Interstate BRIDGE Replacement Program

Washington State Transportation Commission

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May 15, 2024

IBR Program Recent and Upcoming Work

- **Draft Supplemental Environmental Impact Statement: 2024**
  - 60-day Public Comment Period, public hearings, and community engagement
- **Notable Events and Tours:**
  - Secretary of Transportation Pete Buttigieg roundtable and tour
  - FHWA Administrator Shailen Bhatt visit and tour
  - U.S. Senators Patty Murray & Maria Cantwell roundtable and tour

Interstate BRIDGE Replacement Program

Program Schedule

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

Modified LPA and Design Options

- **Modified LPA**
  - Improve active transportation facilities and connections
  - Extend LRT from Expo to Evergreen Blvd and provide bus on shoulder
  - Add three new LRT stations and up to two Park & Rides
  - Replace bridges over Columbia River and North Portland Harbor
  - Modify seven I-5 interchanges
  - Three through lanes and at least one auxiliary lane in each direction

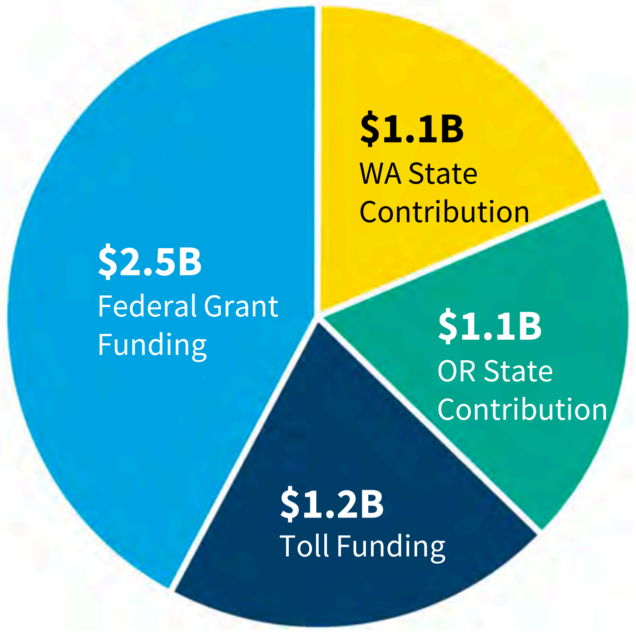
- **Design options being studied**
  - Configurations of the Columbia River bridges
    - *Movable Span; Single Level; Double Deck/Stacked*
  - C Street ramps to/from I-5
  - Operations and safety
    - *One auxiliary lane*
    - *Two auxiliary lanes**
  - Possible Park & Ride locations at Waterfront and Evergreen Transit Stations
  - I-5 alignment shift between SR14 and Mill Plain
    - *Maintain existing alignment; Westerly shift toward downtown**

Design options being studied in DSEIS but not included in the Modified LPA

IBR Program Funding

- **Federal funds, tolling, and state funds are needed to address the estimated $6B IBR program cost.**
  - Bridge tolls will help pay for the new bridge and its continued operation and maintenance through the duration of the construction loan.
- **Having all non-federal matching funds in place demonstrates regional commitment and increases competitiveness in federal grant applications.**

Potential Program Funding Sources



WA State Contribution
$45M in planning secured; construction funding committed

OR State Contribution
$55M in planning secured; construction funding committed

Federal Grant Funding
$600M Mega Grant and $1M BIP planning grant secured; pursuing remaining grant amount

Toll Funding
Tolling authorized; toll bonding not yet authorized

IBR Program Next Steps

- **Draft SEIS: Spring 2024**
  - Ongoing Community Engagement to support Draft SEIS process
  - Tribal Consultation
  - 60-Day Public Comment period
    - *Additional community engagement activities including public hearing(s)*
- **Refinements to design will be made to address public comments, identify mitigation, and confirm a corridor-wide alternative**
- **Final SEIS and Amended Record of Decision: 2025**
- **Begin construction: Late 2025 / Early 2026**

Tolling in Oregon

Portland-Area Tolling status:

- Stop work on the Regional Mobility Pricing Project.
- Delay additional expenditures for implementation of tolling on the I-205 Abernathy Bridge project so the legislature can further evaluate and provide clearer direction on tolling.
- Transfer toll collection for IBR to WSDOT's existing toll program.
- OTC will continue coordination with WSTC to advance toll policy discussions.

