

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Engagement Tools and Performance

December 2023



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Consistent with the requirements of 23 U.S.C. 168, the information in this document, and the public and agency input received, may be adopted or incorporated by reference into the environmental review process to meet the requirements of the National Environmental Policy Act.



Table of Contents

1	Introduction	1
2	Website	1
3	Project Webpage	2
4	Emails.....	9
5	Social Media Paid and Unpaid Posts	11
6	Paid Advertising in Regional and Multicultural Publications	20
7	Materials.....	22
7.1	Tolling Options Factsheet	22
7.2	Regional Mobility Pricing Project Options: Modeled Findings and Trade Offs Evaluation Memo	24
7.3	Tolling Options Display Board	26
7.4	Handout.....	27
8	Survey	29

Figures

Figure 2-1.	Number of Unique Website Visitors during the Survey Period for the Regional Mobility Pricing Project Webpage.....	1
Figure 2-2.	Unique website visitors during the survey period for the Oregon Toll Program website (oregontolling.org).....	2
Figure 3-1.	Figure Graphic of the Project Webpage	3
Figure 7-1.	English Tolling Options Factsheet.....	23
Figure 7-2.	English Regional Mobility Pricing Project Options: Modeled Findings and Trade Offs Evaluation Memo	24
Figure 7-3.	Tolling Options Display Board.....	26
Figure 7-4.	English handout.....	27
Figure 7-5.	Spanish handout.....	27
Figure 7-6.	Vietnamese handout.....	28
Figure 7-7.	Russian handout.....	28
Figure 7-8.	Simplified Chinese handout	29
Figure 8-1.	English survey form	30
Figure 8-2.	Spanish survey form.....	41
Figure 8-3.	Vietnamese survey form	54
Figure 8-4.	Russian survey form.....	65
Figure 8-5.	Simplified Chinese survey form.....	78

Tables

Table 4-1.	ODOT emails promoting the survey	10
Table 5-1.	Social media posts promoting the tolling options survey	11
Table 6-1.	Digital advertisements to promote the survey	20
Table 6-2.	Print advertisements to promote the survey	22

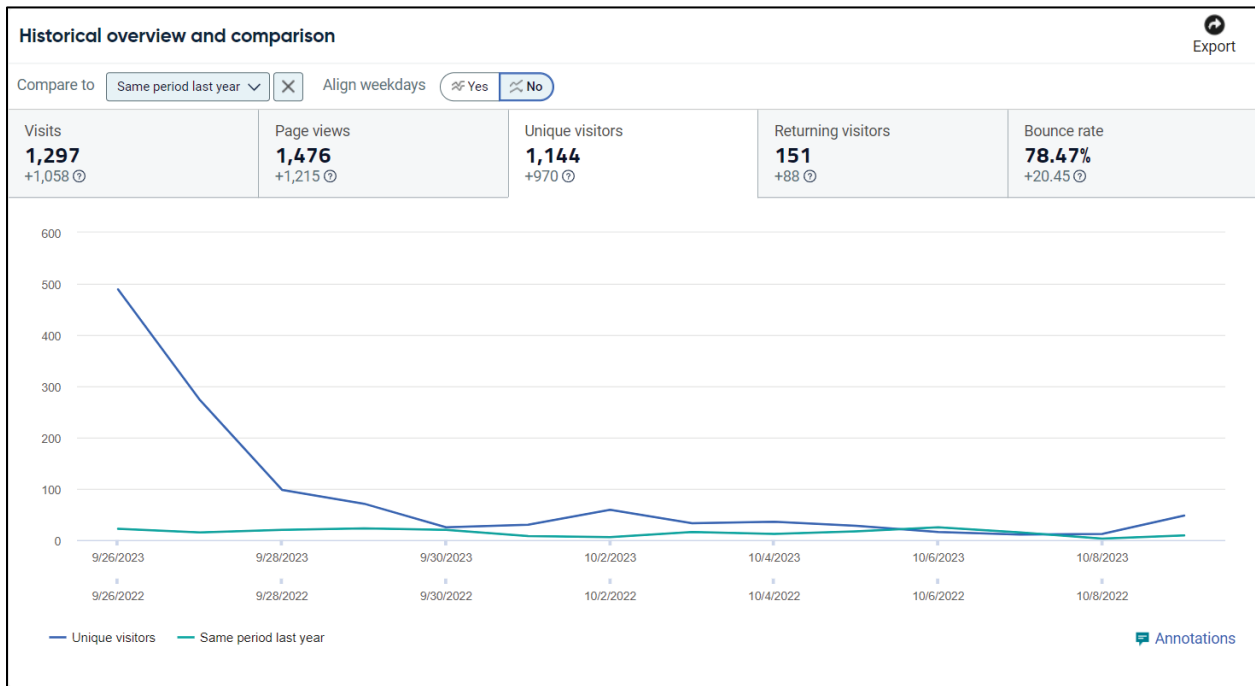
1 Introduction

This appendix includes details about ODOT tools used to support engagement for the Regional Mobility Pricing Project during the survey period. This includes metrics for website, email, social media, and paid advertising, as well as graphics of the survey and website.

2 Website

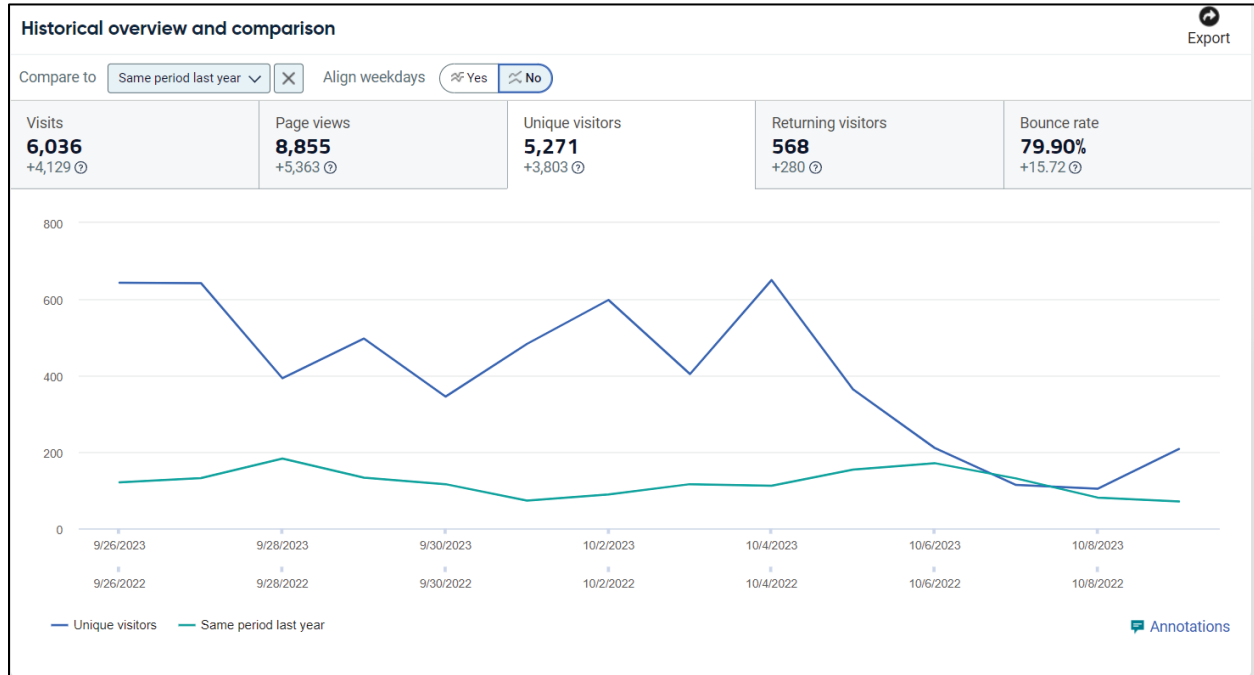
There were 1,297 visits during the survey period, Sept. 26, 2023 to Oct. 9, 2023, to the [Regional Mobility Pricing Project webpage](http://www.oregon.gov/odot/tolling/pages/i-5-tolling.aspx) (www.oregon.gov/odot/tolling/pages/i-5-tolling.aspx).

Figure 2-1. Number of Unique Website Visitors during the Survey Period for the Regional Mobility Pricing Project Webpage



There were 6,036 visits during the survey period to the [Oregon Toll Program website](http://oregontolling.org) (oregontolling.org).

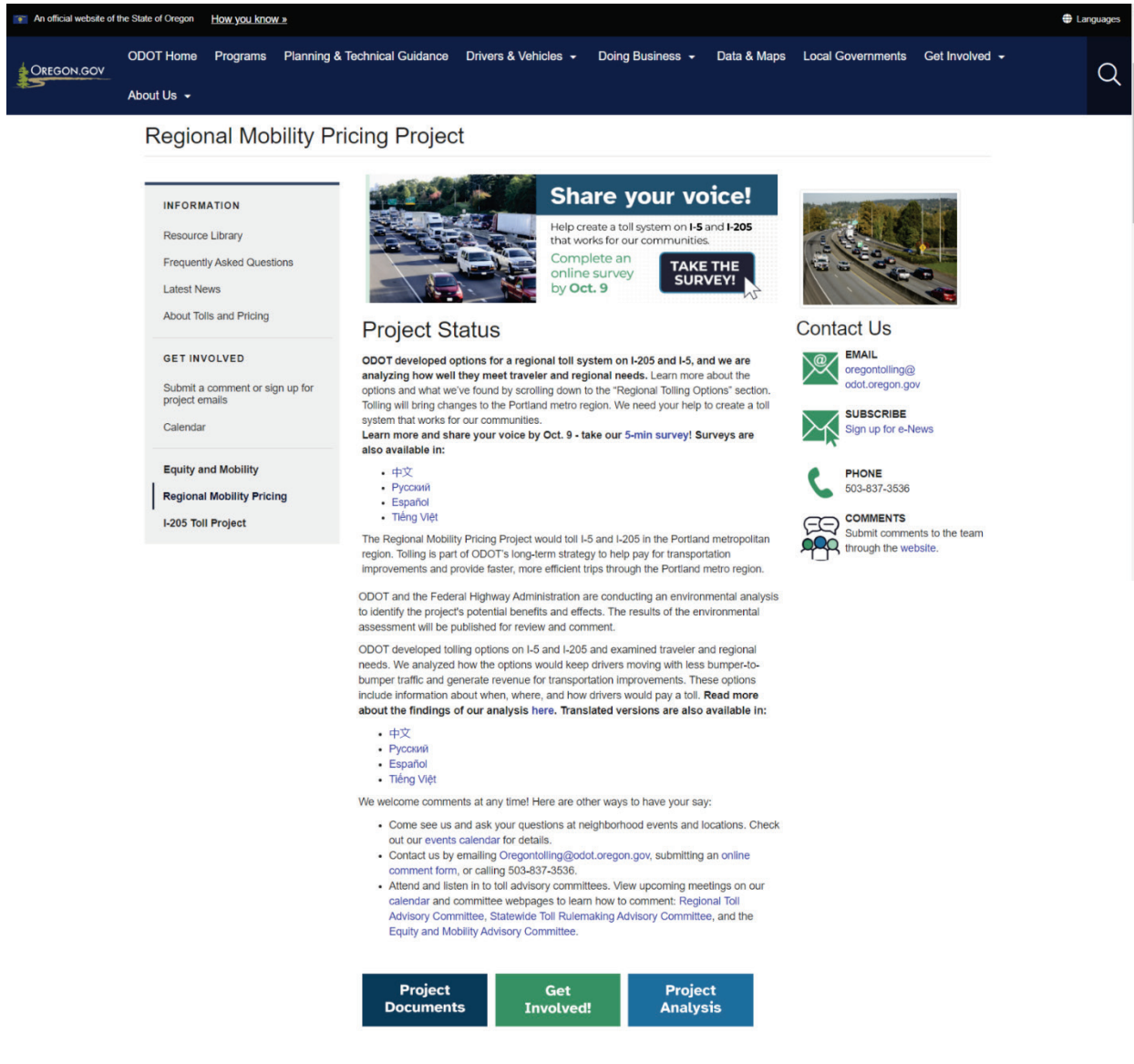
Figure 2-2. Unique website visitors during the survey period for the Oregon Toll Program website (oregontolling.org).



3 Project Webpage

The project webpage included information about how participate in the survey and submit comments; a description of the project purpose and related projects; information about the Proposed Action, the Options, the environmental analysis, and decision-making process; and links to fact sheets and technical documents. Below is a graphic illustrating the content that was included on the webpage.

Figure 3-1. Figure Graphic of the Project Webpage



Regional Tolling Options

We developed three options for when, where, and how drivers would be charged a toll.

All options we are studying for regional tolling would:

- Toll portions of I-5 and I-205 in the Portland metro region.
- Toll vehicles on all lanes with an all-electronic system.
- Not charge a toll overnight.
- Charge higher tolls during rush hours and in areas with more traffic.
- Have a set toll schedule so you know the toll before your trip.
- Allow for average travel speeds of 40 to 55 mph to get you a faster trip.
- Include a discount for low-income travelers.

OPTION 1: SYSTEM-WIDE TOLLING

Under Option 1, all drivers would pay a base toll when they enter the highway during daytime hours. Drivers would pay an additional toll when they go through high-traffic toll points to keep traffic moving.



Please click on image to enlarge.

How drivers would pay tolls with Option 1:

- **When:** During daytime hours (5:00 a.m. to 9:00 p.m.)
- **Where:** At on-ramps as you enter the highway and when you drive through high-traffic toll points.
- **Example trip from Tualatin to I-405:** Base toll + Toll Point E + Toll Point D + Toll Point C = Total cost

This option would include overhead toll structures, or "gantries," at each toll point and toll infrastructure at on-ramps to collect base tolls.

OPTION 2A AND 2B: TOLL ZONES

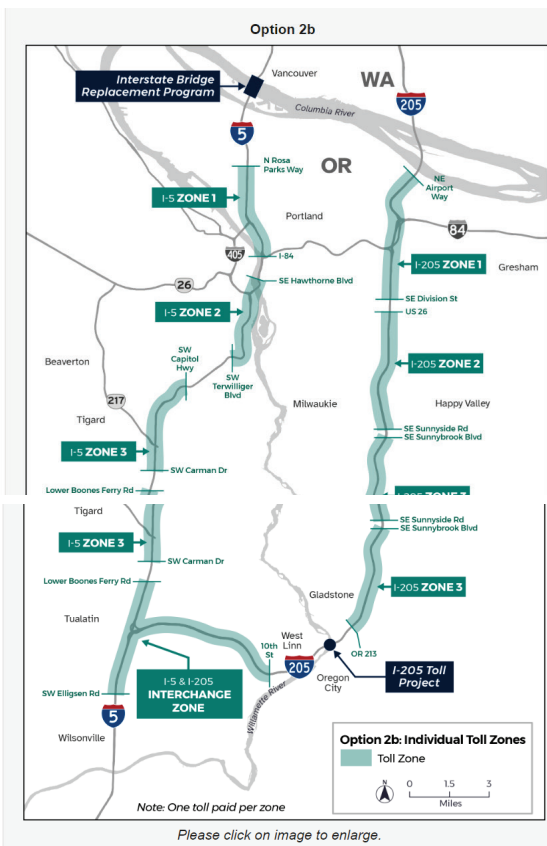
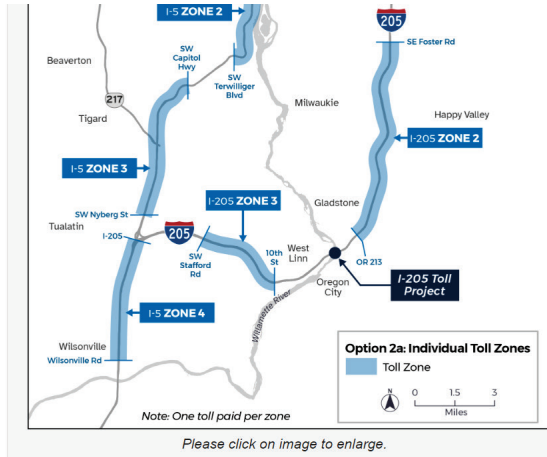
Under Option 2a or 2b, drivers would only pay tolls when they travel through toll zones during high-traffic times of day. These zones are shaded in the above maps. Compared to Option 1, there is no base toll and tolls in the zones would be \$0 during low-traffic times of day.

Option 2a



Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Engagement Tools and Performance September 26, 2023 – October 9, 2023



How drivers would pay tolls with Option 2a and 2b:

- **When:** During daytime hours (5:00 a.m. to 9:00 p.m.)
- **Where:** Only when you drive through a toll zone. You would only pay once per toll zone.
- **Example trip from Tualatin to I-405:** I-5 Zone 3 + I-5 Zone 2 = Total cost

Fall 2023 Tolling Options Engagement Report Appendix: Engagement Tools and Performance
September 26, 2023 – October 9, 2023

The toll zones would be located in typical, high-traffic areas. Some places on I-5 and I-205 would not fall within a toll zone. We will decide the location of toll zones based on public feedback and technical considerations.

Option 2a and 2b would include overhead toll structures, or "gantries," in each toll zone. The amount you pay would depend on the time of day and how many zones you drive through.

Learn more in our factsheet about the tolling options (also available in Spanish, Vietnamese, Russian, and Chinese)

Metro, our regional government, conducts traffic analyses for major transportation projects in the Portland area. In Metro's initial analysis of tolling options, they found that all proposed options would successfully result in average travel speeds of 40-55 mph. All options would also:

- Raise revenue for transportation improvements.
- Reduce regional vehicle miles traveled.
- Minimize traffic on nearby roads caused by drivers avoiding a toll.
- Have similar average costs for travelers.

Key differences between the options include:

- Option 2a and 2b may be less expensive and simpler to design, build, and operate than Option 1.
- Option 1 would likely take longer to build than Option 2a or 2b.
- Option 1 may encourage people to take other modes of travel (like public transit) instead of driving alone more than Option 2a or 2b.

Read more about the findings of our analysis [here](#).

