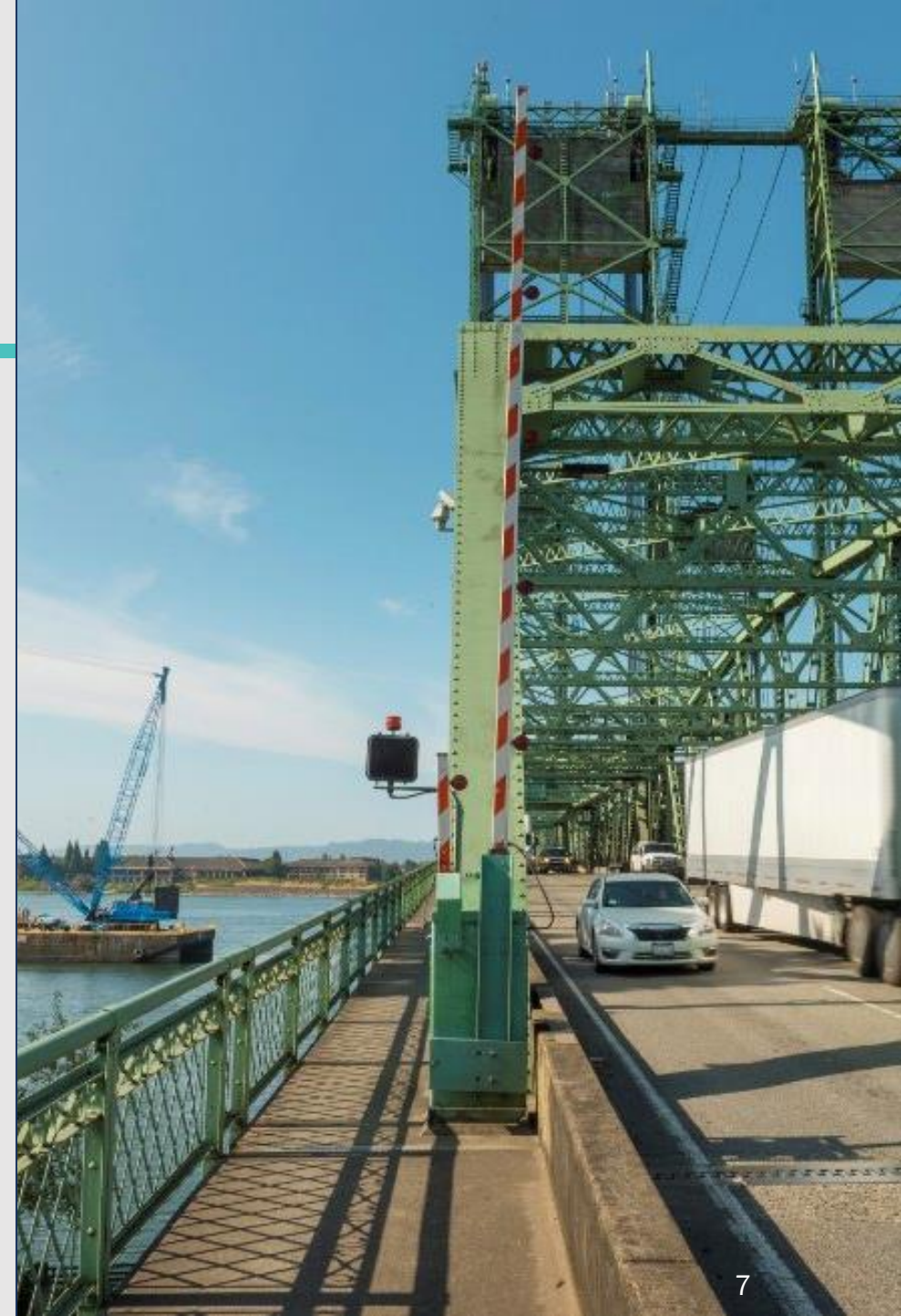
DRAFT

All packages are draft conceptual packages and subject to change

Visualizations of the Pedestrian Perspective

- These images show three different bridge types based upon the three configurations being studied (single-level, double-level, movable span).
- They do not represent the complete range of bridge types being considered; no decision has been made regarding bridge type or configuration at this time.