Interstate BRIDGE Replacement Program

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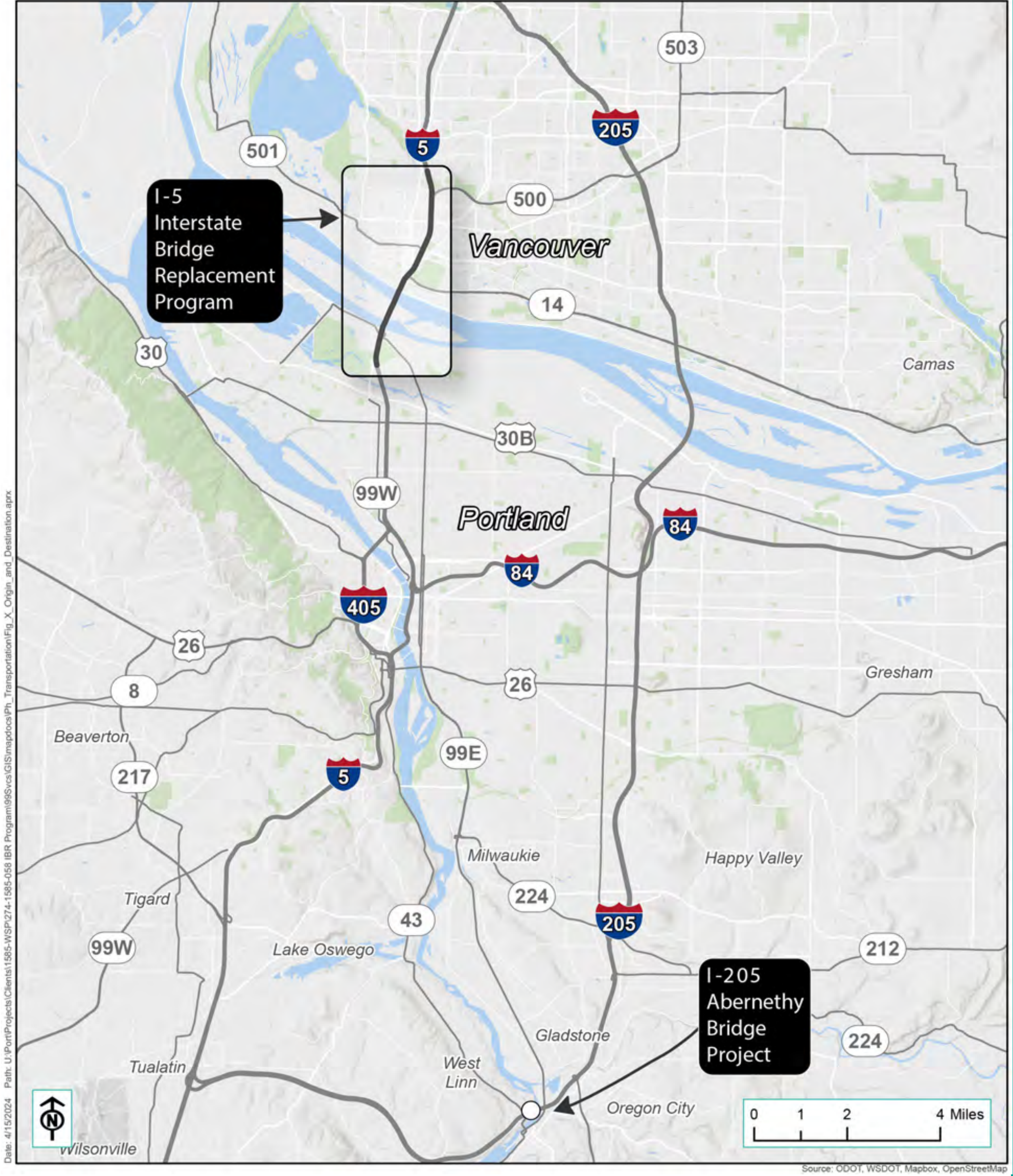
IBR Level 2 Toll Traffic & Revenue Analysis

Brent Baker

IBR Level 2 Toll Traffic and Revenue Study

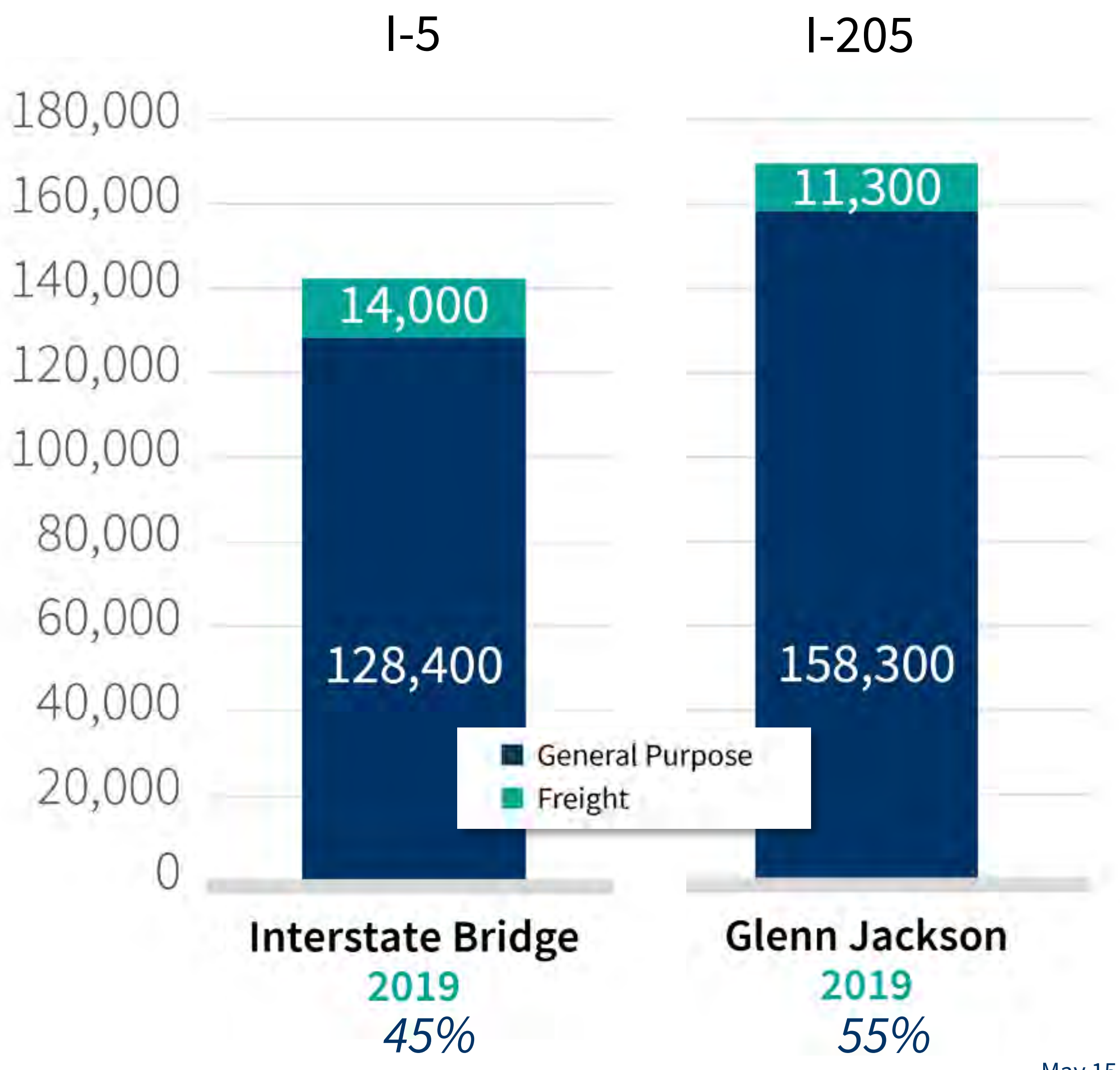
- Study area encompasses the greater Portland / Vancouver metro region