Project Description

The Regional Mobility Pricing Project would toll I-5 and I-205 in the Portland metropolitan region to help pay for transportation improvements and get you a faster trip.

What is being proposed?

The proposed project has been informed by planning, public input and analysis over the past several years.

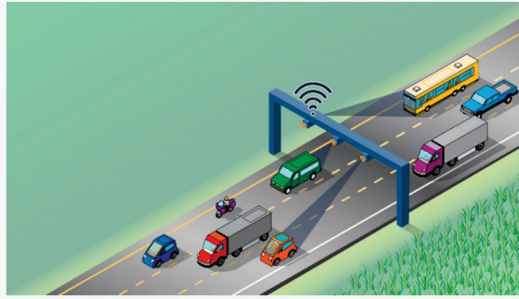
- **Tolling on I-5 and I-205 in the Portland metropolitan region.** As part of the Regional Mobility Pricing Project, tolls are being studied on I-5 between the Columbia River and the Boone Bridge in Wilsonville and on I-205 from the Columbia River to where I-205 intersects with I-5 in Tualatin. The toll collection points will be determined during the environmental analysis.
- **Tolls based on a set schedule.** Drivers would know the toll rate in advance. A set schedule allows drivers to determine the cost of their trip ahead of time to plan their travel.
- **Tolls based on location and time of day.** Higher tolls would be charged during rush hours and in areas with more traffic. Lower or no tolls would be charged at times and in places with less traffic.
- Not charge a toll overnight.
- **All-electronic collection system**—Drivers would not stop to pay a toll.
- **Toll rates would be monitored and adjusted after tolling begins.** The Oregon Transportation Commission will set toll rates.

For more information: Review the Proposed Action fact sheet or the full NEPA Proposed Action Technical Memorandum.



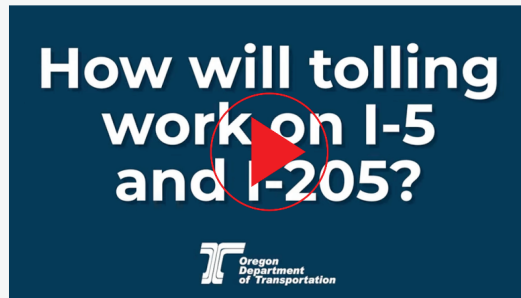
Please click on image to enlarge.

How would tolls work on I-5 and I-205?



- Toll systems will read a toll tag, a small sticker placed on the inside of the windshield or capture a picture of the vehicle's license plate to collect a toll by mailing the vehicle owner a bill.
- ODOT will provide a discount or credit for people experiencing low incomes. Some discounts or credits for select vehicle types or users may also be available.

See what all-electronic tolling would look like.



ODOT - How will tolling work? from Oregon Toll Program

Посмотрите видео о работе электронной системы взимания платы за проезд здесь

<https://youtu.be/6UW0peDgf8>

请收看全电子收费相关流程的视频

<https://youtu.be/korN1TmsPqE>

Vea aquí un video sobre el funcionamiento del peaje totalmente electrónico

<https://youtu.be/bk13VvGz67U>

Xem video về hoạt động thu phí hoàn toàn bằng điện tử tại đây

<https://youtu.be/6i8534Oz1Q4>

Project Purpose & Expected Benefits



Travelers rely on our transportation system to get to—and through—the metro region.

Unfortunately, our transportation system isn't keeping pace with travelers' needs. Roads and bridges are aging, funding to maintain and improve our roadways isn't enough, people are stuck in traffic, and our region is expected to grow to more than three million residents by 2040.

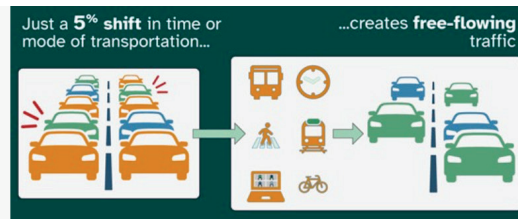
Fall 2023 Tolling Options Engagement Report Appendix: Engagement Tools and Performance
September 26, 2023 – October 9, 2023

www.oregon.gov

Now is the time to modernize our regional transportation system and the way we use it. Tolling can be part of the solution. Here are the top reasons why we're planning tolling on I-5 and I-205:

- **Fund critical transportation needs in the region.** With increasing costs and declining fuel tax revenue as vehicles become more fuel efficient, tolls are a part of our long-term strategy to pay for transportation improvements that improve traffic flow and make everyday travel safer in the Portland metropolitan region. This includes safety and maintenance on I-5 and I-205, such as roadway paving, pothole repair, clearing debris and graffiti, and making our bridges earthquake ready.
- **Create better traffic flow for more efficient and predictable trips.** Time stuck in traffic comes with a high cost to individuals, businesses, and communities. A higher toll at rush hours and where bottlenecks occur can help reduce traffic and improve traffic flow.
- **Additional benefits could include reductions in greenhouse gas emissions.** Tolling encourages some drivers to choose other modes of travel instead of driving alone or make fewer trips. This could lead to reductions in greenhouse gas emissions.

Removing as little as 5% of the vehicles from a busy road reduces traffic and allows a more efficient flow of cars. Fewer vehicles on the road during peak travel times means less traffic.



Portland is not the first city to explore this type of tolling (also called congestion pricing) as a tool to reduce traffic. Other cities and regions are using tolls to manage congestion, including New York, San Francisco and Seattle.

Oregon is planning a regional tolling system on I-5 and I-205 to manage traffic in the Portland metropolitan region.

The State of Oregon is exploring tolling as part of a comprehensive approach to better reduce congestion in the Portland metropolitan region. In 2017 and 2021, the Oregon Legislature adopted laws that directed the Oregon Transportation Commission to pursue tolling on I-5 and I-205 in the Portland metropolitan area. These directed the Oregon Transportation Commission to pursue and implement tolling I-5 and I-205 in the Portland metropolitan region and committed funding to projects that will reduce traffic congestion and improve the transportation system statewide, including improvements to highways, the freight network, transit, and bicycle and pedestrian facilities.

Project Goal



The Regional Mobility Pricing Project will use tolling to reduce traffic congestion on I-5 and I-205 in the Portland metropolitan region in a manner that will generate revenue for transportation system investments. Additionally, we are designing the project so that tolling on I-5 and I-205 achieves the following:

- Provides benefits for historically and currently excluded and underserved communities.
- Results in a minimal amount of traffic on nearby roads caused by drivers avoiding a toll.
- Supports transit, walking, and rolling choices to reduce congestion.
- Supports safe travel.
- Contributes to regional improvements in air quality and reducing greenhouse gas emissions.
- Supports regional economic growth.
- Reduces traffic congestion.
- Is compatible with tolling planned for the [I-205 Toll Project](#) and the [Interstate Bridge](#).

Learn more by reviewing the [Draft Purpose and Need Statement](#).

Community Outreach ×

We continue our commitment to listening and engaging with the community as we develop a toll program.

Strategies include:

- Collaboration with the [Equity and Mobility Advisory Committee](#), the [Statewide Rulemaking and Advisory Committee](#), and the [Regional Toll Advisory Committee](#).
- Equitable and focused engagement with communities who have been historically and currently excluded and underserved by transportation projects.
- Broad public and community outreach using interactive events and online channels.
- Briefings and discussions with existing regional policy groups (for example, [Joint Policy Advisory Committee on Transportation](#), [Region 1 Area Commission on Transportation](#)).
- Seeking input from technical work groups of partner agency staff on methodologies and analytical results that incorporate stakeholder input.

As regional tolling moves forward, ODOT will be offering many opportunities to provide valuable feedback and hear directly from the experts.

There are many decisions still to be made for this project, and we need to hear from you to help us build a regional tolling system that works for our communities. Learn more about how to get involved and [sign up](#) for project updates to find out about upcoming events.

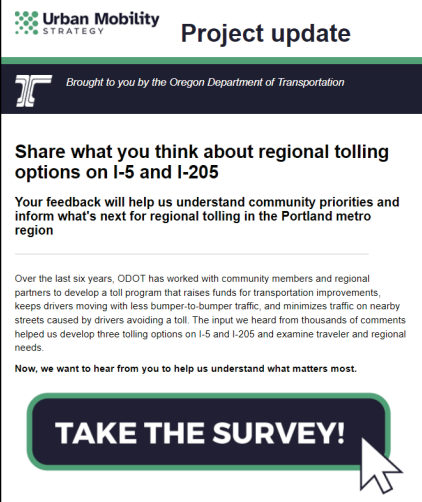
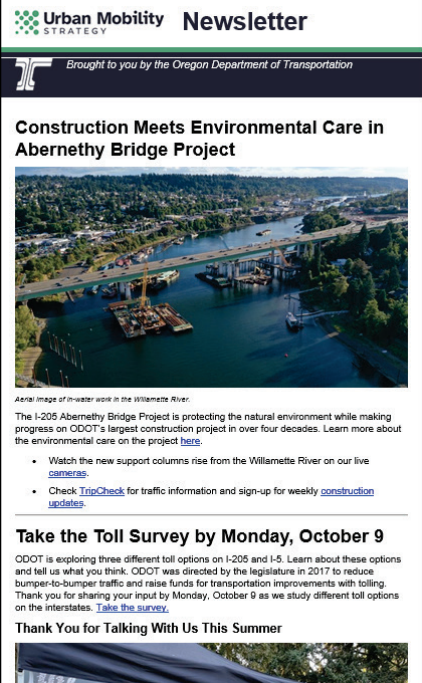
Schedule ×

The process to implement a toll program requires substantial analysis, public input, construction, testing and driver education before the system can be operational. Early planning for tolling on I-5 and I-205 started in 2021. We are conducting an environmental analysis to identify the project's potential benefits and effects and will share a Draft Environmental Assessment for public review and comment. The earliest tolling could begin under the Regional Mobility Pricing Project is 2026. [Learn more about the ongoing I-205 Toll Project.](#)

4 Emails

ODOT sent two emails to promote the survey.

Table 4-1. ODOT emails promoting the survey

Date	Creative	Summary	Recipients	Unique Opens and clicks
9/26/2023	 <p>Project update</p> <p>Share what you think about regional tolling options on I-5 and I-205</p> <p>Your feedback will help us understand community priorities and inform what's next for regional tolling in the Portland metro region</p> <p>Over the last six years, ODOT has worked with community members and regional partners to develop a toll program that raises funds for transportation improvements, keeps drivers moving with less bumper-to-bumper traffic, and minimizes traffic on nearby streets caused by drivers avoiding a toll. The input we heard from thousands of comments helped us develop three tolling options on I-5 and I-205 and examine traveler and regional needs.</p> <p>Now, we want to hear from you to help us understand what matters most.</p> <p>TAKE THE SURVEY!</p>	Email announcement about tolling options survey to Oregon Toll Program email subscribers	9,978	3,506 (37%) opens 845 clicks
10/4/2023	 <p>Newsletter</p> <p>Construction Meets Environmental Care in Abernethy Bridge Project</p> <p>Aerial image of in-water work in the Willamette River.</p> <p>The I-205 Abernethy Bridge Project is protecting the natural environment while making progress on ODOT's largest construction project in over four decades. Learn more about the environmental care on the project here.</p> <ul style="list-style-type: none"> • Watch the new support columns rise from the Willamette River on our live cameras. • Check TripCheck for traffic information and sign-up for weekly construction updates. <p>Take the Toll Survey by Monday, October 9</p> <p>ODOT is exploring three different toll options on I-205 and I-5. Learn about these options and tell us what you think. ODOT was directed by the legislature in 2017 to reduce bumper-to-bumper traffic and raise funds for transportation improvements with tolling. Thank you for sharing your input by Monday, October 9 as we study different toll options on the interstates. Take the survey.</p> <p>Thank You for Talking With Us This Summer</p>	Email reminder to participate in the tolling options survey and how to share feedback with ODOT to UMS Newsletter email subscribers	16,621	9,372 (36%) opens 390 clicks

5 Social Media Paid and Unpaid Posts

ODOT used several social media channels to promote the survey.

Table 5-1. Social media posts promoting the tolling options survey

ODOT Social Media Performance							
Social Media	Date	Creative	Body	Link	Impressions ¹	Clicks	Amount Spent
X (formerly Twitter) Survey Response Count: 124	9/26/2023		Learn more and share your voice! Help us create a toll system that works for our communities. Give input on options for when, where and how drivers would be charged a toll on I-5 and I-205 in the Portland metro region. Take our survey by Oct. 9: https://bit.ly/46IFPC3	Link	~5,400	70	N/A
	10/5/2023		Last week, the Oregon Toll team tabled at the Glenfair Elementary School Food Pantry and the #ForestGrove Farmers Market. Huge thanks to @mfspd and @AdelanteMujeres for helping get the word out about the Regional Mobility Pricing Project options survey: https://surveymonkey.com/r/69B6FPD	Link	~5,400	9	N/A
	10/6/2023		There's still time to share your voice! We want to know what you thinking about the tolling options we developed to help get you a faster trip and pay for transportation improvements. Take our survey by Oct. 9: https://bit.ly/46IFPC3	Link	~5,400	116	N/A

¹ Impressions for X are an average. Individual impression counts were not provided for each post.

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Engagement Tools and Performance September 26, 2023 – October 9, 2023

ODOT Social Media Performance							
Social Media	Date	Creative	Body	Link	Impressions ¹	Clicks	Amount Spent
Facebook Posts and Ads Survey Response Count: 1451	9/26/2023		Take our survey by Oct. 9! Take our survey to help us understand community priorities and inform what's next for tolling in the Portland metro region. FB post https://bit.ly/3ZmjSAR	Link	83,861	1,447	\$650
	9/26/2023		¡Responda a nuestra encuesta antes del 9 de octubre! Responda a nuestra encuesta para ayudarnos a entender las prioridades de la comunidad y a decidir el futuro del peaje en la región metropolitana de Portland. https://bit.ly/3LxuE1j	FB: Link IG: Link ²	101,044	895	\$700

² The September 26, 2023 Spanish Facebook Ad was posted on Instagram as well as Facebook. Ad spend was split evenly between the two ads.

Regional Mobility Pricing Project


Fall 2023 Tolling Options Engagement Report Appendix: Engagement Tools and Performance September 26, 2023 – October 9, 2023

ODOT Social Media Performance							
Social Media	Date	Creative	Body	Link	Impressions ¹	Clicks	Amount Spent
	10/6/2023		<p>Take our survey by Oct. 9!</p> <p>There's still time to share your voice! Tell us what you think about the tolling options we developed.</p> <p>https://bit.ly/3ZmjSAR</p>	Link	964 ³	46	N/A

³ Impressions are an average. Individual impression counts was not provided for organic Facebook posts.

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Engagement Tools and Performance September 26, 2023 – October 9, 2023

ODOT Social Media Performance							
Social Media	Date	Creative	Body	Link	Impressions ¹	Clicks	Amount Spent
Facebook Stories Survey Response Count: 253	9/26/2023	 <p>ODOT developed tolling options on I-5 and I-205 in the Portland metropolitan region.</p> <p>We analyzed the options and want to know what you think!</p> <p>Help create a toll system that works for our communities.</p> <p>Take our survey by Oct. 9</p>	N/A	N/A ⁴	22,273	419	\$175

⁴ Facebook Story links expire after 24 hours and are thus unavailable for this report.


Regional Mobility Pricing Project


Fall 2023 Tolling Options Engagement Report Appendix: Engagement Tools and Performance September 26, 2023 – October 9, 2023

ODOT Social Media Performance							
Social Media	Date	Creative	Body	Link	Impressions ¹	Clicks	Amount Spent
Instagram Posts and Ads Survey Response Count: 714	9/26/2023		Take our survey by Oct. 9! Take our survey to help us understand community priorities and inform what's next for tolling in the Portland metro region. https://bit.ly/3EMdk4Q	Link	68,269	974	\$650

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Engagement Tools and Performance September 26, 2023 – October 9, 2023

ODOT Social Media Performance								
Social Media	Date	Creative	Body	Link	Impressions ¹	Clicks	Amount Spent	
Instagram Stories Survey Response Count: 521	9/26/2023		N/A	Link	22,273	605	\$175	

ODOT Social Media Performance								
Social Media	Date	Creative	Body	Link	Impressions ¹	Clicks	Amount Spent	
	10/6/2023		N/A	N/A ⁵	1,805	2	N/A	

⁵ This Instagram Story was a re-share and was not boosted, hence the link expired and is unavailable for this report.


Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Engagement Tools and Performance September 26, 2023 – October 9, 2023

ODOT Social Media Performance							
Social Media	Date	Creative	Body	Link	Impressions ¹	Clicks	Amount Spent
LinkedIn Survey Response Count: 28	9/26/2023		<p>Take our survey by Oct. 9! Your participation will help us understand community priorities that will inform the next step for tolling in the Portland metro region.</p> <p>The Regional Mobility Pricing Project aims to reduce bumper-to-bumper traffic and pay for transportation improvements i by tolling I-5 and I-205 in the Portland metropolitan region.</p> <p>We studied different options to see how well they met traveler and regional needs. Learn more and share your voice by Monday, Oct. 9: https://bit.ly/3PKytlh</p>	Link	700	22	N/A
	10/6/2023		<p>Take our survey by Oct. 9!</p> <p>There's still time to share your voice! Tell us what you think about the tolling options we developed. https://bit.ly/3PKytlh</p>	Link	700	13	N/A

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Engagement Tools and Performance September 26, 2023 – October 9, 2023

ODOT Social Media Performance							
Social Media	Date	Creative	Body	Link	Impressions ¹	Clicks	Amount Spent
NextDoor Survey Response Count: 433	9/26/2023		<p>Take our survey by Oct. 9!</p> <p>The Regional Mobility Pricing Project aims to reduce bumper-bumper traffic and pay for transportation improvements by tolling I-5 and I-205 in the Portland metropolitan region.</p> <p>We studied different options to see how well they met traveler and regional needs. Take our survey to help us understand community priorities and inform the next step for tolling in the Portland metro region.</p> <p>Learn more and share your voice by Monday, Oct. 9:</p>	Link	18,659	48	N/A

6 Paid Advertising in Regional and Multicultural Publications

ODOT conducted advertising in several publications to promote the survey.