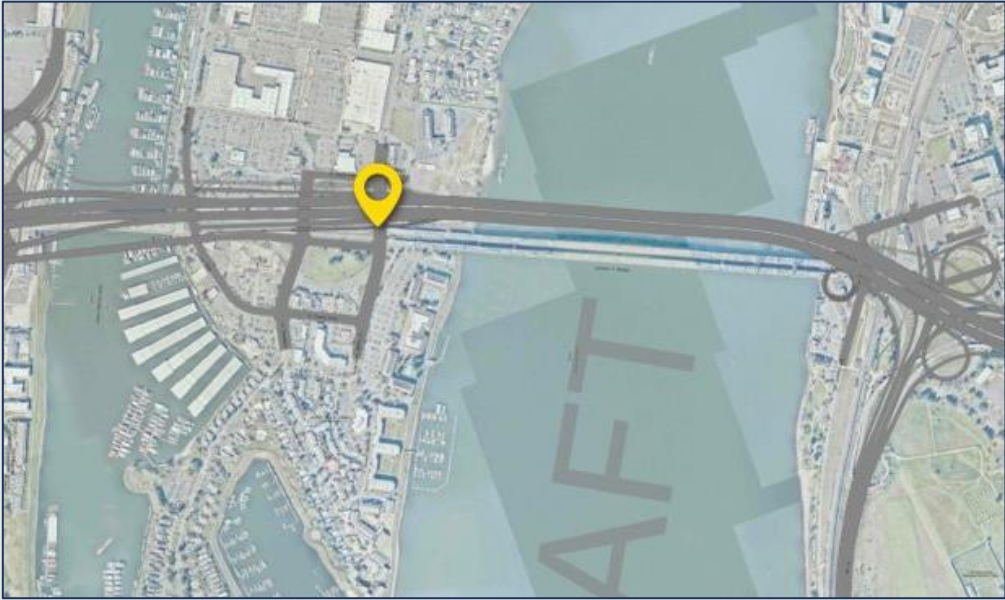
River crossing visualizations are available at: www.interstatebridge.org/Visualizations



Hayden Island looking north from Center Avenue



Hayden Island looking north from shared use path



I-5 Bridge Tolling Update

I-5 Bridge Bi-State Toll Subcommittee

Composition:

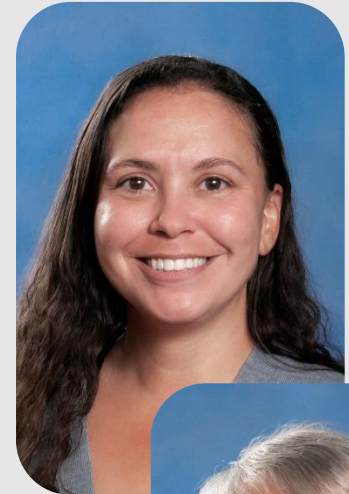
- 2 Oregon Transportation Commission members
- 2 Washington State Transportation Commission members

Purpose: Recommend toll rates and policies to their respective full Commissions for initial rate-setting and periodic review

Comm. Roy Jennings



Comm. Alicia Chapman



Vice Chair Jim Restucci



Vice Chair Lee Beyer

I-5 Bridge Bi-State Toll Subcommittee

Toll rates and policies:

- Must be **adopted** by a majority vote of each state's Commission
- Must ensure **compliance** with both states' laws and bond covenants
- Must generate **sufficient revenue** to meet all toll facility **financial obligations** in each year of the forecast horizon



Interstate Bridge Replacement Program

What will the Commissions decide?

The Commissions will jointly determine issues such as:

- Toll rates by time of day and payment method
- Toll rate multiples for trucks
- Hours of operation
- Toll escalation
- Potential discounts and exemptions

Following ongoing commission discussions, toll rates and policies are expected to be set about 6-8 months before tolling begins.

