

Interstate Bridge Replacement Program STIP Amendment Request

May 8, 2025

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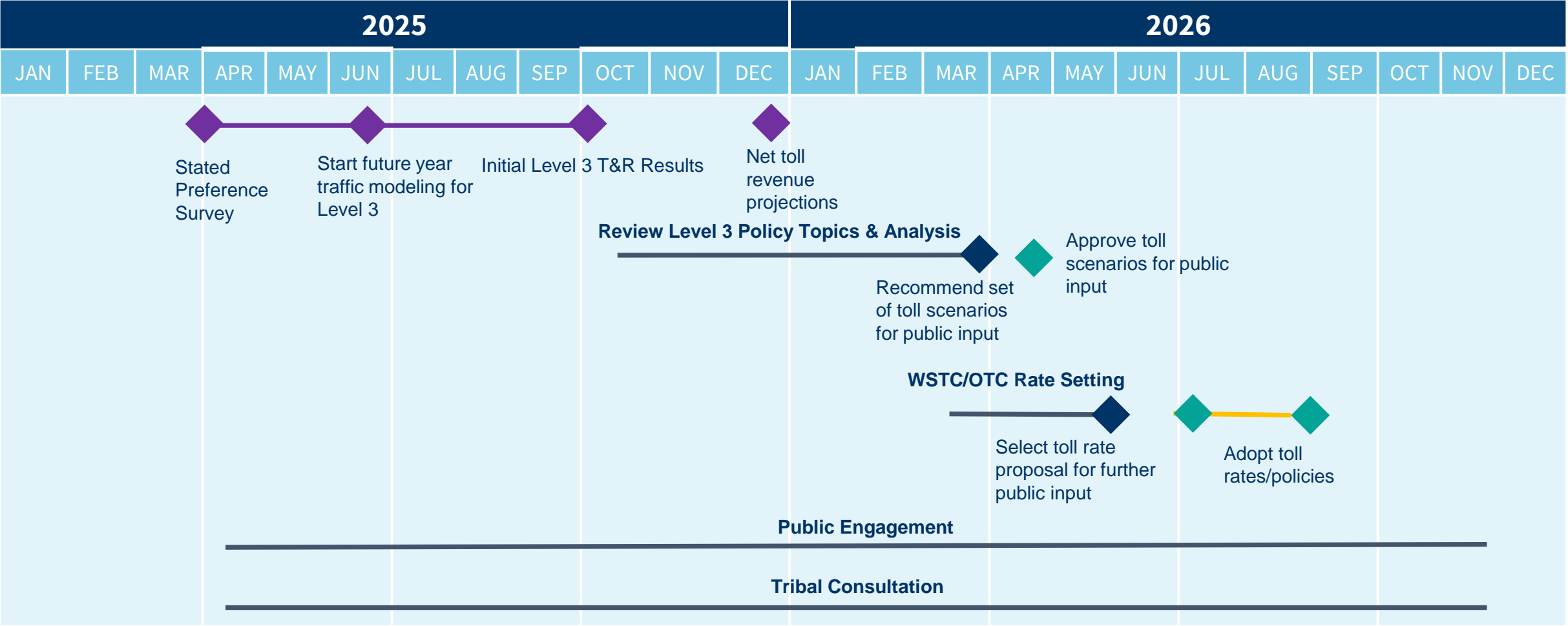
IBR Schedule

We are here!





Interstate Bridge Rate Setting – Preliminary Schedule


Rate setting schedule assumes a tolling start date of second quarter 2027.