Table 6-1. Digital advertisements to promote the survey

Publication	Ad	Cost	Run dates	Impressions	Clicks	Survey Response Count
The Oregonian		\$1,000	9/26-10/2	119,807	150	0
Willamette Week		\$500	9/26-10/9	50,008	46	3
Pamplin Media (Portland Tribune)		\$995	9/26-10/2	30,555	117	24

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Engagement Tools and Performance
September 26, 2023 – October 9, 2023




Publication	Ad	Cost	Run dates	Impressions	Clicks	Survey Response Count
The Columbian		\$500	9/26-10/2	99,187	110	26
The Skanner		\$1,500	9/26-10/2	N/A	N/A	1
VietNNN		\$280	9/26-10/9	N/A	N/A	0
Total		\$4,775		299,557	423	54

Table 6-2. Print advertisements to promote the survey

Publication	Ad	Cost	Run dates	Circulation	Survey Response Count
El Latino de Hoy		\$850	9/27-10/10	25,000	0
Portland Chinese Times		\$180	9/29-10/5	10,000	1
Total		\$1,030	N/A	35,000	1

7 Materials

ODOT shared information about the survey and tolling options in the following materials.

7.1 Tolling Options Factsheet

The Tolling Options Factsheet provided information about the three potential options ODOT developed for how tolling could be implemented on I-5 and I-205. The factsheet was shared at tabling events during the survey period, in GovDelivery emails to the project list, on the project webpage, and in email notifications sent to CBOs and local jurisdictions in the project area. The factsheet was available in five languages: [English](#), [Spanish](#), [Russian](#), [Vietnamese](#), and [Simplified Chinese](#). The memo was shared on the project webpage.

Figure 7-1. English Tolling Options Factsheet

Urban Mobility STRATEGY
Regional Mobility Pricing Project SEPTEMBER 2023

I-5 and I-205 Tolling Options

Tolls are proposed for I-5 and I-205 in the Portland metropolitan region to help pay for transportation improvements and get you a faster trip. This is known as the Regional Mobility Pricing Project. The Regional Mobility Pricing Project is part of the Oregon Toll Program, which also includes the I-205 Toll Project.

ODOT developed tolling options on I-5 and I-205 and examined traveler and regional needs.

All options we are studying for regional tolling would:

- Toll portions of I-5 and I-205 in the Portland metropolitan region.
- Toll vehicles on all lanes with an all-electronic system.
- Not charge a toll overnight.
- Charge higher tolls during rush hours and in areas with more traffic.
- Have a set toll schedule so you know the toll before your trip.
- Allow for average travel speeds of 40 to 55 mph to get you a faster trip.
- Include a discount for low-income travelers.

Drivers will not stop to pay a toll or throw change into a bucket with a modern, all-electronic tolling system.

Learn more and share your voice! Take our 5-minute survey by Oct. 9.

Scan the code to go to the survey.

Oregon Department of Transportation
www.OregonTolling.org Updated: 09/26/2023

Share what you think about our regional toll project! Take our 5-minute survey by Oct. 9.

Your feedback will help us understand community priorities and inform what's next for regional tolling.

Scan the code to go to the survey.

Community members will help shape the Oregon Toll Program.

Here are our next steps to plan tolling on I-5 and I-205 in the Portland metro region. Your input will help us continue refining the project. We'll analyze the benefits and effects and share the results for public review and comment in a report called an Environmental Assessment. Solutions, or mitigations, will be proposed as needed to address significant negative effects.

The earliest tolling could begin in 2026.

Contact Us!

We want to continue hearing from community members throughout project planning and before decisions are made.

Stay connected on our project website and learn about future opportunities to get involved.

Website: OregonTolling.org
Phone: 503-837-3536
Sign up for e-News: @OregonTolling.org. Click on "Contact Us."
X (formerly Twitter): [@OregonDOT](https://twitter.com/OregonDOT)

For Americans with Disabilities Act or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY: (800) 735-2900 or Oregon Relay Service 7-1-1. Si desea obtener información sobre este proyecto traducida al español, sírvase llamar al 503-731-4128. Nếu quý vị muốn thông tin về dự án này được dịch sang tiếng Việt, xin gọi 503-731-4128. Если вы хотите чтобы информация об этом проекте была переведена на русский язык, пожалуйста, звоните по телефону 503-731-4128. 如果您想了解更多项目，我们有提供简体中文翻译，请致电：503-731-4128.

The information in this document, and the public and agency input received, may be adopted or incorporated by reference into the environmental review process to meet the requirements of the National Environmental Policy Act.

Oregon Department of Transportation
www.OregonTolling.org Updated: 09/26/2023

We developed three options for when, where, and how drivers would be charged a toll.

Option 1:

Under Option 1, all drivers would pay a base toll when they enter the highway during daytime hours. Drivers would pay an additional toll when they go through high-traffic toll points to keep traffic moving.

How drivers would pay tolls with Option 1:

- When:** During daytime hours (5:00 a.m.-9:00 p.m.)
- Where:** At on-ramps as you enter the highway and when you drive through high-traffic toll points.
- Example trip from Tualatin to I-405:** Base toll + Toll Point E + Toll Point D + Toll Point C = Total cost

Thousands of community members and regional partners have shared input that informed the tolling options. We've heard that community members are concerned about drivers taking nearby roads to avoid paying a toll and the potential effects on neighborhoods near I-5 and I-205. We are evaluating the tolling options with this feedback in mind.

Oregon Department of Transportation
www.OregonTolling.org Updated: 09/26/2023

Options 2a and 2b:

Under Option 2a or 2b, drivers would only pay tolls when they travel through toll zones during high-traffic times of day. Compared to Option 1, there is no base toll and tolls in the zones would be \$0 during low-traffic times of day.

How drivers would pay tolls with Option 2a and 2b:

- When:** During daytime hours (5:00 a.m.-9:00 p.m.)
- Where:** Only when you drive through a toll zone. You would only pay one toll per toll zone.
- Example trip from Tualatin to I-405:** Toll Zone 3 + Toll Zone 2 = Total cost

Oregon Department of Transportation
www.OregonTolling.org Updated: 09/26/2023

7.2 Regional Mobility Pricing Project Options: Modeled Findings and Trade Offs Evaluation Memo

The project team created a memo to summarize the modeled findings and tradeoffs evaluation of the tolling options. The memo was available in five languages: [English](#), [Spanish](#), [Russian](#), [Vietnamese](#), and [Simplified Chinese](#). The memo was shared on the project webpage.

Figure 7-2. English Regional Mobility Pricing Project Options: Modeled Findings and Trade Offs Evaluation Memo

Regional Mobility Pricing Project

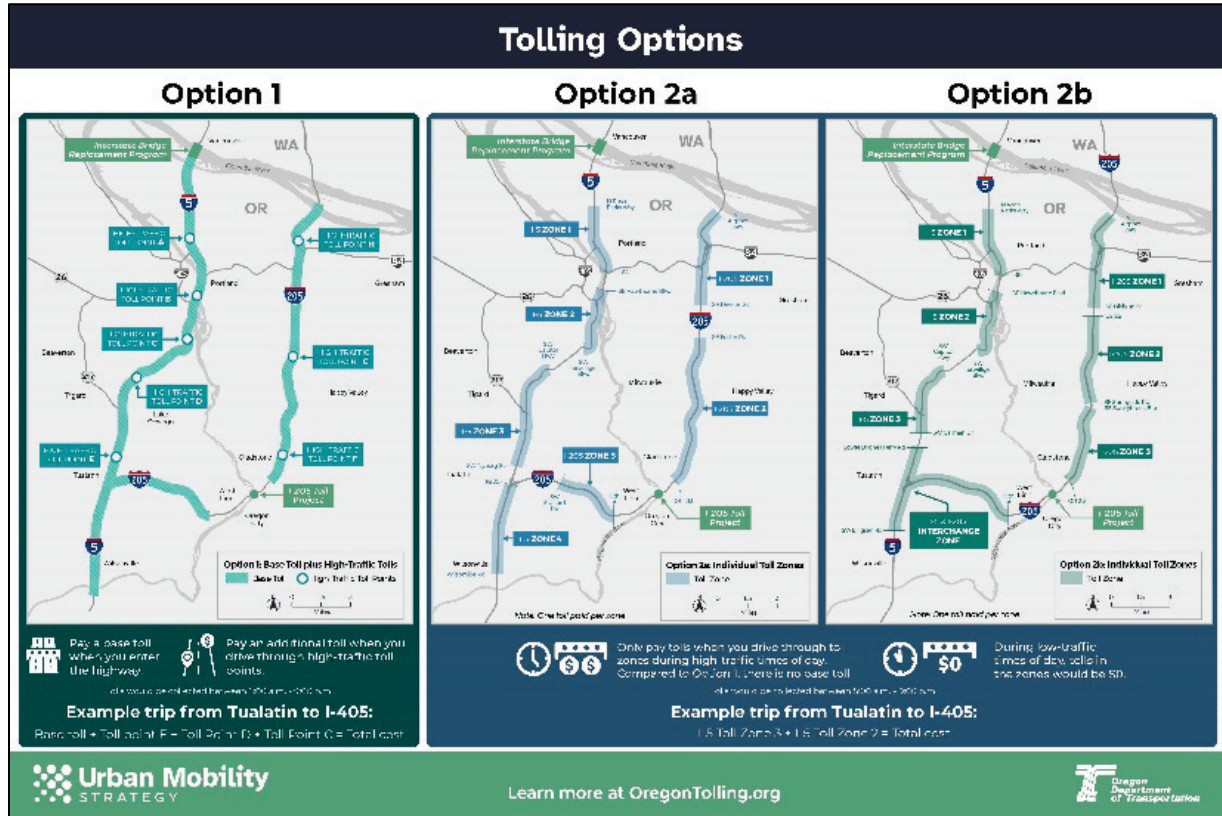
Fall 2023 Tolling Options Engagement Report Appendix: Engagement Tools and Performance September 26, 2023 – October 9, 2023

Consideration	Objective	Criteria for Comparison	Option 1: Full System	Option 2a: Toll Zones	Option 2b: Toll Zones with interchange zone
Modeled Considerations					
Congestion and Demand Management on I-5 and I-205*	Improve efficient use of roadway infrastructure and improve travel reliability.	Vehicle Speed	Average speeds near 45 MPH		
		Through Trip Travel Time Savings	5-10 minutes on I-5 and 3-5 minutes on I-205		
Regional System Performance	Reduce vehicle miles traveled and vehicle hours traveled.	Daily Regional VMT	1% - 2% decrease		
		Daily Regional VHT	2% - 3% decrease	1% - 2% decrease	1% - 2% decrease
Diversion and VMT Change	Limit rerouting of trips away from I-5 and I-205.	Daily VMT change on Arterials and Collectors (Total)	2%-3% increase	1%-2% increase	2%-3% increase
		Daily VMT change on Other State Highways (Total)	3% - 4% decrease	2% - 3% decrease	2% - 3% decrease
		Daily VMT change on Arterials and Collectors (Freight only)	10% - 15% total decrease	5% - 10% total decrease	5% - 10% total decrease
		Daily VMT change on Other State Highways (Freight only)	0% - 5% increase		
Multimodal Travel	Support shifts to higher occupancy vehicles (including carpooling). Support increased transit ridership.	Mode shift to transit, active transportation, and carpool	40,000 fewer vehicles on regional roads	30,000 fewer vehicles on regional roads	30,000 fewer vehicles on regional roads
Equity Analysis of Equity Focus Areas	Support equitable and reliable access to job centers and other important community places.	Share of trips on I-5 and I-205 that start in EFAs	30% - 35%		
	Identify potential project effects to identified historically and currently excluded and underserved communities	Diversion within EFAs	Average volume-to-capacity ratio (v/c) on non-tolled roadways similar to No Action scenario		
Net Revenue Potential	Generate sufficient revenue from congestion pricing for local transportation system investments that support congestion relief and travel demand management.	Net revenue	Net revenue positive.	Net revenue positive.	Revenue positive. Could have highest revenue potential.
Non-Modeled Considerations					
Constructability and Capital Costs	Design a congestion pricing project that can be expanded in scale, integrated with road pricing on other regional roadways, or adapted to future road pricing system applications.	Availability and experience of tolling service providers and vendors	Limited vendors with experience	Greater availability	Greater availability
		System integration	More complex	Less complex	Less complex
		Constructability and capital cost of the toll system	\$175 - \$250 M (Least cost certainty)	\$140 - \$200 M (Most cost certainty)	\$150 - \$200 M (Most cost certainty)
		Schedule to implement	2-4 years longer to implement	Shorter implementation timeline	Shorter implementation timeline
*Note: Rate assumptions for this analysis were refined to achieve similar performance in this category. All options achieved objectives for Congestion and Demand Management on I-5 and I-205.					
Legend					
Similar results between options					
Meets project objectives and performs better than other options					
Meets project objectives but does not perform as well as other options					
Challenging to meet project objectives					

7.3 Tolling Options Display Board

The Tolling Options Display Board shared information about the three tolling options. It was displayed at tabling events that occurred while survey was open.

Figure 7-3. Tolling Options Display Board



7.4 Handout

The handout was smaller than the factsheet (4.25 x 5.5 inches) and was intended to be something people could take home with them as a reminder to take the survey. It was distributed by CELs and at tabling events held while the survey was open. The handout was available in five languages: English, Spanish, Russian, Vietnamese, and Simplified Chinese

Figure 7-4. English handout



Figure 7-5. Spanish handout



Figure 7-6. Vietnamese handout



Chia sẻ tiếng nói của Quý vị!

Hãy cùng tạo hệ thống thu phí cầu đường I-5 và I-205 phù hợp với cộng đồng chúng ta.

Hoàn thành bảng khảo sát trực tuyến trước ngày 9 tháng 10

Quê mã rời đi chuyển đến bảng khảo sát.

Tim hiểu thêm về Chương trình Thu Phí Cầu Đường Oregon tại oregontolling.org

Figure 7-7. Russian handout



Поделитесь своим мнением!

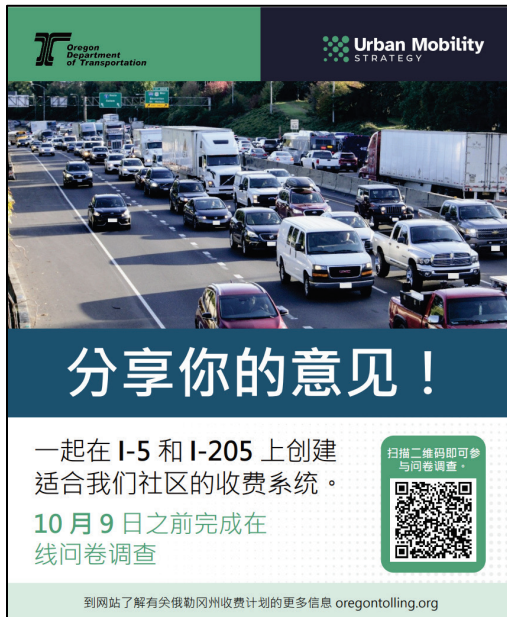
Помогите создать систему взимания платы за проезд по автомагистралям I-5 и I-205, которая будет работать на благо наших сообществ.

Заполните онлайн-опрос до 9 октября

Отсканируйте код, чтобы перейти к опросу.

Подробнее о программе взимания платы за проезд в штате Орегон можно узнать на сайте oregontolling.org

Figure 7-8. Simplified Chinese handout



8 Survey

The survey was intended to gauge understanding of the different toll options, as well as gain input on community preferences and trade-offs related to the options. It was linked through the project website, email notifications and newsletters, print and digital ads, and social media posts. It contained 13 multiple choice questions on: travel behavior and travel perceptions on I-5 and I-205, level of understanding of each of the options, preferences related to toll option elements, and optional demographic questions. The survey was available in five languages: English, Spanish, Russian, Vietnamese, and Simplified Chinese. It was made available in hard copy to Community Engagement Liaisons.

Figure 8-1. English survey form

Urban Mobility
STRATEGY

Regional Mobility Pricing Project

RMPP Tolling Options Survey [ENGLISH]

I-5 and I-205 Toll Options

WELCOME - SHARE YOUR VOICE!

Tolling is part of ODOT's long-term strategy to help pay for transportation improvements and provide faster, more efficient trips through the Portland metro region. The Oregon Toll Program consists of two toll projects: the I-205 Toll Project and the **Regional Mobility Pricing Project**.

This survey is about the **Regional Mobility Pricing Project**, which would toll I-5 and I-205 in the Portland metro region (regional tolling).

We need your help. How can we build a regional tolling system that works for our communities?


Your input will help us continue refining the project. We'll analyze the benefits and effects and share the results for public review and comment in a report called an Environmental Assessment.

This survey is open through midnight on Monday, Oct. 9.

[Haga clic aquí para participar en la encuesta en español.](#)
[Nhấn vào đây để tham gia khảo sát công đồng bằng tiếng Việt.](#)
[Для участия в опросе на русском языке нажмите здесь.](#)
[点击此处填写中文的公众问卷调查。](#)

For Americans with Disabilities Act or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY (800) 735-2900 or Oregon Relay Service 7-1-1.

The information in this document, and the public and agency input received, may be adopted or incorporated by reference into the environmental review process to meet the requirements of the National Environmental Policy Act.

**Oregon
Department
of Transportation**



Regional Mobility Pricing Project

RMPP Tolling Options Survey [ENGLISH]

TRAVEL ON I-5 AND I-205

1. On average, how often do you travel on I-5 or I-205 in the Portland metropolitan region?

- Daily
- Three to four days a week
- One or two days a week
- Less than one day a week
- I never drive on I-5 or I-205 in the Portland metropolitan region

2. Please rate your driving experience on I-5 and I-205 in the Portland metro region over the past couple of months.

- Very Good
- Good
- Acceptable
- Poor
- Very Poor

3. Do you consider traffic along I-5 or I-205 in the Portland metro region, to be...?

- A very big problem
- Somewhat of a problem
- Not much of a problem
- Not a problem at all
- Not sure

4. What is your 5-digit zip code? Please limit your response to 5 characters.



Regional Mobility Pricing Project

RMPP Tolling Options Survey [ENGLISH]

THE TOLLING OPTIONS

We developed three tolling options and are comparing how they would reduce bumper-to-bumper traffic, generate revenue, and meet other regional goals.