IBR: Tolling Status and Next Steps



November 2023: Published IBR **Level 2** Traffic & Revenue Report



Late 2023 to current: Bi-State Toll Subcommittee identifies additional Level 2 Traffic & Revenue Scenarios and analysis is conducted



Mid-2024 to late 2025: Conduct IBR **Level 3** Traffic & Revenue Study (investment grade analysis)



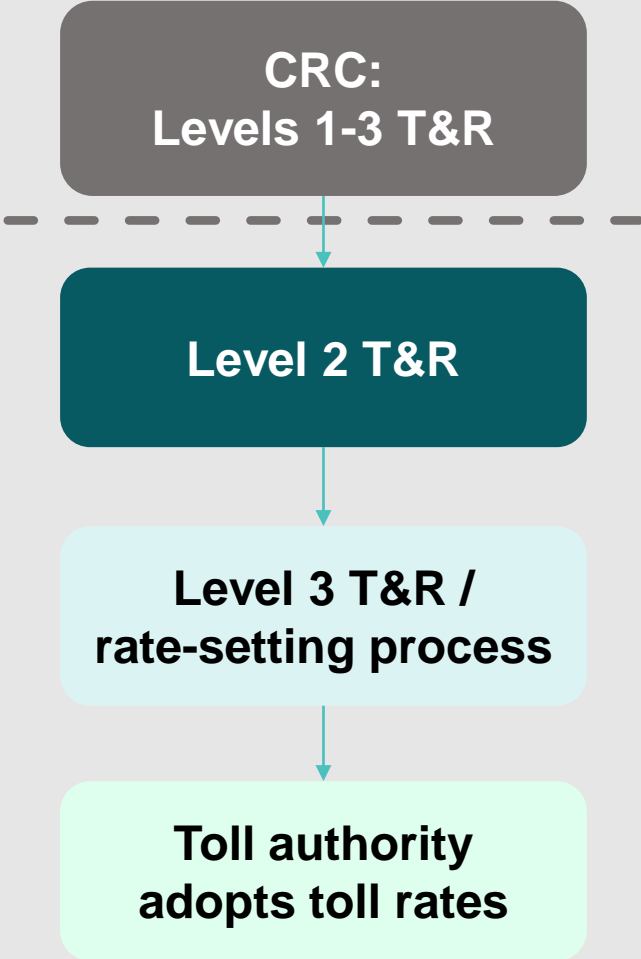
Late 2024 to late 2025: Formal **rate-setting** process by Oregon and Washington Transportation Commissions



Mid-2025: Oregon and Washington Transportation Commissions **adopt toll rates**



2026: Begin pre-completion **toll collection**



Toll Scenarios Recommended for Level 3 Analysis

1	Weekday Toll Rates & Hours (2026 \$)		Weekend Toll Rates & Hours (2026 \$)	Truck Toll Multipliers	Toll Escalation	Low-Income Toll Program
	Pre-Completion	Post Completion				
	Lower + 2.15% \$1.55 - 3.20	Hybrid + 2.15% \$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				
	Hybrid + 2.15% \$1.55 - 3.65	Hybrid + 10% \$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				
	Hybrid + 10% \$1.65 - 3.90	Hybrid + 10% \$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				
	Hybrid + 32% \$2.00 - \$4.70	Hybrid + 32% \$2.00 - \$4.70	Three Step (Min/Mid/Peak)	1.5x / 3.0x	3% Every Two Years	50% Discount as soon as practical



Toll Administrative Rules

Rule Content

- Narrowed scope of rules developed with STRAC and reviewed by OTC in 2023 to focus on tollway project designation and rate setting that we need for OTC to collaborate with WSTC in tolling Interstate Bridge
- Added section on unsolicited private sector toll proposals to clarify process

Process

- Public comment process in September, will present to OTC in November
- Additional rulemaking in 2025 needed to set actual rates in rule

Next Steps on IBR Tolling for OTC

1

Review scenarios recommended by BTS for Level 3 Traffic & Revenue Study (October 1 bi-state meeting)

2

Review reduced scope rulemaking (November)

3

Review IBR Tollway Project Application (December)

Questions or feedback?

For more information contact:

info@interstatebridge.org

360-859-0494 or 503-897-9218

888-503-6735

<https://www.interstatebridge.org>