Legend

Subcommittee action 

Full Commission action 

Level 3 Analysis steps 

Level 3 T&R 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

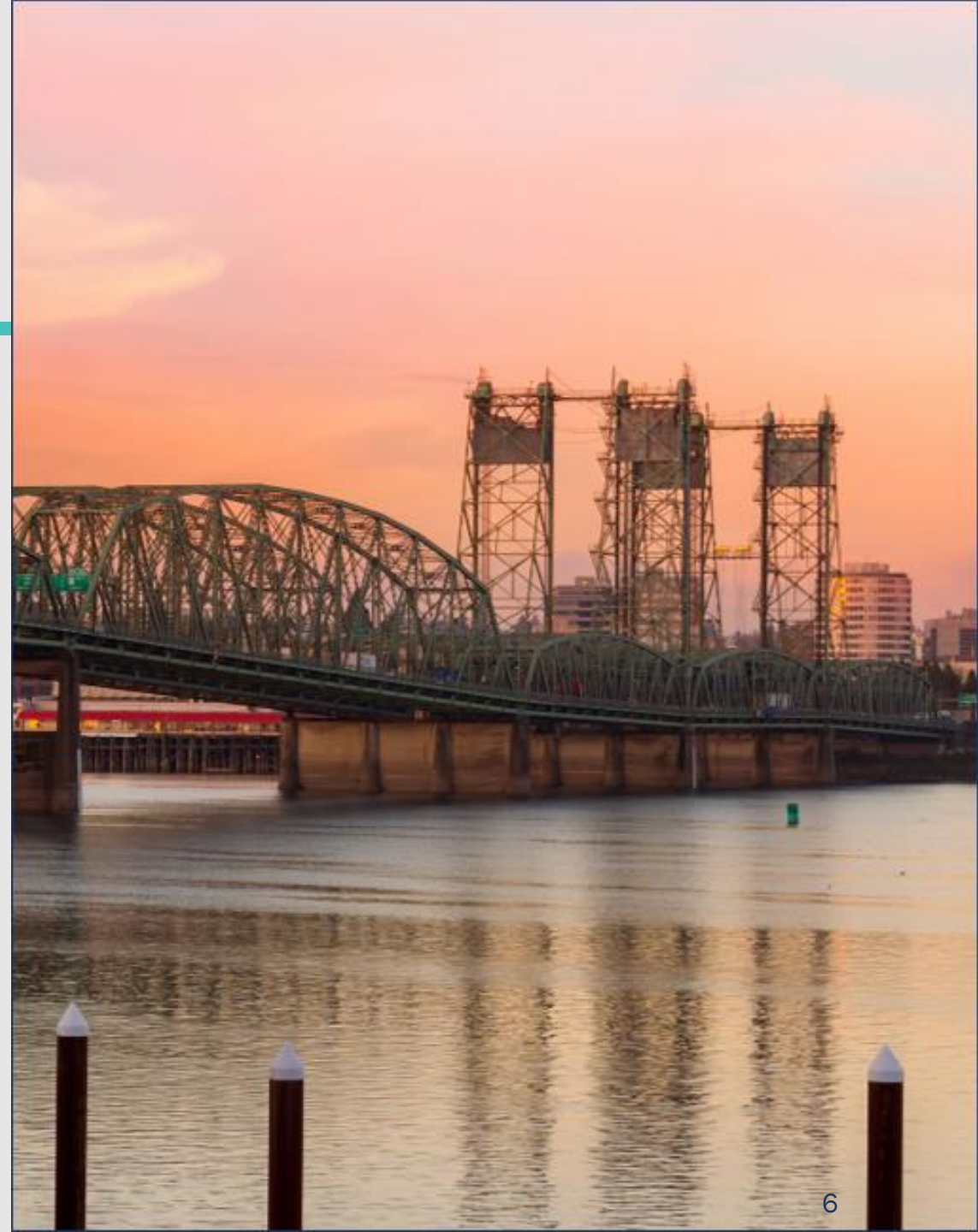
Later Tolling Start Date Escalation Options

Assuming tolling starts in Spring 2027:

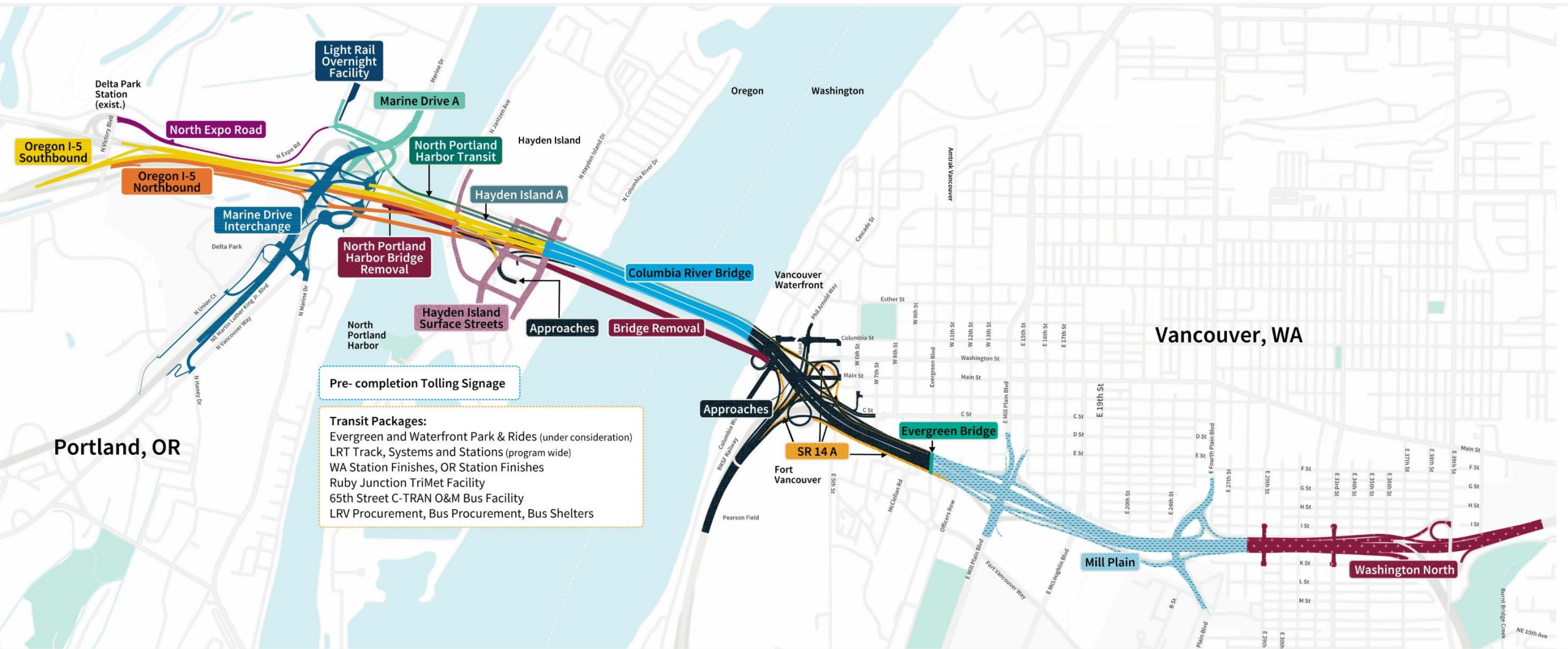
- Option A – Begin tolling with the first escalation step built into the initial rates
 - Maintains consistent toll rates in all future years and minimizes revenue impacts
 - Propose rounding up initial rates to nearest \$0.05, e.g. \$1.55 -> \$1.60
 - First escalation date: July 1, 2028 (FY 2029)
- Option B – Shift initial toll rates out with the start of tolling
 - Results in approximately 2% less gross revenue than Option A
 - Maintains existing messaging about the scenarios' initial toll rate ranges
 - First escalation date: July 1, 2028 (FY 2029)

Transitioning to Construction

- The Program is advancing through the federal environmental review process towards construction
- The IBR team is preparing for procurement, right-of-way, and construction
- During the upcoming biennium, the first of over two dozen construction packages will be let and awarded