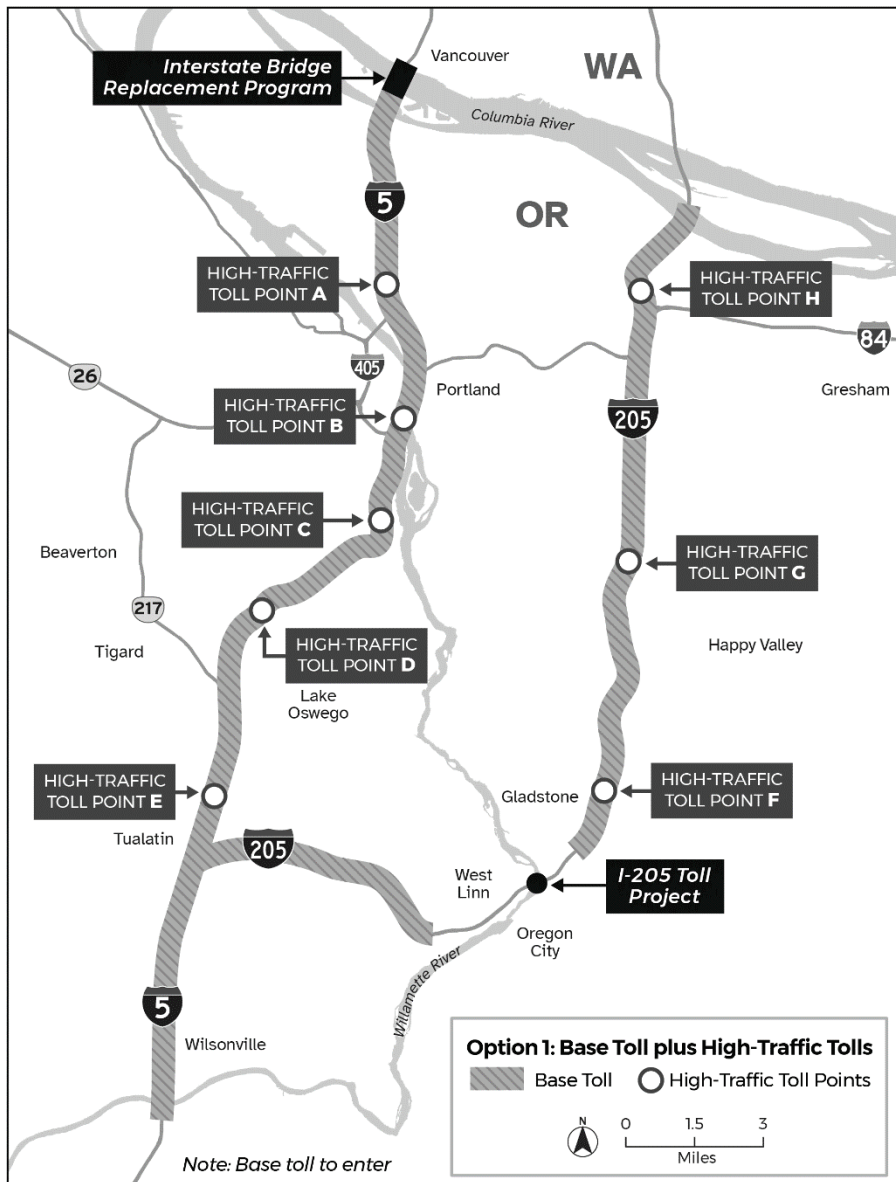
All options we are studying for regional tolling would:

- Toll portions of I-5 and I-205 in the Portland metro region.
- Toll vehicles on all lanes with an all-electronic system.
- Not charge a toll overnight.
- Charge higher tolls during rush hours and in areas with more traffic.
- Have a set toll schedule so you know the toll before your trip.
- Allow for average travel speeds of 40 to 55 mph to get you a faster trip.
- Include a discount for low-income travelers.

The Oregon Transportation Commission will set toll rates based on congestion relief goals, revenue needs, and public input. Toll rates are generally set about six months before tolls begin.

These are the three toll options we are considering.

Option 1: System-wide tolling



Under Option 1, all drivers would pay a base toll when they enter the highway during daytime hours. These areas are shaded teal in the above map. Drivers would pay an additional toll when they go through high-traffic toll points (shown as circles on the map) to keep traffic moving.

How drivers would pay tolls with Option 1:

- **When:** During daytime hours (5:00 a.m. to 9:00 p.m.)
- **Where:** At on-ramps as you enter the highway and when you drive through high-traffic toll points.
- **Example trip from Tualatin to I-405:** Base toll + Toll Point E + Toll Point D + Toll Point C = Total cost

5. How easy or difficult is it to understand how Option 1 works?

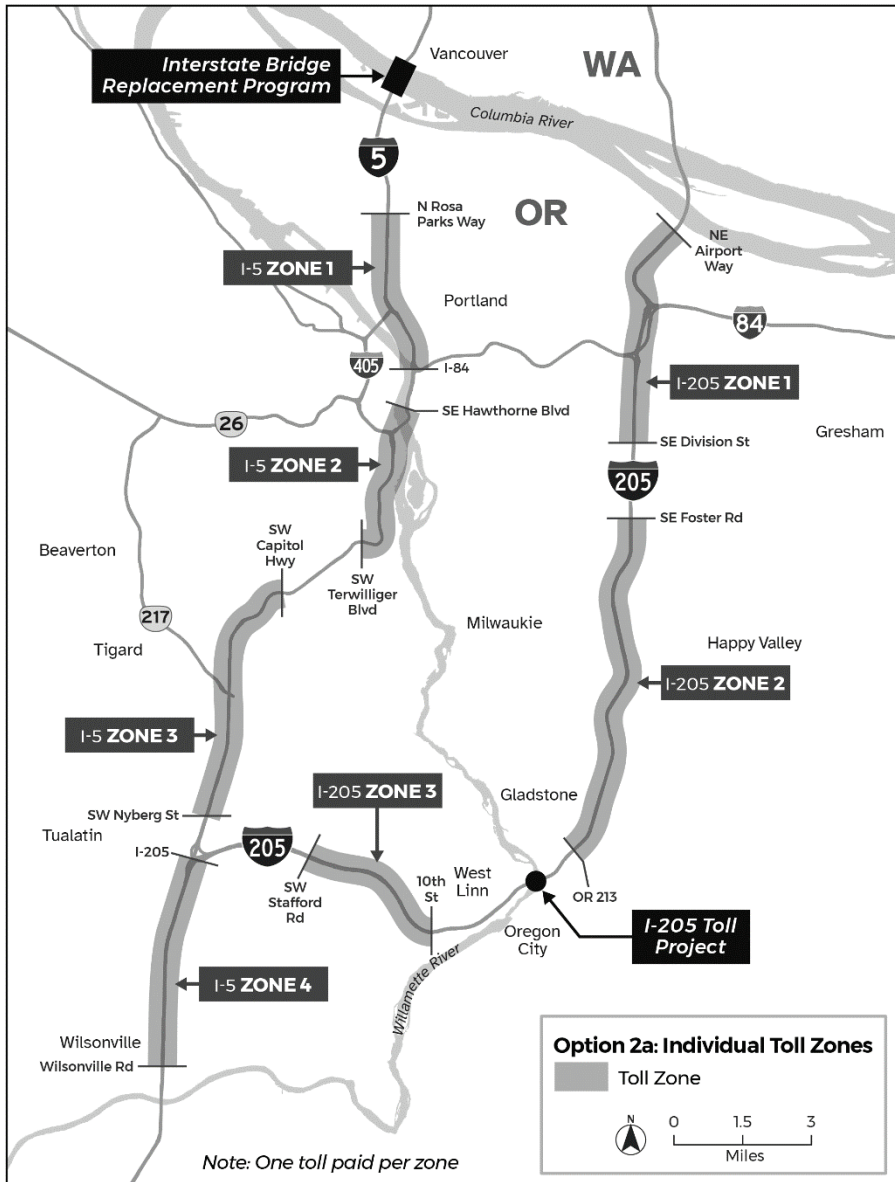
- Very easy
- Easy
- Difficult
- Very difficult
- Not sure

Option 2a and 2b: Toll zones

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Engagement Tools and Performance
September 26, 2023 – October 9, 2023

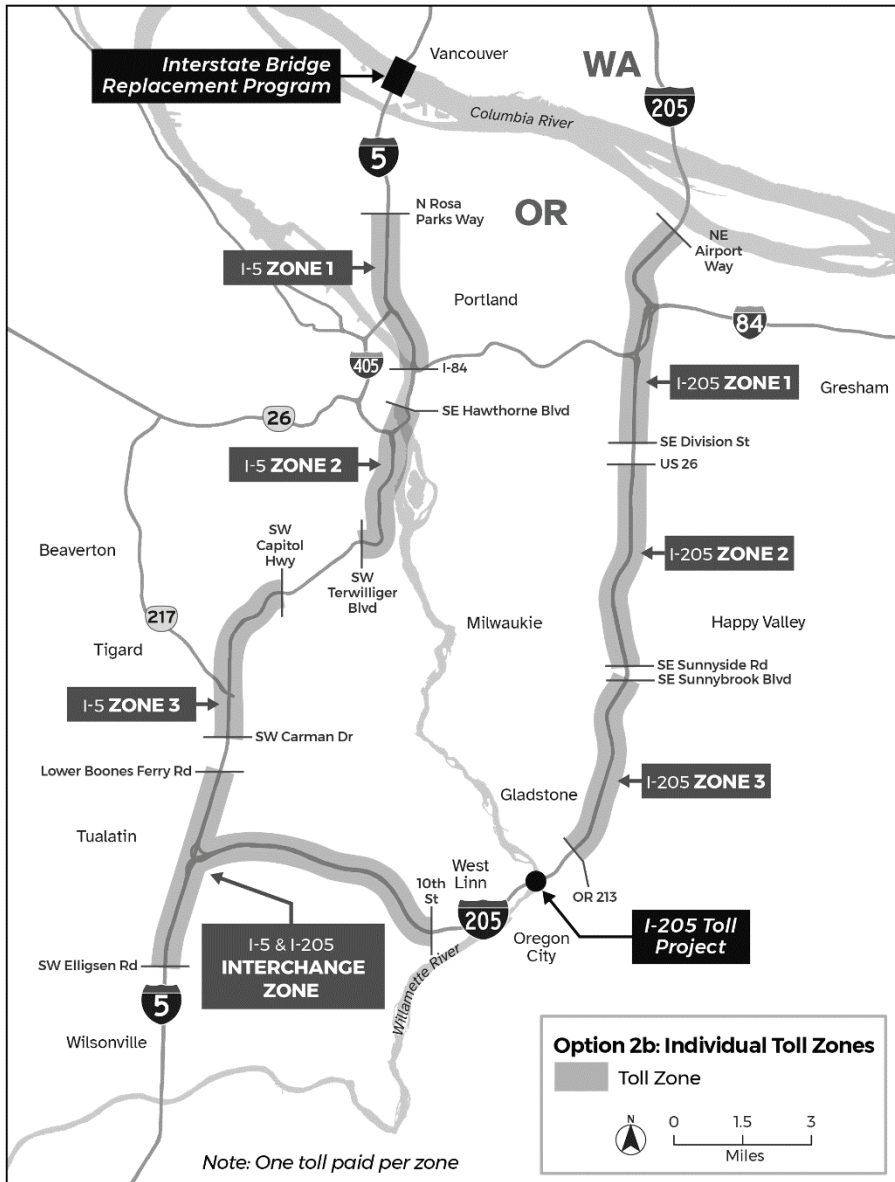
Option 2a



Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Engagement Tools and Performance
September 26, 2023 – October 9, 2023

Option 2b



Under Option 2a or 2b, drivers would only pay tolls when they travel through toll zones during high-traffic times of day. These zones are shaded in the above maps. Compared to Option 1, there is no base toll and tolls in the zones would be \$0 during low-traffic times of day.

How drivers would pay tolls with Option 2a and 2b:

- **When:** During daytime hours (5:00 a.m. to 9:00 p.m.)
- **Where:** Only when you drive through a toll zone. *You would only pay one toll per toll zone.*
- **Example trip from Tualatin to I-405:** I-5 Zone 3 + I-5 Zone 2 = Total cost

6. How easy or difficult is it to understand how Option 2 works?

- Very easy
- Easy
- Difficult
- Very difficult
- Not sure



Regional Mobility Pricing Project

RMPP Tolling Options Survey [ENGLISH]

COMPARING THE TOLLING OPTIONS

We've heard that community members are concerned about drivers taking nearby roads to avoid paying a toll and the potential effects on neighborhoods near I-5 and I-205. We are evaluating the tolling options with this feedback in mind. We also analyzed how different options for this regional toll project would keep drivers moving with less bumper-to-bumper traffic and generate revenue for transportation improvements.

Your answers to the following questions will help us further evaluate and refine the tolling options.

*** 7. All options would get you a faster trip on I-5 and I-205 during busy times of the day. However, the options are different in some ways. Which of the choices below are most important to you?** (Required question. Please choose up to three options.)

- Fewer drivers take nearby roads to avoid paying a toll
- More drivers take public transit, bike, or walk to avoid paying a toll
- Some hours in the day with no tolls (\$0 cost)
- Everyone pays to use I-5 and I-205
- Less expensive to build and operate the toll system
- Simpler to design and build the toll system
- More revenue generated for improvements on I-5 and I-205
- None of the above

8. Is it reasonable to pay a few dollars to drive on I-5 and I-205 to have a faster trip?

- Yes
- No
- Maybe
- Not sure

9. I would prefer a tolling system where:

- All drivers pay a similar toll amount every time they use I-5 and I-205 during the day.
- Some drivers pay a few dollars at busy times and locations on I-5 and I-205 and pay \$0 at less busy times and locations.
- Not sure



Regional Mobility Pricing Project

RMPP Tolling Options Survey [ENGLISH]

ABOUT YOU

Disclaimer: ODOT asks survey participants for demographic data to help us measure progress toward our goals of diversity, equity and inclusion. These questions are voluntary and any information you give becomes part of the record and subject to public records disclosure upon request.

10. Which of the following best describes you? (Select all that apply.)

- | | |
|--|--|
| <input type="checkbox"/> White | <input type="checkbox"/> Middle Eastern or North African |
| <input type="checkbox"/> Hispanic, Latin American, or Spanish origin | <input type="checkbox"/> Native Hawaiian or other Pacific Islander |
| <input type="checkbox"/> Black or African American | <input type="checkbox"/> Another race, ethnicity, or origin |
| <input type="checkbox"/> Asian | <input type="checkbox"/> Prefer not to answer |
| <input type="checkbox"/> American Indian or Alaska Native | |

11. How many people are in your household?

- 1
 2
 3 or more
 Prefer not to answer

12. My household's annual income is:

- \$0 to \$25,000
 \$25,000 to \$50,000
 \$50,000 to \$75,000
 \$75,000 to \$150,000
 More than \$150,000
 Prefer not to answer

13. Do you identify as a person living with a disability?

- Yes
 No
 Prefer not to answer



Regional Mobility Pricing Project


RMPP Tolling Options Survey [ENGLISH]

THANK YOU!

Thank you for your input! Your feedback will help us understand community priorities and inform next steps for what tolling will look like in the Portland metro region.

Visit oregontolling.org for more information and how to stay involved.

Figure 8-2. Spanish survey form



Regional Mobility Pricing Project

RMPP Tolling Options Survey [SPANISH]

Opciones de peaje en la I-5 y la I-205

¡BIENVENIDO! ¡HAGA OIR SU VOZ!

El peaje forma parte de la estrategia a largo plazo del ODOT para ayudar a pagar las mejoras en el transporte y facilitar viajes más rápidos y eficientes en toda la región metropolitana de Portland. El Programa de Peaje de Oregon consta de dos proyectos de peaje: el **Proyecto de Peaje en la I-205 y el Proyecto Regional de Aplicación de Tarifas de Movilidad**.

Esta encuesta se refiere al **Proyecto Regional de Aplicación de Tarifas de Movilidad**, que cobraría peaje por la I-5 y la I-205 en la región metropolitana de Portland (peaje regional).

Necesitamos su ayuda. ¿Cómo podemos construir un sistema de peaje regional que funcione para nuestras comunidades?


Sus aportes nos ayudarán a seguir perfeccionando el proyecto. Analizaremos los beneficios y los efectos y compartiremos los resultados para que el público los revise y comente en un informe llamado Evaluación Ambiental.

Esta encuesta estará abierta hasta la medianoche del lunes 9 de octubre.

[Click here to participate in the public survey in English.](#)
[Nhấn vào đây để tham gia khảo sát công đồng bằng tiếng tiếng Việt.](#)
[Для участия в опросе на русском языке нажмите здесь.](#)
[点击此处填写中文的公众问卷调查。](#)

Para solicitar adaptaciones conforme a la Ley de Estadounidenses con Discapacidad o al Título VI de la Ley de Derechos Civiles, o servicios de traducción/interpretación o más información, llame al 503-731-4128, TTY (800) 735-2900 o al Servicio de Retransmisión de Oregon 7-1-1.

La información contenida en este documento, así como las aportaciones recibidas del público y de las agencias, pueden ser adoptadas o incorporadas por referencia a un proceso de evaluación ambiental para cumplir los requisitos de la Ley Nacional de Política Ambiental.





Regional Mobility Pricing Project

RMPP Tolling Options Survey [SPANISH]

SUS VIAJES EN LA I-5 Y LA I-205

1. En promedio, ¿con qué frecuencia viaja por la I-5 o la I-205 en la región metropolitana de Portland?

- Todos los días
- 3 o 4 días por semana
- 1 o 2 días por semana
- Menos de un día por semana
- Nunca viajo por la I-5 o la I-205 en la región metropolitana de Portland.