Interstate BRIDGE Replacement Program

Average Cross-river Weekday Traffic Volumes – Passenger and Freight Vehicles

- **Recent data shows that the I-205 Glenn Jackson Bridge carries 18% more traffic than I-5**
  - I-5 carries 45% and I-205 carries 55% of cross-river travel
- **Truck traffic favors I-5**
  - Trucks represent about 10% of I-5 bridge traffic but less than 7% of I-205 bridge traffic
  - Overall, trucks average about 8% of total weekday cross-river travel on both bridges combined



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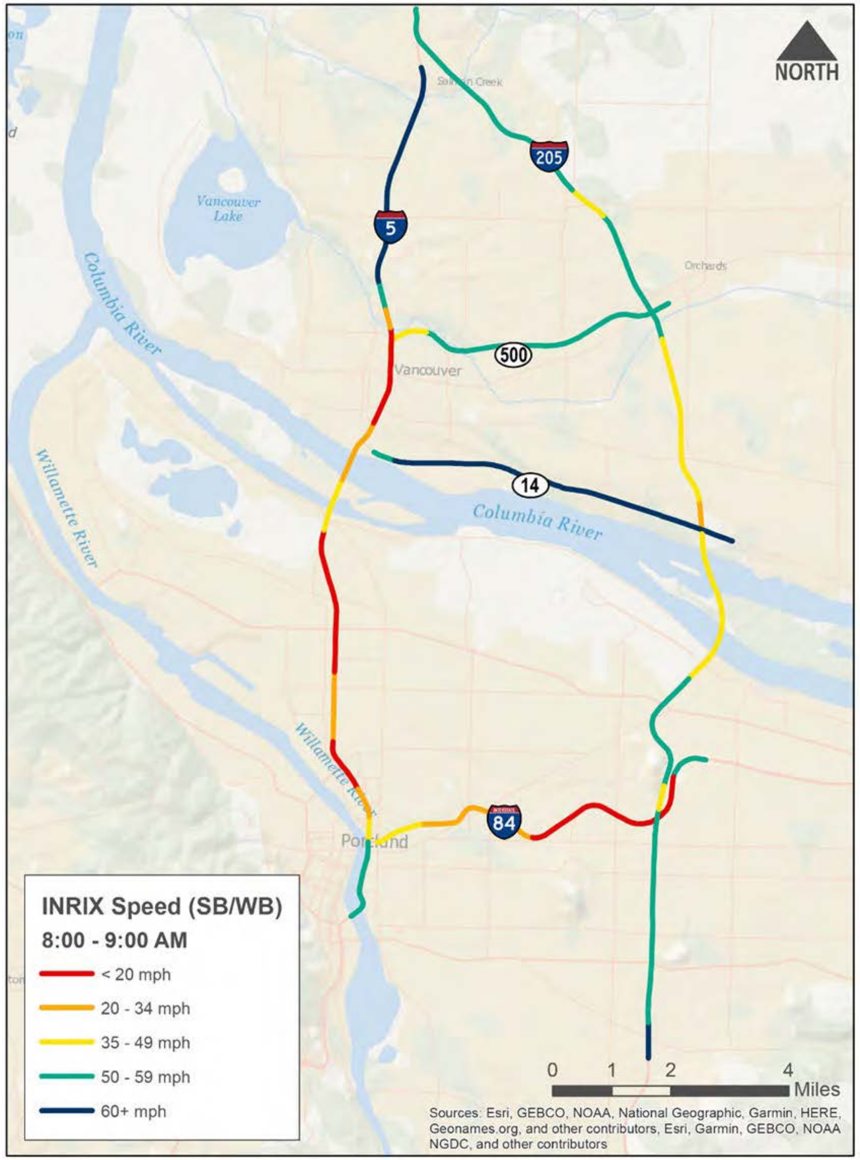
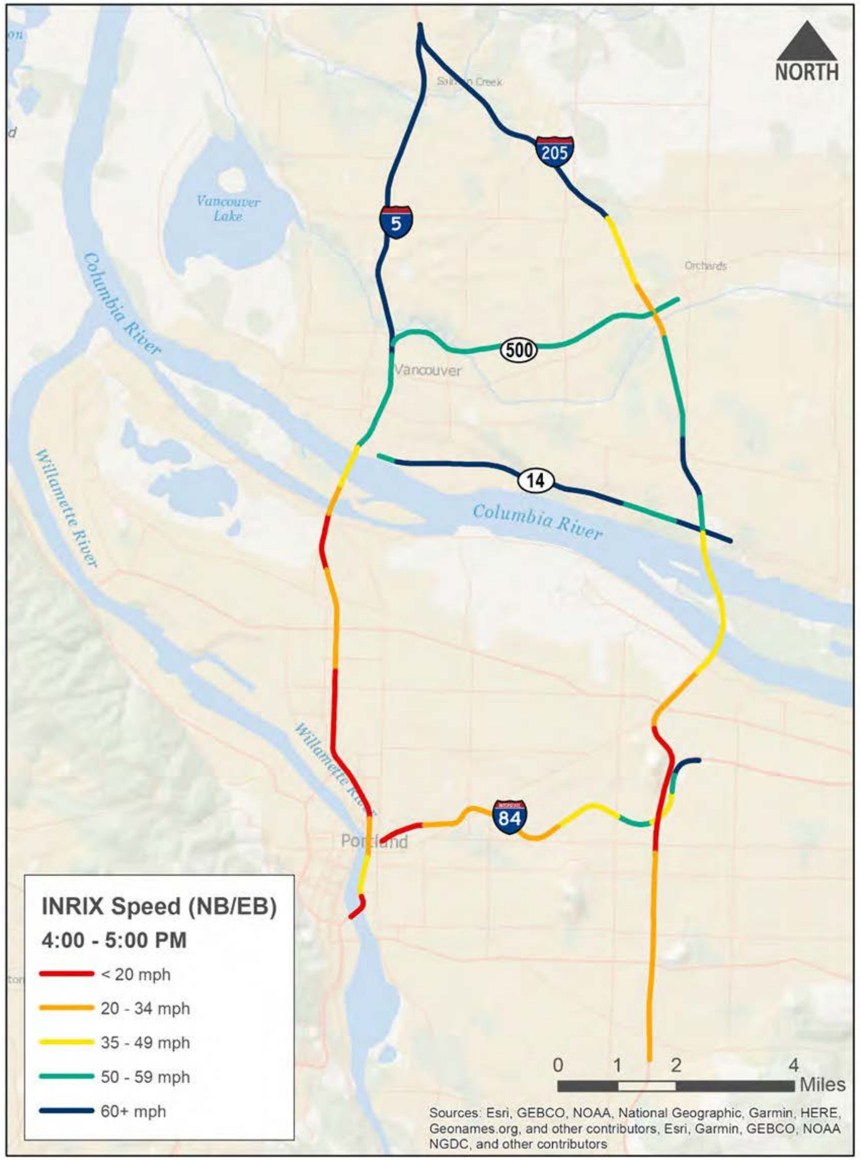
2019 Portland Metro Regional Freeway Travel Speeds
Peak Periods - Peak Directions