Conceptual Construction Packages



Proposed Funding Sources

► Cost Estimate: \$5B - \$7.5B

	Status	Expected Value
Existing State Funding	Committed	\$100 M
Connecting WA Funding—Mill Plain Interchange	Committed ¹	\$117 M
Move Ahead WA Funding	Committed	\$1,000 M
Oregon Funding Contribution	Committed	\$1,000 M
FHWA Bridge Investment Program Grant	Committed ²	\$1,500 M
USDOT Mega Grant	Committed	\$600 M
USDOT Reconnecting Communities Pilot Grant	Committed	\$30 M
Toll Funding	Committed ³	\$1,100 – 1,600 M
FTA New Starts CIG Funding	Prospective	\$900 - 1,100 M
IBR Funding Totals		\$6,347 – 7,047 M

Updated as of 02.28.2025

¹ These funds were deferred to a later date and adjusted for inflation by the Washington State Legislature in the 2023 session.

² Combines \$1 M BIP Planning Grant (2022) and \$1.499 B BIP Construction Grant (2024)

³ 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.

Upcoming IBR STIP Request - \$1.9 Billion

Preliminary Engineering - \$433 million

- Allows continuing PE work for early construction packages and overall program management through the 2025-27 biennium. Includes \$90 million reimbursement to WSDOT for current PE work. Additional funding will be needed as construction packages progress.

Right of Way – \$232 million

- ROW has a long lead time, programming funding in July will ensure construction can begin on schedule. Additional funding will be needed as construction packages progress.

Utility Relocation - \$10 million

- Utility redesign work is planned to begin for initial construction packages as early as late 2025. Additional funding will be needed as construction packages progress.

Other Phase - \$2.5 million

- Allows for early procurement of signage and other pre-completion tolling equipment that has long lead times.

Construction - \$1.3 billion

- Programming funding in July will help ensure advanced procurement work for pre-completion tolling can begin this fall. It will also allow the IBR Program to complete final design and construct the replacement I-5 bridge downstream of the existing bridge shore to shore over the Columbia River. This will include the construction of two new bridges to accommodate highway, active transportation and transit modes.

Preview: DRAFT July STIP Amendment Proposal

PHASE	OREGON GO BOND	WASHINGTON MAW FUNDING	FHWA BIP GRANT	USDOT MEGA GRANT	TOLL FUNDING	TOTAL
Preliminary Engineering	\$145.9 million	\$43.6 million	\$228.3 million	\$14.9 million	-	\$432.7 million
Right of Way	\$55.6 million	\$28.2 million	\$72.0 million	\$75.9 million	-	\$231.7 million
Utility Relocation	\$4.0 million	\$4.0 million	-	\$2.0 million	-	\$10.0 million
Other		\$2.5 million				\$2.5 million
Construction	\$44.0 million	\$41.4 million	\$1,005.5 million	-	\$187.9 million	\$1,278.8 million
Total	\$249.5 million	\$119.7 million	\$1,305.8 million	\$92.8 million	\$187.9 million	\$1,955.7 million

Costs for projects located in Oregon for the 2025-27 biennium are anticipated to be more than projects located in Washington. This also includes \$90 million reimbursement to WSDOT for current PE phase.

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Costs for projects that are located in Oregon for the 2025-27 biennium are anticipated to be more than projects that are located in Washington.