2. ¿Cómo fue su experiencia de conducir por la I-5 y la I-205 en la región metropolitana de Portland durante los últimos dos meses?

- Muy buena
- Buena
- Aceptable
- Mala
- Muy mala

3. En su opinión, ¿qué tan grave es el tráfico en la I-5 o la I-205 en la región metropolitana de Portland?

- Muy grave
- Algo grave
- No muy grave
- No es grave
- No estoy seguro/a

4. ¿Cuál es su código postal de 5 dígitos? Limite su respuesta a 5 caracteres.



Regional Mobility Pricing Project

RMPP Tolling Options Survey [SPANISH]

OPCIONES DE PEAJE

Hemos desarrollado tres opciones de peaje y las estamos comparando, en qué medida reducirían el tráfico congestionado, generarían ingresos y cumplirían otros objetivos regionales.

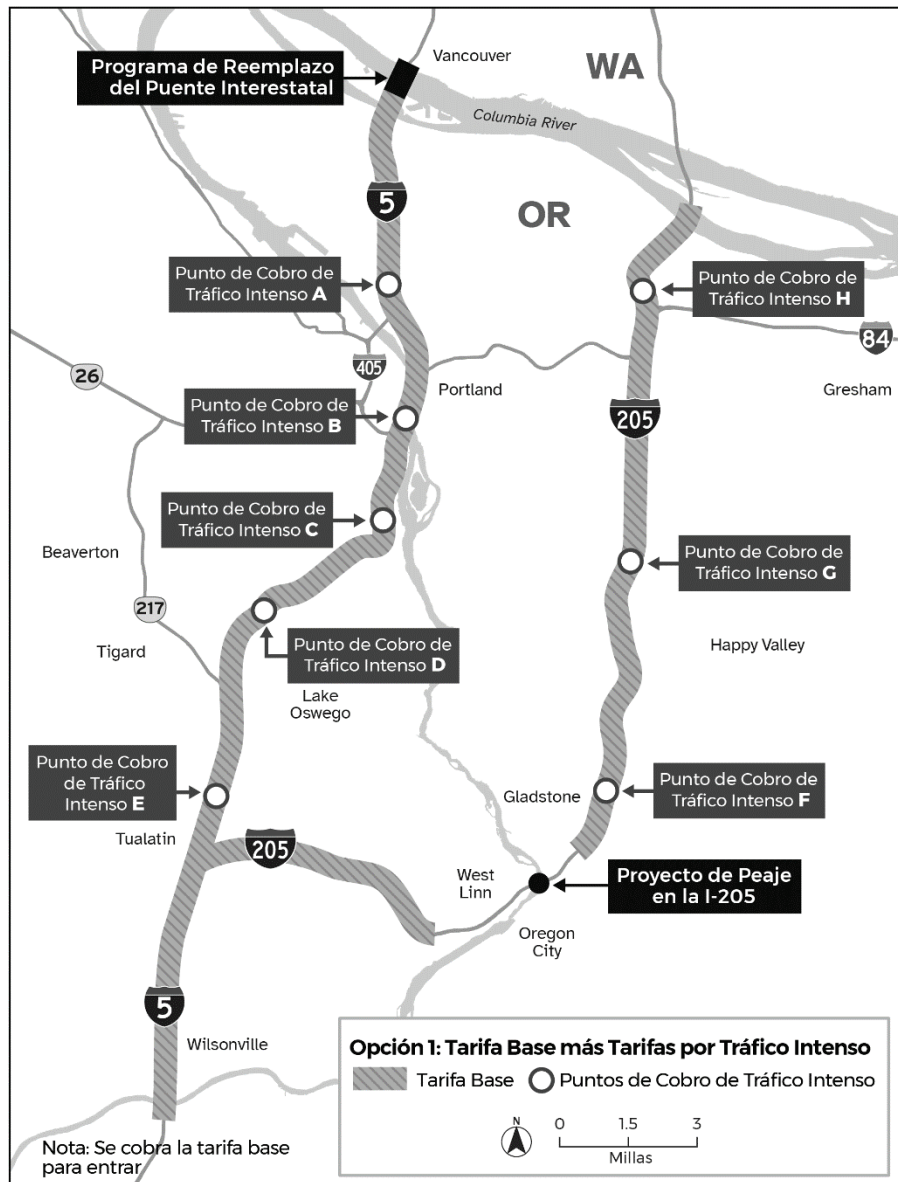
Todas las opciones que estamos estudiando para el peaje regional comparten las siguientes características:

- Cobrarían peaje en algunos tramos de la I-5 y la I-205 en la región metropolitana de Portland.
- Cobrarían peaje a los vehículos en todos los carriles con un sistema totalmente electrónico.
- No cobrarían peaje por la noche.
- Cobrarían más en las horas pico y en los tramos con más tráfico.
- Tendrían un horario fijo de tarifas de peaje para que usted sepa la tarifa antes de su viaje.
- Permitirían velocidades de entre 40 y 55 mph en promedio para que el viaje sea más rápido.
- Incluirían un descuento para viajeros de bajos ingresos.

La Comisión de Transporte de Oregon fijará las tarifas de peaje en función de los objetivos de reducción de la congestión, las necesidades de ingresos y las aportaciones del público. Las tarifas de peaje suelen fijarse unos seis meses antes del inicio del cobro.

Estas son las tres opciones de peaje que estamos considerando.

Opción 1: Peaje en todos los tramos



En la Opción 1, todos los conductores pagarían una tarifa base al entrar en la autopista durante el día. Los tramos de peaje están sombreados en color verde azulado en el mapa. Los conductores pagarían una tarifa adicional al pasar por los puntos de cobro de tráfico intenso (mostrados como círculos en el mapa) para mantener el tráfico en movimiento.

Cómo pagarían el peaje los conductores con la Opción 1:

- **Cuándo:** Durante el día (de las 5:00 am a las 9:00 pm)
- **Dónde:** En las rampas de acceso a la autopista y al pasar por puntos de cobro de tráfico intenso.
- **Ejemplo de un viaje de Tualatin a la I-405:** Tarifa base + Punto de cobro E + Punto de cobro D + Punto de cobro C = Costo total

5. ¿Qué tan fácil o difícil es entender cómo funciona la Opción 1?

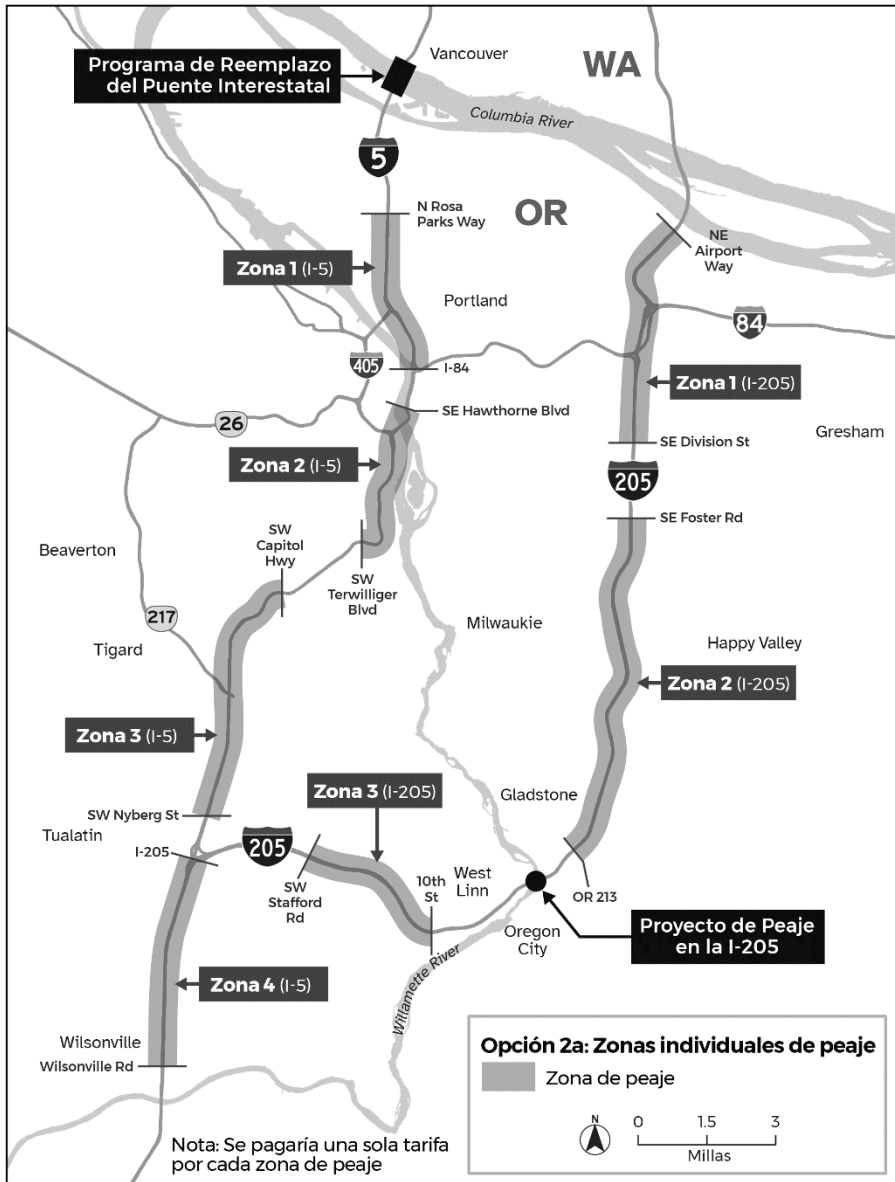
- Muy fácil
- Fácil
- Difícil
- Muy difícil
- No estoy seguro/a

Opciones 2a y 2b: Zonas de peaje

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Engagement Tools and Performance
 September 26, 2023 – October 9, 2023

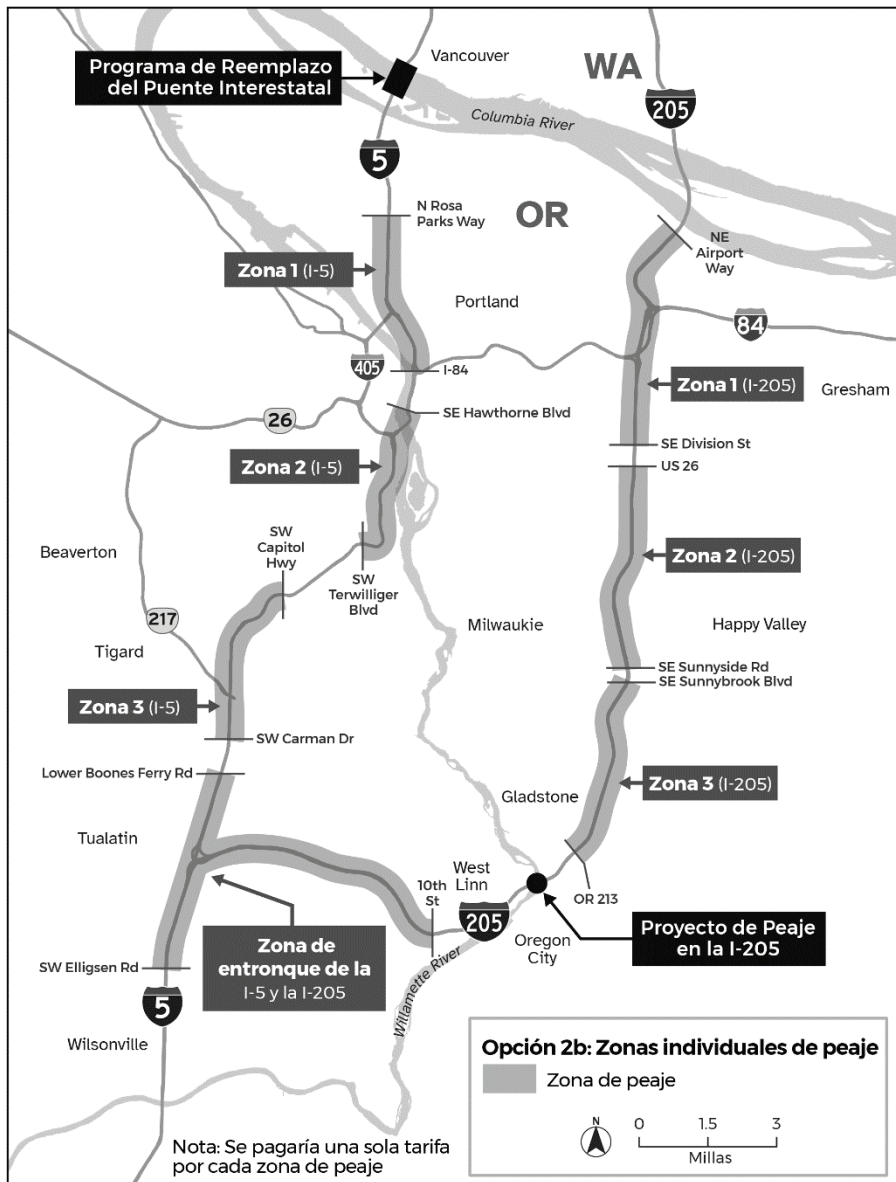
Opción 2a



Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Engagement Tools and Performance
 September 26, 2023 – October 9, 2023

Opción 2b



En la Opción 2a o 2b, los conductores sólo pagarían peaje cuando atravesaran las zonas de peaje durante las horas de mayor tráfico del día. Estas zonas están sombreadas en los mapas. En comparación con la Opción 1, no hay tarifa base y la tarifa en las zonas de peaje sería cero durante las horas de poco tráfico.

Cómo pagarían el peaje los conductores con la Opciones 2a y 2b:

- **Cuándo:** Durante el día (de las 5:00 am a las 9:00 pm)
- **Dónde:** Sólo cuando atravesase una zona de peaje. Sólo pagaría una tarifa por cada zona de peaje.
- **Ejemplo de un viaje de Tualatin a la I-405:** Zona 3 + Zona 2 = Costo total

6. ¿Qué tan fácil o difícil es entender cómo funciona la Opción 2?

- Muy fácil
- Fácil
- Difícil
- Muy difícil
- No estoy seguro/a



Regional Mobility Pricing Project

RMPP Tolling Options Survey [SPANISH]

COMPARACIÓN DE LAS OPCIONES DE PEAJE

Hemos oído que a los miembros de la comunidad les preocupa que los conductores utilicen las calles cercanas para evitar pagar el peaje y los posibles efectos en los vecindarios cercanos a la I-5 y la I-205. Estamos evaluando las opciones de peaje tomando en consideración estos comentarios. También hemos analizado cómo las diferentes opciones para este proyecto de peaje regional mantendrían a los conductores en movimiento con menos atascos y generarían ingresos para financiar mejoras en el transporte.

Sus respuestas a las siguientes preguntas nos ayudarán a seguir evaluando y perfeccionando las opciones de peaje.

*** 7. Todas las opciones le permitirían viajar más rápidamente por la I-5 y la I-205 durante las horas de más tráfico. Sin embargo, las opciones son diferentes en algunos aspectos. ¿Cuáles de las siguientes alternativas son más importantes para usted? Pregunta requerida. Seleccione un máximo de tres opciones.**

- Menos conductores utilizan las calles cercanas para evitar pagar el peaje.
- Más conductores utilizan el transporte público, la bicicleta o caminan para evitar pagar el peaje.
- Algunas horas del día sin peaje (ningún costo).
- Todos pagan por utilizar la I-5 y la I-205.
- Un sistema de peaje menos costoso de construir y de operar.
- Un sistema de peaje más sencillo de diseñar y construir.
- Se generan más ingresos para financiar mejoras en la I-5 y la I-205.
- Ninguno de los anteriores

8. ¿Es razonable pagar unos dólares por circular por la I-5 y la I-205 con tal de tener un viaje más rápido?

- Sí
- No
- Tal vez
- No estoy seguro/a

9. Yo preferiría un sistema de peaje con estos aspectos:

- Todos los conductores pagan una cantidad de peaje similar cada vez que utilizan la I-5 y la I-205 durante el día.
- Algunos conductores pagan unos pocos dólares en las horas pico y en los lugares más transitados de la I-5 y la I-205 y no pagan nada en las horas de menos tráfico y en los lugares menos transitados.
- No estoy seguro/a



Regional Mobility Pricing Project

RMPP Tolling Options Survey [SPANISH]

INFORMACIÓN SOBRE USTED

Advertencia: El ODOT pide a los participantes en la encuesta datos demográficos para ayudarnos a medir el avance hacia nuestros objetivos de diversidad, equidad e inclusión. Estas preguntas son voluntarias y cualquier información que proporcione pasará a formar parte del registro y estará sujeta a la divulgación de registros públicos previa solicitud.

10. **¿Cuál de las siguientes opciones le describe mejor?** (Seleccione todas las opciones que correspondan)

- | | |
|---|--|
| <input type="checkbox"/> Blanco | <input type="checkbox"/> Del Medio Oriente o el Norte de África |
| <input type="checkbox"/> Hispano, latinoamericano o de origen español | <input type="checkbox"/> Nativo de Hawái o de otras islas del Pacífico |
| <input type="checkbox"/> Negro o afroamericano | <input type="checkbox"/> Otra raza, etnia u origen |
| <input type="checkbox"/> Asiático | <input type="checkbox"/> Prefiero no contestar |
| <input type="checkbox"/> Indio Americano o Nativo de Alaska | |

11. **¿Cuántas personas viven en su casa?**

- 1
 2
 3 o más
 Prefiero no contestar

12. **¿A cuánto ascienden los ingresos anuales de su hogar?**

- Menos de \$25,000
 Entre \$25,000 y \$50,000
 Entre \$50,000 y \$75,000
 Entre \$75,000 y \$150,000
 Más de \$150,000
 Prefiero no contestar

13. **¿Se identifica como persona con discapacidad?**

- Sí
 No
 Prefiero no contestar

--	--



Regional Mobility Pricing Project


RMPP Tolling Options Survey [SPANISH]

¡MUCHAS GRACIAS!

Gracias por sus aportes. Sus respuestas nos ayudarán a entender las prioridades de la comunidad y a definir los próximos pasos a seguir en la implementación del peaje en la región metropolitana de Portland.