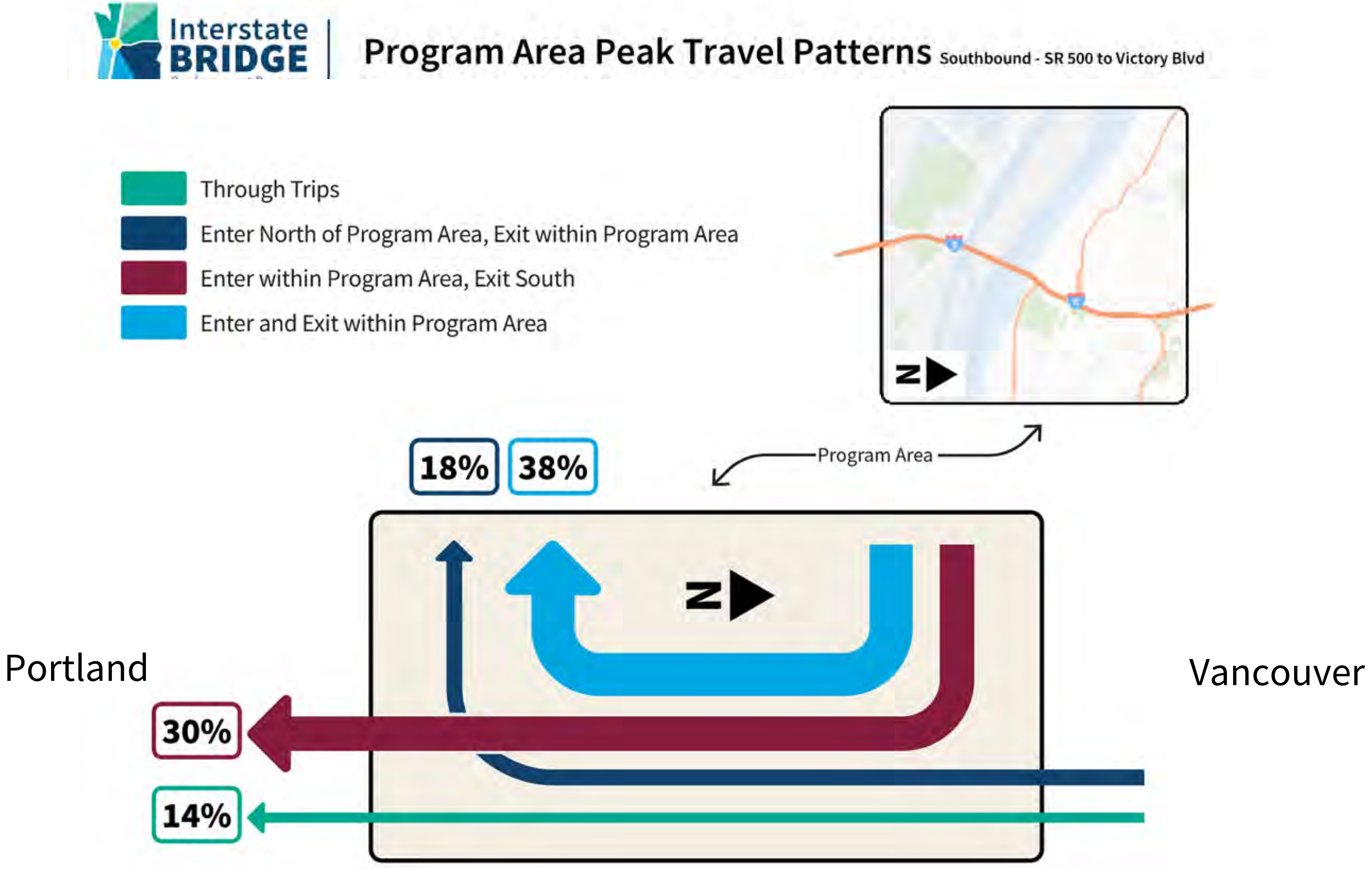
Morning Southbound / Westbound



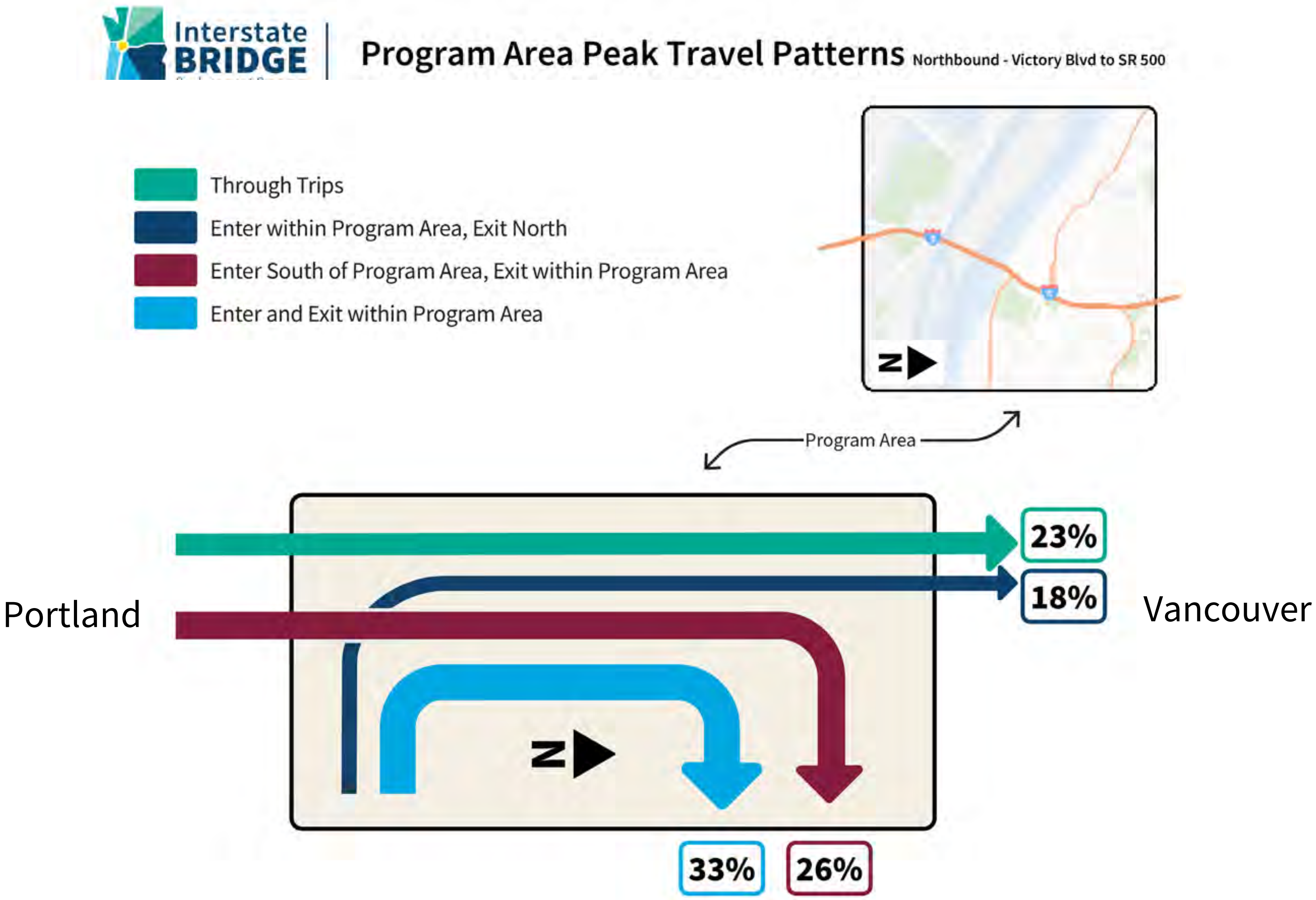
Afternoon Northbound/Eastbound



86% of Southbound I-5 traffic through the program area enters or exits using an IBR interchange during the AM Peak Period



77% of Northbound I-5 traffic through the program area enters or exits using an IBR interchange during the PM Peak Period



Traffic forecasts are tailored to different objectives

- The IBR Program is preparing two types of traffic forecasts:
  - **Traffic forecasts for environmental analysis and design considerations**
    - Focus on typical weekday traffic impacts
    - For IBR, this will forecast ***higher*** traffic volumes to not understate the possible impacts
  - **Traffic and revenue (T&R) forecasts for financial planning**
    - Focus on annual traffic and revenue projections in each year
    - For IBR, we are forecasting ***lower*** traffic volumes to ensure it is more conservative and does not overstate possible revenue
- The Level 2 Toll T&R study scenarios provide conservative revenue estimates for a range of toll policies and network assumptions along with how tolling affects travel demand