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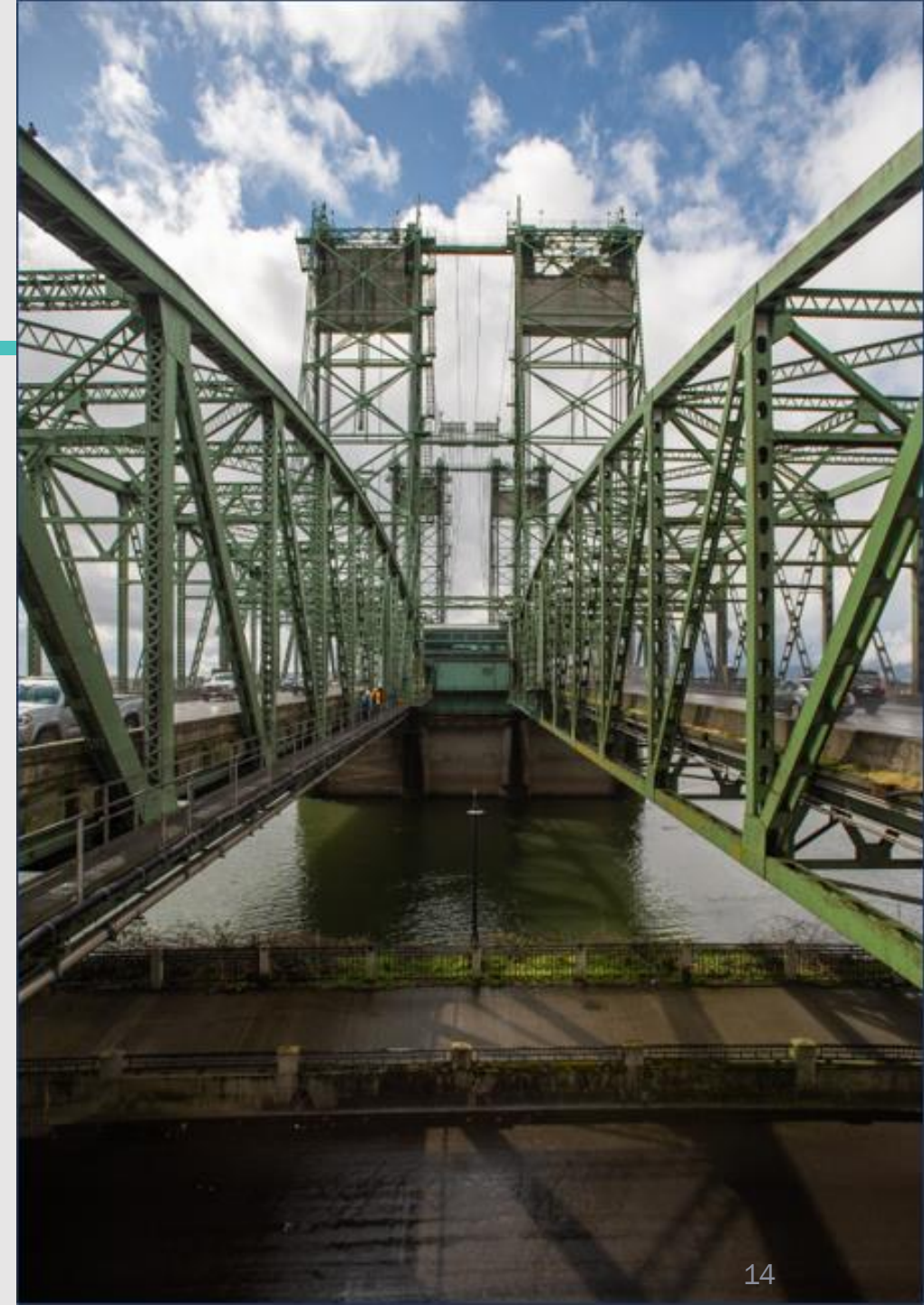
WSDOT will be the contract owner for Pre-Completion Tolling.
Oregon is making up the difference in CN phase.

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Next Steps

- May-August 2025: Pursue TIP/STIP Amendments in Oregon and Washington
- Late 2025:
 - Cost estimate and financial plan update
 - Publish Final SEIS, followed by an Amended Record of Decision (ROD), which gives federal approval to begin construction



Questions or feedback?

For more information contact:

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