Visite oregontolling.org para obtener más información y para seguir participando.

Figure 8-3. Vietnamese survey form



Regional Mobility Pricing Project

RMPP Tolling Options Survey [VIETNAMESE]

Các lựa chọn thu phí trên I-5 và I-205

CHÀO MỪNG- HÃY CHIA SẺ Ý KIẾN CỦA QUÝ VỊ

Thu phí là một phần trong chiến lược dài hạn của ODOT nhằm giúp chi trả cho việc cải thiện giao thông, và cung cấp các chuyến đi nhanh hơn, hiệu quả hơn qua khu vực đô thị Portland. Dự án thu phí cầu đường Oregon bao gồm hai dự án thu phí: dự án thu phí I-205 và **Dự án Định giá Giao thông Khu vực**.

Đây là khảo sát về **Dự án Định giá Giao thông Khu vực**, I-5 và I-205 trong khu vực đô thị Portland (thu phí khu vực).

Chúng tôi cần sự giúp đỡ của Quý vị. Bằng cách nào mà chúng tôi có thể xây dựng hệ thống thu phí khu vực hoạt động tốt vì cộng đồng của chúng ta?


Ý kiến phản hồi của Quý vị sẽ giúp chúng tôi tiếp tục hoàn thiện dự án. Chúng tôi sẽ phân tích hiệu quả và ảnh hưởng và chia sẻ kết quả để cộng đồng có thể đánh giá và đóng góp ý kiến trong một báo cáo được gọi là Đánh giá Môi trường

Khảo sát này sẽ mở đến giữa đêm thứ hai, ngày 9 tháng 10.

[Click here to participate in the public survey in English.](#)
[Haga clic aquí para participar en la encuesta en español.](#)
[Для участия в опросе на русском языке нажмите здесь.](#)
[点击此处填写中文。](#)

Theo Đạo luật Người khuyết tật hoặc các điều chỉnh về Dân Quyền theo tiêu đề VI của Mỹ, để nhận được dịch vụ biên dịch/ thông dịch, hoặc các thông tin khác vui lòng gọi 503-731-4128, số truyền tin cho người điếc và khuyết tật (800)-735-2900 hoặc Dịch vụ chuyển tiếp viễn thông Oregon 7-1-1

Thông tin trong tài liệu này, và các ý kiến đóng góp thu nhận được, có thể được đưa vào quá trình xem xét môi trường trong để phù hợp với Đạo luật Chính sách Môi trường Quốc gia.





Regional Mobility Pricing Project

RMPP Tolling Options Survey [VIETNAMESE]

DI CHUYỂN TRÊN I-5 VÀ I-205

1. Trung bình, Quý vị di chuyển trên I-5 hoặc I-205 trong khu vực đô thị Portland ở tần suất nào?

- Hàng ngày
- Ba đến bốn ngày một tuần
- Một đến hai ngày một tuần
- Ít hơn một ngày một tuần
- Tôi chưa bao giờ lái xe trên I-5 hay I-205 ở khu vực đô thị Portland

2. Vui lòng đánh giá trải nghiệm lái xe của Quý vị trên I-5 và I-205 ở khu vực đô thị Portland trong vài tháng gần đây.

- Rất tốt
- Tốt
- Chấp nhận được
- Kém
- Rất kém

3. Quý vị có xem việc di chuyển trên đường I-5 hoặc I-205 ở khu vực đô thị Portland là...?

- Một vấn đề rất lớn
- Có chút vấn đề
- Không hẳn là một vấn đề
- Hoàn toàn không phải là vấn đề
- Không chắc chắn.

4. Mã bưu điện 5 số của Quý vị? Vui lòng giới hạn câu trả lời của Quý vị trong 5 ký tự



Regional Mobility Pricing Project

RMPP Tolling Options Survey [VIETNAMESE]

SO SÁNH CÁC PHƯƠNG ÁN THU PHÍ

Chúng tôi đã phát triển ba phương án và đang so sánh về khả năng giảm kẹt xe, tăng doanh thu và đáp ứng được các mục tiêu khác của khu vực.

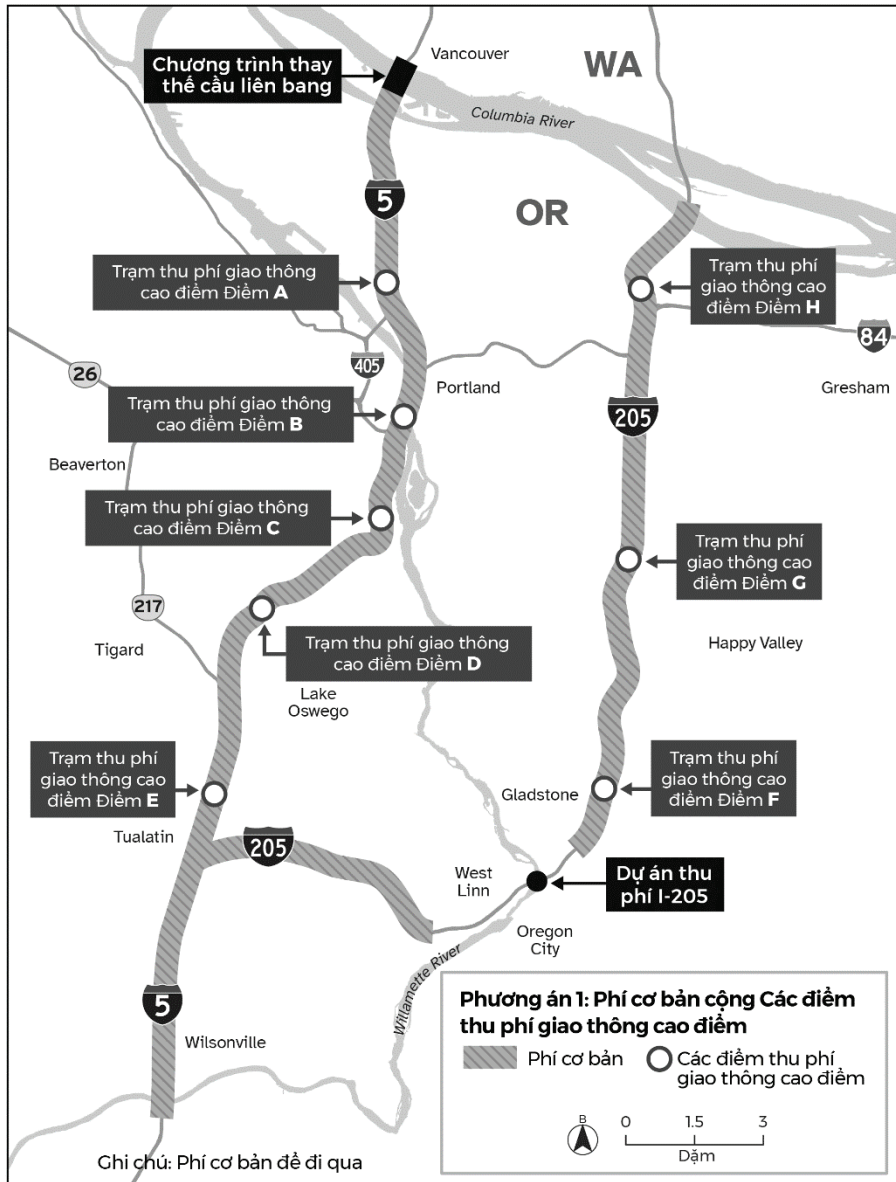
Tất cả các phương án chúng tôi đang nghiên cứu cho dự án thu phí khu vực:

- Phần thu phí trên đường I-5 và I-205 ở khu vực đô thị Portland.
- Thu phí phương tiện trên tất cả làn đường với hệ thống thu phí điện tử.
- Không thu phí ban đêm.
- Phí cao hơn vào những giờ cao điểm và ở những khu vực đông xe.
- Có biểu phí để bạn biết mức phí trước khi đi chuyển.
- Cho phép tốc độ trung bình từ 40 đến 55 dặm một giờ để giúp bạn đi chuyển nhanh hơn.
- Bao gồm mức giảm giá cho người thu nhập thấp.

Ủy ban Giao thông Oregon sẽ ấn định mức phí dựa trên mục tiêu giảm tắc nghẽn, nhu cầu doanh thu và đóng góp của cộng đồng. Mức phí thường sẽ được ấn định khoảng sáu tháng trước khi bắt đầu thu phí.

Đây là ba phương án thu phí mà chúng tôi đang cân nhắc.

Phương án 1: Thu phí Toàn hệ thống



Với Phương án 1, tất cả tài xế phải trả một khoảng phí cơ bản khi đi vào đường cao tốc vào ban ngày. Các khu vực đó được tô màu xanh đậm ở bản đồ trên. Tài xế sẽ trả thêm một khoảng phí nếu họ đi qua các điểm thu phí giao thông cao điểm (được thể hiện bằng các vòng tròn trên bản đồ) để tiếp tục di chuyển.

Theo Phương án 1, tài xế sẽ trả phí như thế nào:

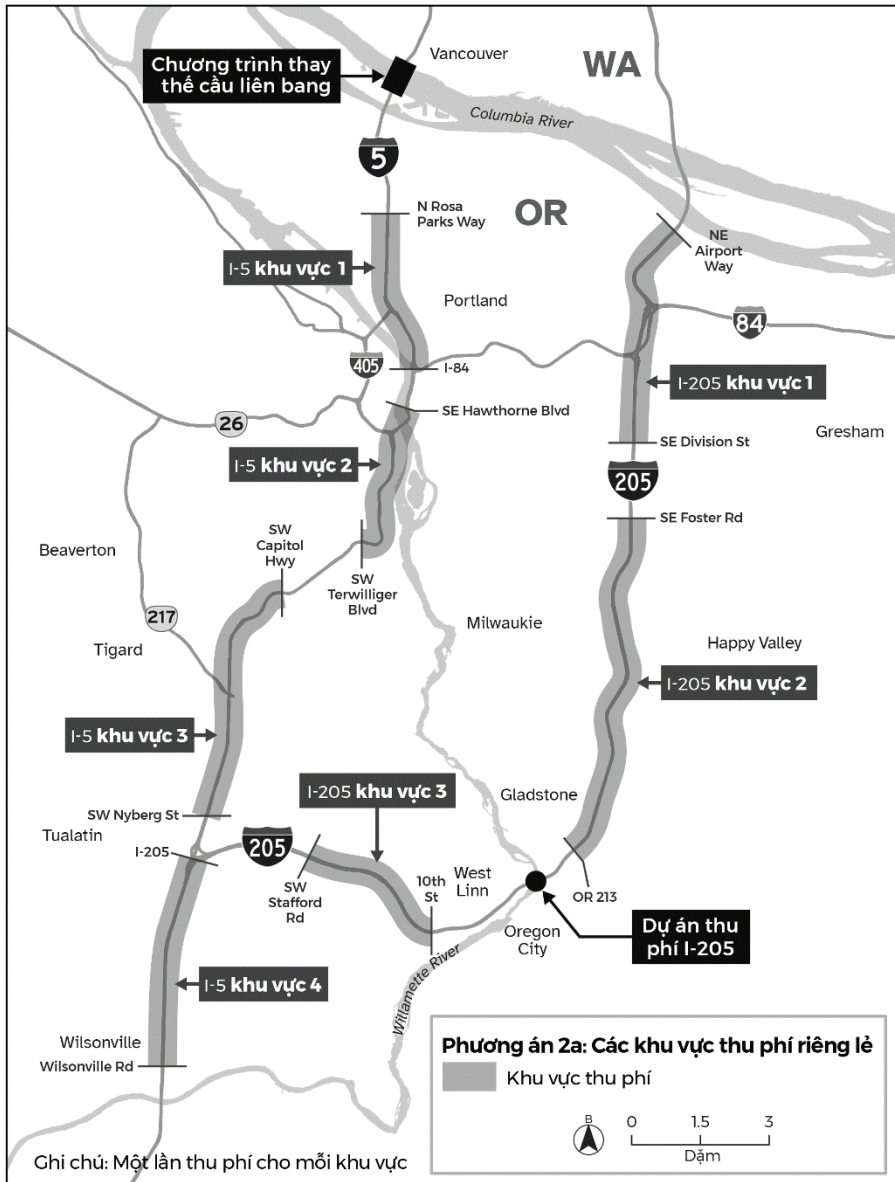
- **Khí nào:** Vào ban ngày (5:00 sáng- 9:00 tối)
- **Ở đâu:** Ngay trên đường nối khi Quý vị vào cao tốc và khi Quý vị lái qua các điểm thu phí giao thông cao điểm.
- **Ví dụ cho chuyến đi từ Tualatin đến I-405:** Phí cơ bản + Phí ở điểm E + Phí ở điểm D + Phí ở điểm C = tổng chi phí.

5. Mức độ dễ hiểu về cách thức vận hành của Phương án 1?

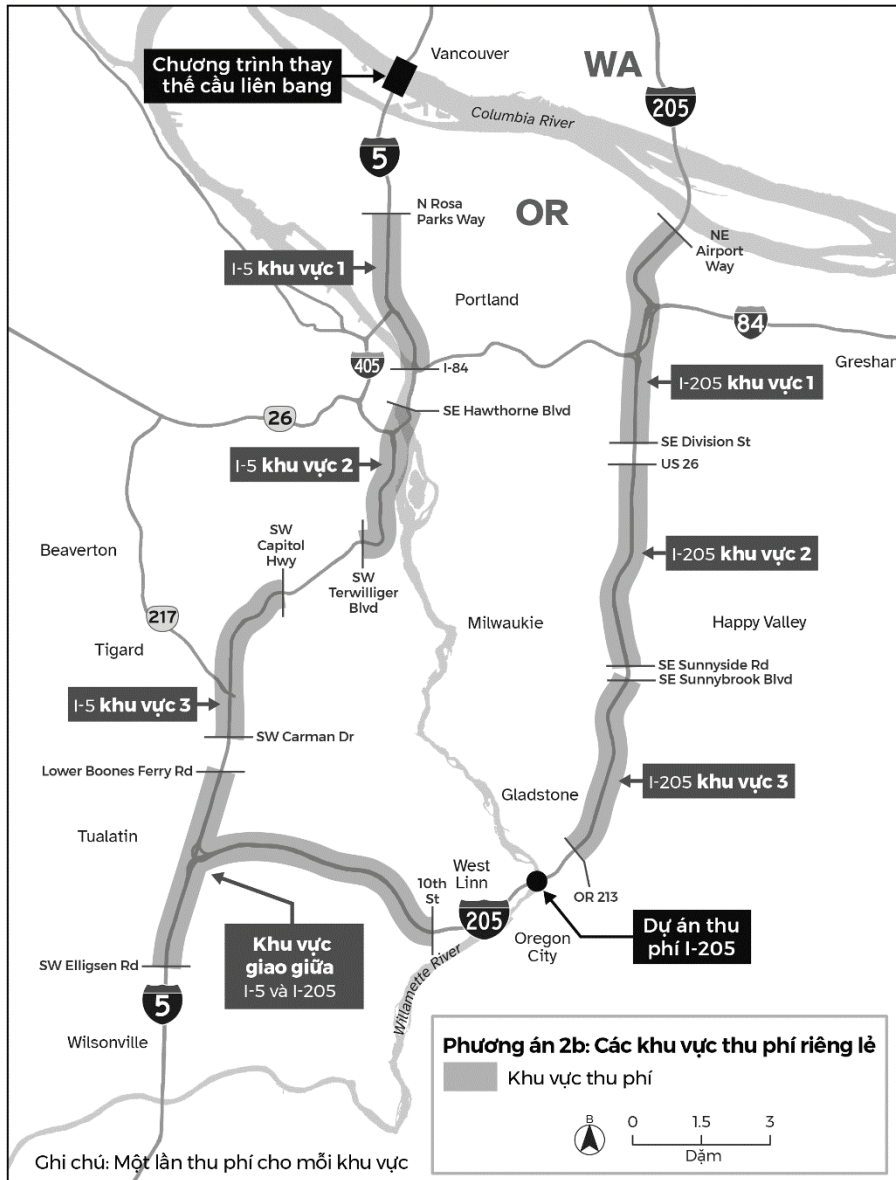
- Rất dễ
- Dễ
- Khó
- Rất khó
- Không chắc chắn

Phương án 2a và 2b: Các khu vực thu phí

Phương án 2a



Phương án 2b



Với phương án 2a hoặc 2b, tài xế sẽ chỉ trả phí khi họ di chuyển qua các khu vực thu phí vào các giờ cao điểm trong ngày. Các khu vực này được tô đậm ở các bản đồ phía trên. So với Phương án 1, sẽ không có phí cơ bản và phí ở các khu vực này sẽ là \$0 vào giờ thấp điểm trong ngày.

Theo Phương án 2a và 2b, tài xế sẽ trả phí như thế nào:

- **Khi nào:** Vào ban ngày (5:00 sáng- 9:00 tối)
- **Ở đâu:** chỉ khi Quý vị lái qua khu vực thu phí. Quý vị chỉ trả duy nhất một lần cho mỗi khu vực thu phí.
- **Ví dụ cho chuyến đi từ Tualatin đến I-405:** I-5 khu vực 3 + I-5 khu vực 2 = tổng chi phí.

6. Mức độ dễ hiểu về cách thức vận hành của Phương án 2?

- Rất dễ
- Dễ
- Khó
- Rất khó
- Không chắc chắn



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RMPP Tolling Options Survey [VIETNAMESE]

SO SÁNH CÁC PHƯƠNG ÁN THU PHÍ

Chúng tôi nghe thấy rằng các thành viên trong cộng đồng đang lo ngại về việc các tài xế có thể sử dụng các đường gần đó để tránh thu phí và những ảnh hưởng có thể xảy ra cho các khu vực dân cư gần I-5 và I-205. Chúng tôi đang đánh giá các phương án thu phí dựa trên phản hồi này. Chúng tôi cũng đã phân tích sự khác biệt của các phương án trong dự án thu phí khu vực trong việc giúp giảm kẹt xe và tạo doanh thu cho các chương trình nâng cấp giao thông.