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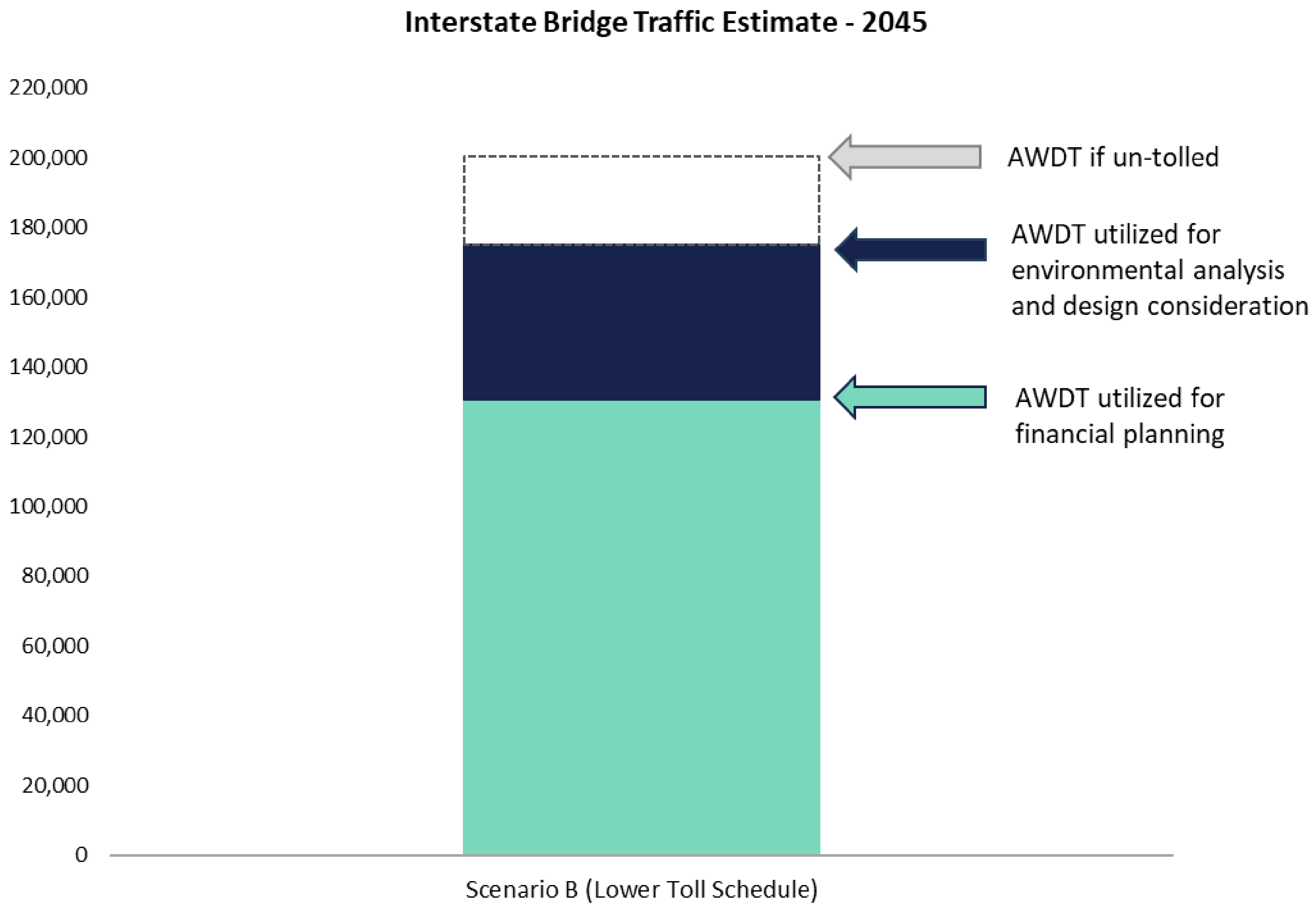
Two types of toll traffic forecasts

- Analyses performed for various purposes result in a range of traffic forecasts with varying I-5 traffic levels
- The Level 2 T&R study relies on conservative forecasts of traffic to estimate revenue generation potential