Câu trả lời của Quý vị cho các câu hỏi tiếp theo sẽ giúp chúng tôi đánh giá sâu hơn và tinh chỉnh các phương án thu phí.

*** 7. Tất cả các lựa chọn sẽ giúp bạn có chuyến đi nhanh hơn trên xa lộ I-5 và I-205 vào những thời điểm đông đúc trong ngày. Tuy nhiên, các tùy chọn sẽ khác nhau theo một số cách. Lựa chọn nào dưới đây là quan trọng nhất đối với bạn? Câu hỏi bắt buộc. Vui lòng chọn tối đa ba phương án.**

- Giúp giảm lượng tài xế đi vào những con đường gần khu vực này để tránh phải trả phí
- Sẽ có thêm nhiều người sử dụng phương tiện công cộng, xe đạp, hoặc đi bộ để tránh trả phí
- Một vài giờ trong ngày sẽ không mất phí (phí \$0)
- Tất cả mọi người đều phải trả phí sử dụng đường I-5 và I-205
- Đảm bảo việc xây dựng và vận hành việc thu phí ít tốn kém hơn.
- Đơn giản hơn việc thiết kế và xây dựng hệ thống thu phí
- Có thêm doanh thu cho các nâng cấp trên đường I-5 và I-205
- Không có bất kỳ điều nào bên trên

8. Việc trả một ít tiền để có thể lái nhanh hơn trên I-5 và I-205 có hợp lý hay không?

- Có
- Không
- Có thể
- Không chắc chắn.

9. Tôi sẽ ưu tiên hệ thống thu phí nơi mà:

- Tất cả tài xế sẽ trả một khoảng phí giống nhau mỗi lần họ sử dụng I-5 và I-205 trong ngày.
- Một vài tài xế sẽ trả ít hơn vào khoảng giờ cao điểm và ở một số địa điểm trên I-5 và I-205 và sẽ trả \$0 vào thời gian thấp điểm và ở một số địa điểm.
- Không chắc chắn.



Regional Mobility Pricing Project

RMPP Tolling Options Survey [VIETNAMESE]

VỀ QUÝ VỊ

Tuyên bố miễn trừ: ODOT hỏi người tham gia khảo sát các thông tin về nhân chủng học để chúng tôi đo lường quá trình hướng tới mục tiêu về sự đa dạng, công bằng và hòa nhập. Các câu hỏi đều là tự nguyện và mọi thông tin Quý vị cung cấp sẽ được lưu trữ và sẽ được tiết lộ công khai khi có yêu cầu.

10. Điều nào dưới đây mô tả đúng nhất về Quý vị? (Chọn tất cả đáp án phù hợp)

- | | |
|---|--|
| <input type="checkbox"/> Người da trắng | <input type="checkbox"/> Người Trung Đông hoặc Bắc Phi |
| <input type="checkbox"/> Người Tây Ban Nha, Mỹ gốc Latin hoặc gốc Tây Ba Nha. | <input type="checkbox"/> Người Hawaii bản địa hoặc người gốc khu vực các đảo Thái Bình Dương |
| <input type="checkbox"/> Người da đen hoặc người Mỹ gốc Phi | <input type="checkbox"/> Các chủng tộc, dân tộc hoặc nguồn gốc khác. |
| <input type="checkbox"/> Người châu Á | <input type="checkbox"/> Không muốn trả lời câu hỏi này |
| <input type="checkbox"/> Người Mỹ hoặc người Alaska bản địa | |

11. Có bao nhiêu người trong hộ gia đình của Quý vị?

- 1
 2
 3 người trở lên
 Không muốn trả lời câu hỏi này

12. Thu nhập hàng năm của hộ gia đình Quý vị là:

- \$0 đến \$25,000
 \$25,000 đến \$50,000
 \$50,000 đến \$75,000
 \$75,000 đến \$150,000
 Trên \$150,000
 Không muốn trả lời câu hỏi này

13. Quý vị có tự đánh giá mình có khuyết tật nào không?

- Có
 Không
 Không muốn trả lời câu hỏi này



Regional Mobility Pricing Project


RMPP Tolling Options Survey [VIETNAMESE]

CẢM ƠN!

Cảm ơn chia sẻ của Quý vị! Ý kiến của Quý vị sẽ giúp chúng tôi hiểu về các ưu tiên của cộng đồng và cung cấp thông tin cho việc định hình các bước kế tiếp trong khu vực đô thị Portland.

Truy cập oregontolling.org để có thêm thông tin và biết cách để tiếp tục nhận thông tin.

Figure 8-4. Russian survey form



Regional Mobility Pricing Project

RMPP Tolling Options Survey [RUSSIAN]

Варианты введения платы за проезд по автомагистралям I-5 и I-205

ДОБРО ПОЖАЛОВАТЬ

Взимание платы за проезд является частью долгосрочной стратегии ODOT, направленной на оплату транспортных улучшений и обеспечение более быстрых и эффективных поездок по Портлендскому региону. Программа взимания платы в Орегоне включает в себя два проекта: проект взимания платы за проезд по автомагистрали I-205 и **проект регионального ценообразования на мобильность**.

Данный опрос посвящен проекту **Regional Mobility Pricing**, по которому будут взиматься плата за проезд по автомагистралям I-5 и I-205 в районе Портленда (региональное взимание платы).

Нам нужна ваша помощь. Как мы можем создать региональную систему взимания платы, которая будет работать на благо наших сообществ?


Ваш отзыв поможет нам продолжить доработку проекта. Мы проанализируем выгоды и последствия и представим результаты для общественного рассмотрения и комментариев в отчете под названием "Экологическая оценка".

Данный опрос открыт до полуночи понедельник, 9 октября.

[Click here to participate in the public survey in English.](#)
[Haga clic aquí para participar en la encuesta en español.](#)
[Nhấn vào đây để tham gia khảo sát công đồng bằng tiếng tiếng Việt.](#)
[点击此处填写中文的公众问卷调查。](#)

Для получения информации о приспособлениях в соответствии с Законом об американцах с ограниченными возможностями или Гражданским кодексом VI, услугах письменного/устного перевода или дополнительной информации звоните по телефонам 503-731-4128, ТТУ (800) 735-2900 или Oregon Relay Service 7-1-1.

Информация, содержащаяся в данном документе, а также полученные данные от общественности и агентств могут быть приняты или включены в виде ссылки в процесс экологической экспертизы для выполнения требований Национального закона об экологической политике.





Regional Mobility Pricing Project

RMPP Tolling Options Survey [RUSSIAN]

ПОЕЗДКИ ПО АВТОМАГИСТРАЛЯМ I-5 И I-205

1. Как часто в среднем Вы ездите по трассе I-5 или I-205 в регионе Портленда и его пригородах?

- Ежедневно
- Три-четыре дня в неделю
- Один или два дня в неделю
- Менее одного дня в неделю
- Я никогда не езжу по автомагистралям I-5 или I-205 в регионе Портленд

2. Оцените, пожалуйста, Ваши впечатления от вождения по трассам I-5 и I-205 в районе Портленда за последние несколько месяцев.

- Очень хорошо
- Хорошо
- Приемлемо
- Плохо
- Очень плохо

3. Считаете ли Вы движение по трассе I-5 или I-205 в районе Портленда...?

- Очень большая проблема
- В некоторой степени проблема
- Не очень большая проблема
- Совсем не проблема
- Не уверен

4. Каков Ваш пятизначный почтовый индекс? Пожалуйста, ограничьте ответ 5-ю символами.



Regional Mobility Pricing Project

RMPP Tolling Options Survey [RUSSIAN]

ВАРИАНТЫ ВЗИМАНИЯ ПЛАТЫ ЗА ПРОЕЗД

Мы разработали три варианта взимания платы за проезд и сравниваем их возможности по снижению интенсивности движения, получению доходов и достижению других региональных целей.

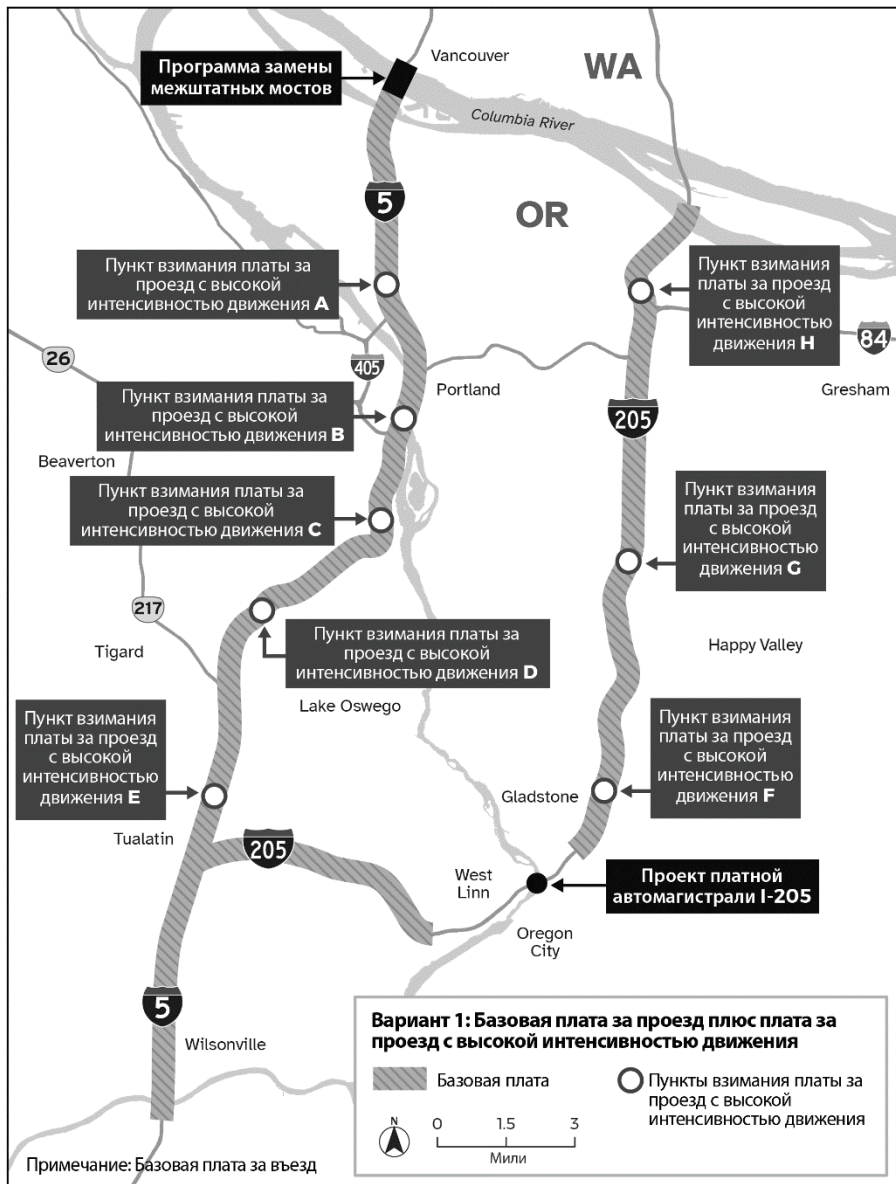
Все рассматриваемые нами варианты взимания платы за проезд по региональным дорогам будут:

- Платные участки автомагистралей I-5 и I-205 в районе Портленда.
- Взимать плату за проезд по всем полосам с помощью полностью электронной системы.
- Не взимать плату за проезд в ночное время.
- Взимать более высокую плату за проезд в часы пик и в местах с интенсивным движением.
- Следовать графику взимания платы за проезд, чтобы знать размер платы за проезд до начала поездки.
- Предусматривать среднюю скорость движения от 40 до 55 миль в час для более быстрого проезда.
- Предусматривать скидку для малоимущих пассажиров.

Транспортная комиссия штата Орегон устанавливает ставки платы за проезд, исходя из целей снижения загруженности дорог, потребностей в доходах и мнения общественности. Как правило, тарифы устанавливаются примерно за шесть месяцев до начала взимания платы.

Мы рассматриваем три варианта взимания платы за проезд.

Вариант 1: Общесистемная плата за проезд



Согласно варианту 1, все водители будут платить базовый сбор при въезде на шоссе в дневное время. На карте выше эти участки заштрихованы голубым цветом. При проезде через пункты взимания платы с высокой интенсивностью движения (показаны на карте кружками) водители будут платить дополнительную плату, чтобы обеспечить движение транспорта.

Как водители будут оплачивать проезд при варианте 1:

- **Когда:** В дневные часы (с 5:00 до 21:00)
- **Где:** На рампах при въезде на шоссе и при проезде через пункты взимания платы с высокой интенсивностью движения.
- **Пример поездки из Туалатина до I-405:** базовая плата + пункт взимания платы E + пункт взимания платы D + пункт взимания платы C = общая стоимость

5. Насколько легко или трудно понять, как работает вариант 1?

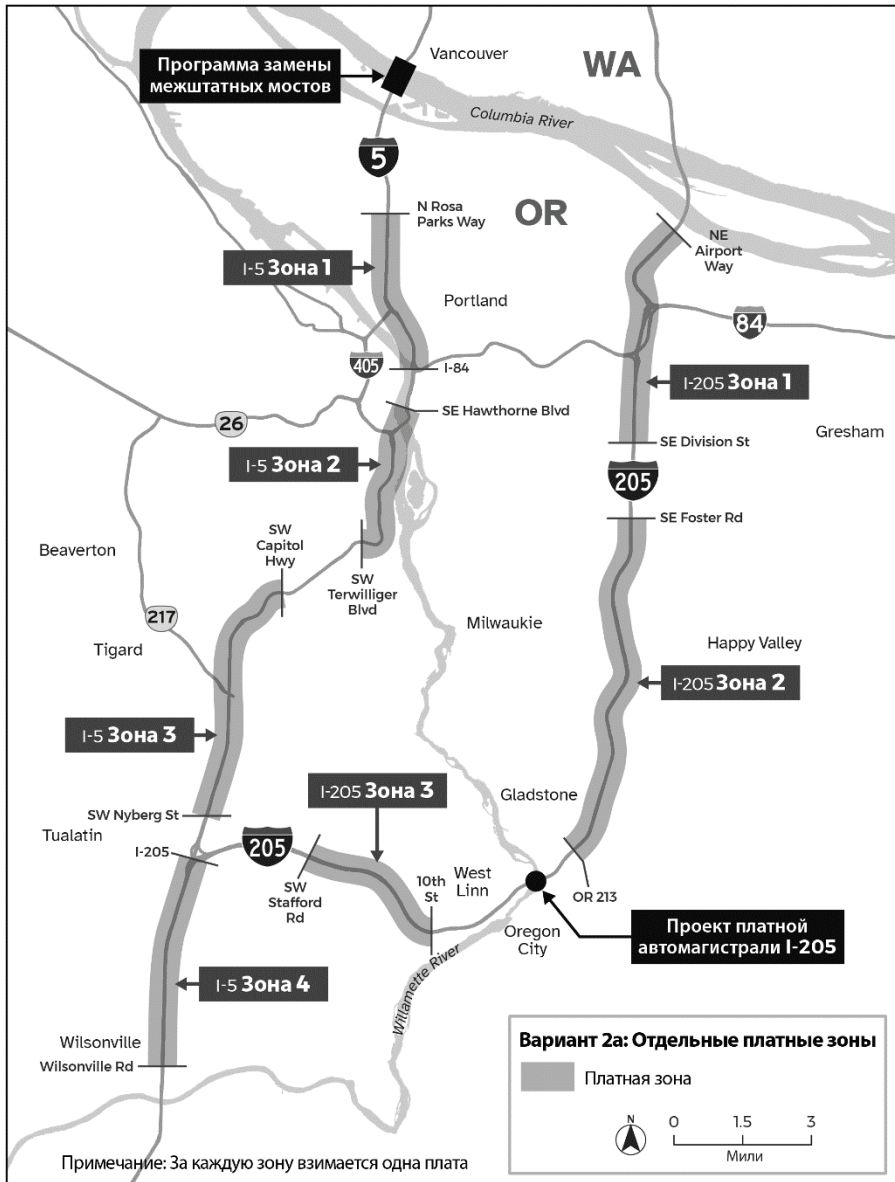
- Очень легко
- Легко
- Сложно
- Очень трудно
- Не уверен

Варианты 2a и 2b: Платные зоны

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Engagement Tools and Performance
September 26, 2023 – October 9, 2023

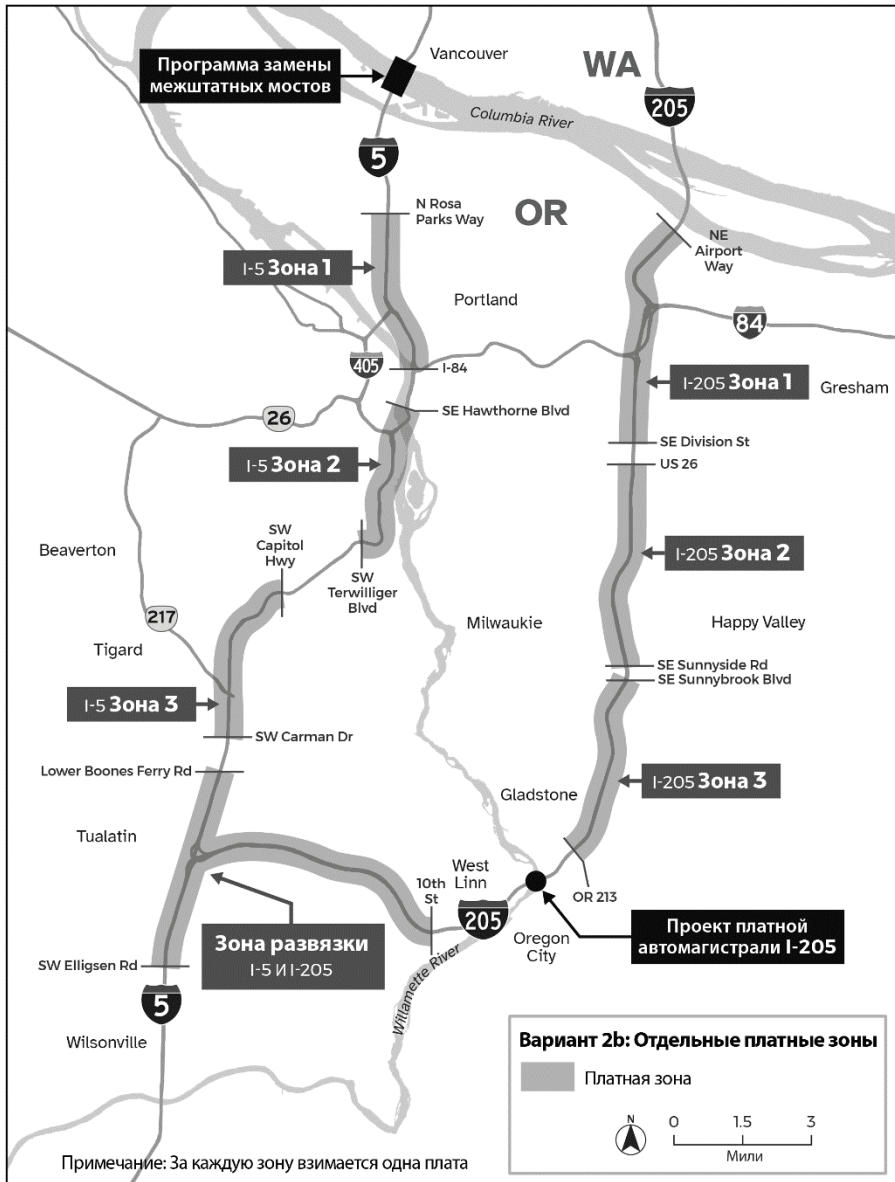
Вариант 2а



Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Engagement Tools and Performance
September 26, 2023 – October 9, 2023

Вариант 2b



В соответствии с вариантами 2a или 2b плата за проезд взимается только при пересечении платных зон в период высокой интенсивности движения. Эти зоны заштрихованы на приведенных выше картах. По сравнению с вариантом 1, базовая плата за проезд отсутствует, а в зонах с низкой интенсивностью движения плата за проезд в дневное время будет равна \$0.