AWDT = Average Weekday Daily Traffic

IBR Level 2 Toll T&R Study + Additional Scenarios

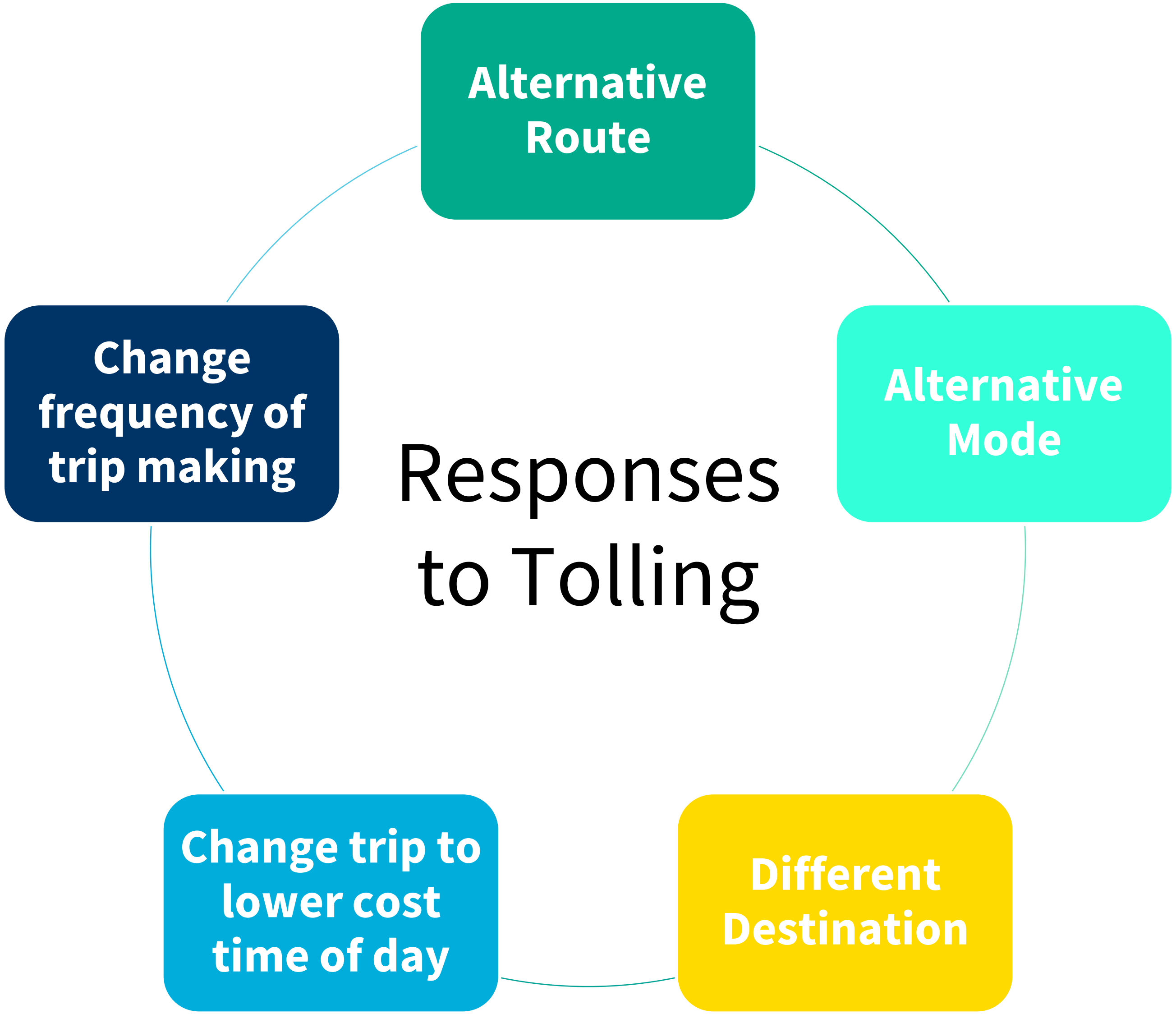
Scenario	Brief Description	Toll Rate & Policy Assumptions: Min Auto Toll (FY 2026 $)	Max Auto Toll (FY 2026 $)	Annual Toll Escalation	Low Income Discount	Medium/ Heavy Truck Tolls	Other Regional Toll Facilities	Meets 2023 Financial Plan $1.24 B Funding Target	Comments / Preliminary Findings over Forecast Period (% changes relative to Scenario A)
Scenario A	Base Tolls	$2.15	$3.55	2.15%	No	2x / 4x	Abernethy Bridge (I-205 Toll Project)	Confirmed	• Preliminary analysis confirmed net toll revenues could provide at least $1.24 B
Scenario B	Lower Tolls (NEPA)	$1.50	$3.15	2.15%	No	2x / 4x	Abernethy Bridge (I-205 Toll Project)	Likely	• Traffic increases on average by 5% • Net toll revenue reduced by about 15%
Scenario C	Scenario A + No Toll Escalation	$2.15	$3.55	None	No	2x / 4x	Abernethy Bridge (I-205 Toll Project)	Further analysis needed	• Traffic increases on average by 9% • Net toll revenue reduced by about 39%
Scenario F	Scn A + 50% Low Income Discount	$2.15	$3.55	2.15%	50%	2x / 4x	Abernethy Bridge (I-205 Toll Project)	Likely	• Traffic increases on average by 0.4% • Net toll revenues reduced by about 2%
Scenario G	Scn A + 25% Low Income Discount	$2.15	$3.55	2.15%	25%	2x / 4x	Abernethy Bridge (I-205 Toll Project)	Likely	• Traffic increases on average by 0.1% • Net toll revenue reduced by less than 1%
Scenario H	Revised Base Assumptions	$1.50	$3.55	2.15%	50%	1.5x / 2x	No Oregon Toll Projects	TBD	Modified Bi-State Subcommittee request (3/15/24); assumes WSDOT toll collection
Scenario I	Scenario H w/ I-205 Toll Project	$1.50	$3.55	2.15%	50%	1.5x / 2x	Abernethy Bridge (I-205 Toll Project)	TBD	Bi-State Subcommittee request; assumes WSDOT toll collecton
Scenario J	Scenario H w/lower pre-completion tolls	$1.50 $1.50	$3.15 $3.55	2.15%	50%	1.5x / 2x	No Oregon Toll Projects	TBD	Modified Bi-State Subcommittee request (3/15/24); assumes WSDOT toll collection
Scenario K	Scenario I w/lower pre-completion tolls	$1.50 $1.50	$3.15 $3.55	2.15%	50%	1.5x / 2x	Abernethy Bridge (I-205 Toll Project)	TBD	Bi-State Subcommittee request; assumes WSDOT toll collecton

Notes:

Updated April 2024

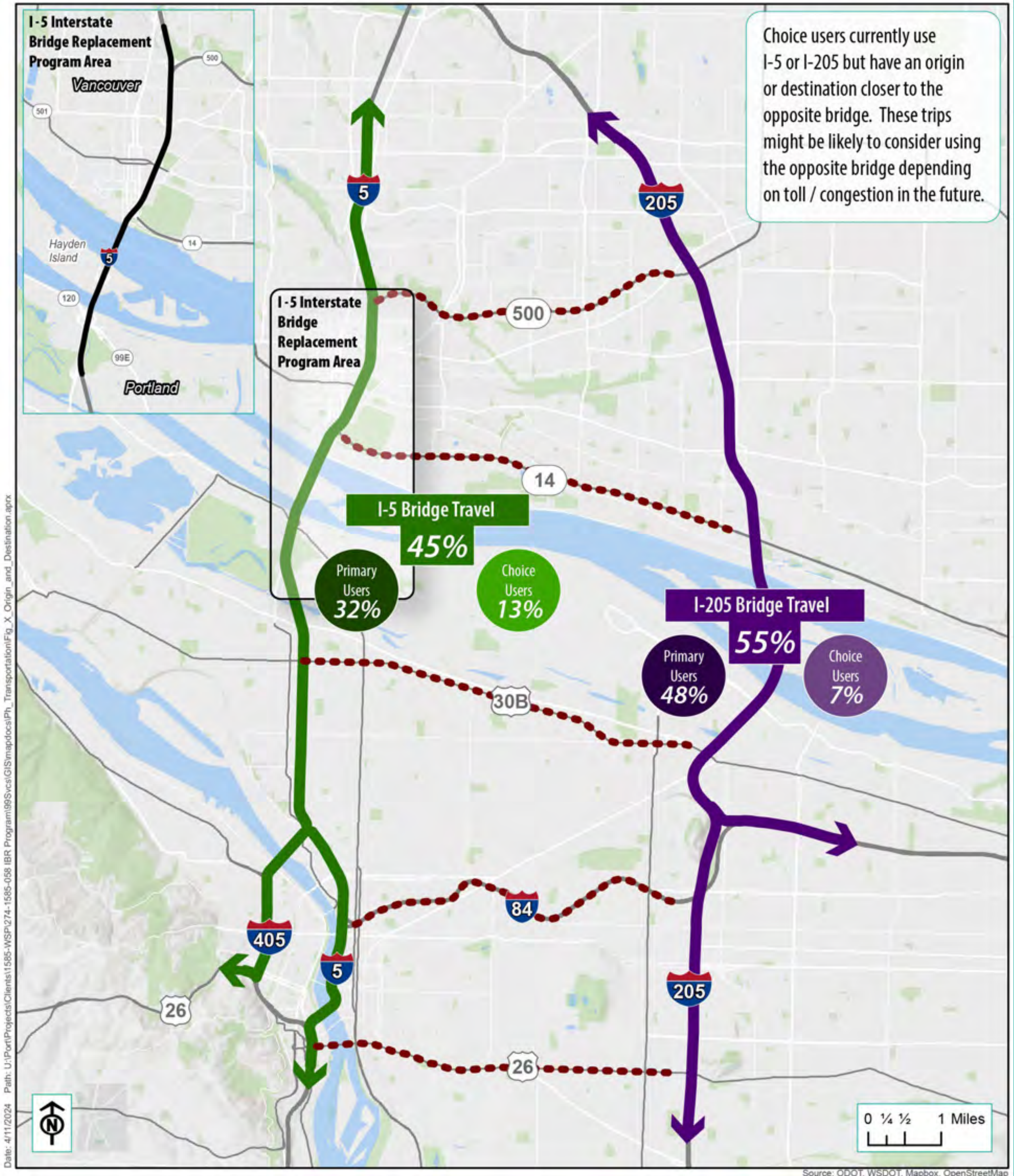
- Weekend toll rates assumed to be constant at the minimum non-zero weekday value.
- Customers without a registered account (pay by mail) are assumed to pay an additional $2 toll per trip ($3 for medium & $4 for heavy trucks in Scenarios H-K).
- The minimum toll is assumed to be $0 overnight during pre-completion tolling (FYs 2026-33).
- All scenarios assume pre-completion tolling begins on the existing bridge in April 2026.
- Scenarios D and E not shown included the assessment of the effects of ODOT's Regional Mobility Pricing Project (RMPP) plans as of December 2022.
- Abernethy Bridge tolling under the I-205 Toll Project is also combined with Tualatin River Bridge tolls and widening a two-lane section to three lanes further south by 2045.
- The low-income toll discount scenarios assume eligibility at 200% of the federal poverty level. Actual benefit program details to be jointly determined by OTC and WSTC.

Toll diversion can take many forms



Current Regional Travel Patterns with Choice Users

- **The I-5 Interstate Bridge carries 45% of current cross-river travel**
  - 71% of I-5 Bridge users have origin and/ or destination locations soundly favoring I-5
  - The remaining 29% of I-5 trips have origin or destination locations where a toll might cause users to choose the I-205 crossing
- **Of the 55% of cross-river travel carried on the I-205 Glenn Jackson Bridge, 87% soundly favor that bridge**
- **20% of total cross-river travelers represent "choice users" that could reasonably switch bridges**



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Level 3 Scenario Development

- **Provide detailed traffic and revenue projections sufficient to:**
  - Inform formal toll rate setting
  - Meet all financial obligations over the forecast horizon
  - Eventually obtain an "investment-grade" credit rating to secure financing
- **Narrower set of scenarios to facilitate in-depth analysis**
  - May include forecast stress-tests / risk analyses to address financial planning questions
- **Rate and policy options for Level 3 scenarios:**
  - Hours of operation
  - Time of day rate variation and truck rate multiples
  - Toll escalation
  - Pre-completion tolling
  - Discounts and/or exemptions

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Thank you!