Как водители будут оплачивать проезд при вариантах 2a и 2b:

- **Когда:** В дневные часы (с 5:00 до 21:00)
- **Где:** Только при проезде через зону взимания платы. Вы платите только одну пошлину за проезд по каждой платной зоне.
- **Пример поездки от Tualatin до I-405:** I-5 Zone 3 + I-5 Zone 2 = Общая стоимость

6. Насколько легко или трудно понять, как работает вариант 2?

- Очень легко
- Легко
- Сложно
- Очень трудно
- Не уверен



Regional Mobility Pricing Project

RMPP Tolling Options Survey [RUSSIAN]

СРАВНЕНИЕ ВАРИАНТОВ ВЗИМАНИЯ ПЛАТЫ ЗА ПРОЕЗД

Мы слышали, что представители общественности обеспокоены тем, что водители могут воспользоваться близлежащими дорогами, чтобы не платить за проезд, а также потенциальным воздействием на районы, расположенные вблизи I-5 и I-205. Мы проводим оценку вариантов взимания платы с учетом этих замечаний. Мы также проанализировали, каким образом различные варианты проекта взимания платы за проезд по региональным дорогам позволят водителям меньше стоять в пробках и получать доход для улучшения транспортной ситуации.

Ваши ответы на следующие вопросы помогут нам в дальнейшем оценить и уточнить варианты взимания платы за проезд.

*** 7. Все варианты позволяют быстрее добираться по трассам I-5 и I-205 в загруженное время суток. Однако эти варианты отличаются друг от друга по некоторым параметрам. Какие из приведенных ниже пунктов наиболее важны для Вас?**

Обязательный вопрос. Пожалуйста, выберите не более трех вариантов.

- Меньше водителей пользуются близлежащими дорогами, чтобы не платить за проезд
- Больше водителей пользуются общественным транспортом, ездят на велосипедах или ходят пешком, чтобы не платить за проезд.
- Несколько часов в день, когда плата за проезд не взимается (стоимость \$0.)
- Все платят за пользование автомагистралями I-5 и I-205
- Меньше затрат на строительство и эксплуатацию системы взимания платы за проезд
- Проще спроектировать и построить систему взимания платы за проезд
- Больше доходов для улучшения дорог I-5 и I-205
- Ничего из вышеперечисленного

8. Разумно ли платить несколько долларов за проезд по I-5 и I-205, чтобы поездка была быстрее?

- Да
- Нет
- Возможно
- Не уверен

9. Я бы предпочел такую систему взимания платы, при которой:

- Все водители платят одинаковую сумму за проезд каждый раз, когда пользуются дорогами I-5 и I-205 в течение дня.
- Некоторые водители платят несколько долларов в напряженные моменты и в местах с высокой загруженностью на I-5 и I-205 и платят 0 долларов в менее напряженные моменты и в местах с низкой загруженностью.
- Не уверен



Regional Mobility Pricing Project

RMPP Tolling Options Survey [RUSSIAN]

О ВАС

Примечание: ODOT просит участников опроса предоставить демографические данные, чтобы помочь нам оценить прогресс в достижении наших целей в области многообразия, равноправия и инклюзивности. Эти вопросы являются добровольными, и любая предоставленная вами информация становится частью протокола и подлежит раскрытию по запросу общественности. Что из перечисленного ниже лучше всего характеризует вас? (Выберите все, что относится к данному вопросу.)

10. Что из перечисленного ниже лучше всего характеризует вас? (Выберите все, что относится к данному вопросу.)

- | | |
|---|--|
| <input type="checkbox"/> Белый | <input type="checkbox"/> Ближневосточное или североафриканское происхождение |
| <input type="checkbox"/> Латиноамериканское, латиноамериканское или испанское происхождение | <input type="checkbox"/> Коренные гавайцы или другие жители тихоокеанских островов |
| <input type="checkbox"/> Чернокожие или афроамериканцы | <input type="checkbox"/> Другая раса, этническая принадлежность или происхождение |
| <input type="checkbox"/> Азиатское происхождение | <input type="checkbox"/> Предпочитаю не отвечать |
| <input type="checkbox"/> Американские индейцы или коренные жители Аляски | |

11. Сколько человек входит в состав Вашего домохозяйства?

- 1
 2
 3 и более
 Предпочитают не отвечать

12. Годовой доход моей семьи составляет:

- от \$0 до \$25 000
 от \$25,000 до \$50,000
 от \$50,000 до \$75,000
 от 75,000 до 150,000 долл.
 Более 150,000 долл.
 Предпочитаю не отвечать

13. **Считаете ли Вы себя человеком, живущим с ограниченными возможностями?**

- Да
- Нет
- Предпочитаю не отвечать



Regional Mobility Pricing Project


RMPP Tolling Options Survey [RUSSIAN]

СПАСИБО

Благодарим Вас за предоставленную информацию! Ваши отзывы помогут нам понять приоритеты сообщества и определить дальнейшие шаги по созданию системы платного проезда в Портленде

Посетите сайт oregontolling.org, чтобы получить дополнительную информацию и узнать, как принять участие в обсуждении.

Figure 8-5. Simplified Chinese survey form


Regional Mobility Pricing Project

RMPP Tolling Options Survey [CHINESE]

I-5 和 I-205 收费方案

欢迎 - 分享您的声音！

收费是俄勒冈州交通局长期交通策略的一部分，旨在帮助支付交通改善费用，并在波特兰都市区提供更快、更高效的出行。俄勒冈州收费计划由两个收费项目组成：I-205 收费项目和区域移动定价项目。

本次问卷调查是关于区域移动定价项目，该项目将在波特兰都市区的 I-5 和 I-205 公路上收费（区域收费）。

我们需要你的帮助。如何能建立适合我们社区的区域收费系统？


您的意见将帮助我们继续完善该项目。我们将分析好处和影响，并在一份名为“环境评估”的报告中分享结果，供公众审查和评论。

该调查开放至 10 月 9 日星期一午夜。

[Click here to participate in the public survey in English.](#)
[Haga clic aquí para participar en la encuesta en español.](#)
[Nhấn vào đây để tham gia khảo sát công đồng bằng tiếng tiếng Việt.](#)
[Для участия в опросе на русском языке нажмите здесь.](#)

如需了解《美国残疾人法案》或《民权第六章》规定提供服务，笔译/口译服务或更多信息，请致电 503-731-4128、TTY (800) 735-2900 或俄勒冈中继服务 7-1-1。

本文件中的信息，以及收到的公众和机构的意见，可能会被采纳或通过引用纳入的环境审查过程，以满足国家环境政策法案的要求。





Regional Mobility Pricing Project

RMPP Tolling Options Survey [CHINESE]

行进在 I-5 和 I-205 公路上

1. 您平均在波特兰都市区出行使用 I-5 或 I-205 的频率是多少？

- 每日
- 每周三到四天
- 每周一两天
- 每周少于一天
- 我从未在波特兰大都市区的 I-5 或 I-205 上开车

2. 请评价您过去一两个月在波特兰都会地区 I-5 和 I-205 上的驾驶经验。

- 非常好
- 很好的
- 可接受
- 算差的
- 非常差

3. 您认为波特兰都会区 I-5 或 I-205 沿线的交通状况是.....？

- 一个非常大的问题
- 有点问题
- 没什么大问题
- 根本不是问题
- 不确定

4. 您的 5 位数邮政编码是多少？请将您的回复限制在 5 个字符以内。



Regional Mobility Pricing Project

RMPP Tolling Options Survey [CHINESE]

收费方案

我们研究开发了三种收费方案，并正在比较各个方案如何减少拥堵交通、创造收入以及实现其他区域目标。

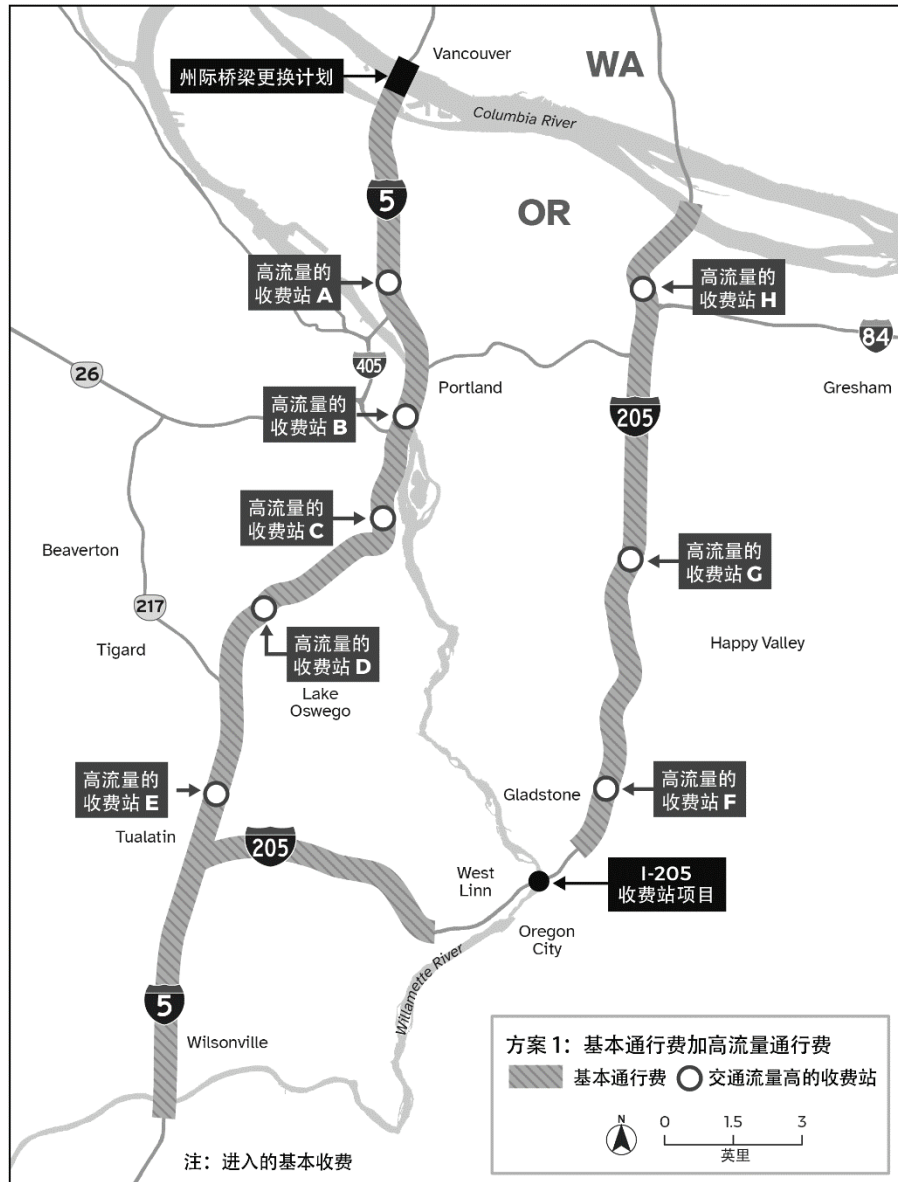
我们正在研究的所有区域收费方案将：

- 波特兰都市区 I-5 和 I-205 的收费路段。
- 所有车道上的收费车辆均配备全电子系统。
- 过夜不收过路费。
- 在高峰时段和交通流量较大的地区收取更高的通行费。
- 制定一套收费表，以便您在出行前了解收费情况。
- 平均行驶速度为 40 至 55 英里/小时，这样您的行程会更快。
- 包括针对低收入出行者的折扣。

俄勒冈州交通委员会将根据拥堵缓解目标、收入需求和公众意见来制定通行费。通行费通常在通行费开始前六个月左右确定。

这是正在考虑的三种收费方案。

方案 1：全方位收费系统



根据方案 1，所有车辆在白天进入高速公路时都需要支付基本通行费。这些区域在上图中以青色阴影显示。车辆在经过交通繁忙的收费站（地图上以圆圈显示）时需要支付额外的通行费，以保持交通畅通。

车辆如何使用方案 1 支付通行费：

- 时间：白天时段（上午 5:00 至晚上 9:00）
- 地点：进入高速公路时以及驶过交通流量高的收费站时的入口匝道处。
- 从Tualatin到 I-405 的行程示例：基本收费 + 收费点 E + 收费点 D + 收费点 C = 总费用

5. 方案 1 如何操作容易理解吗？

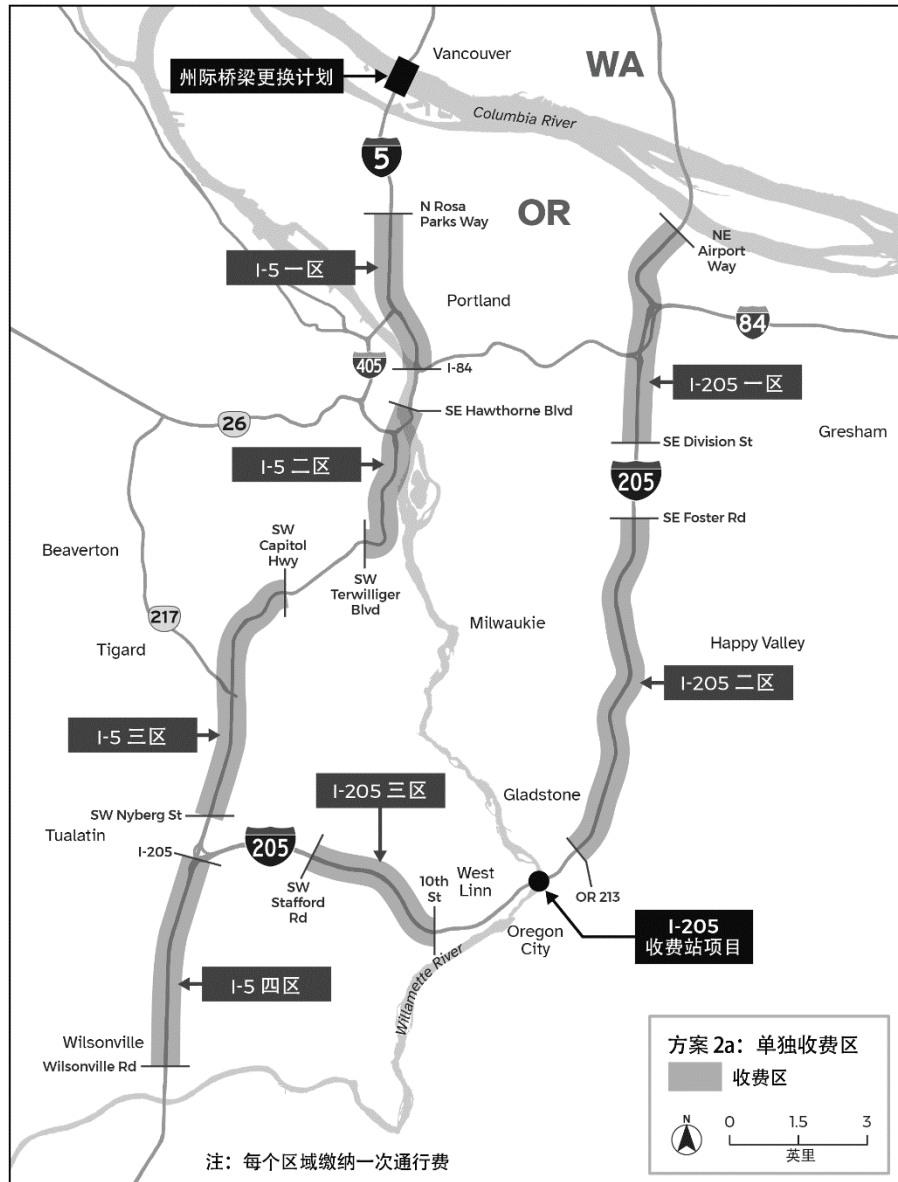
- 非常容易
- 容易
- 难的
- 非常困难
- 不确定

方案 2a 和 2b：收费区

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Engagement Tools and Performance
 September 26, 2023 – October 9, 2023

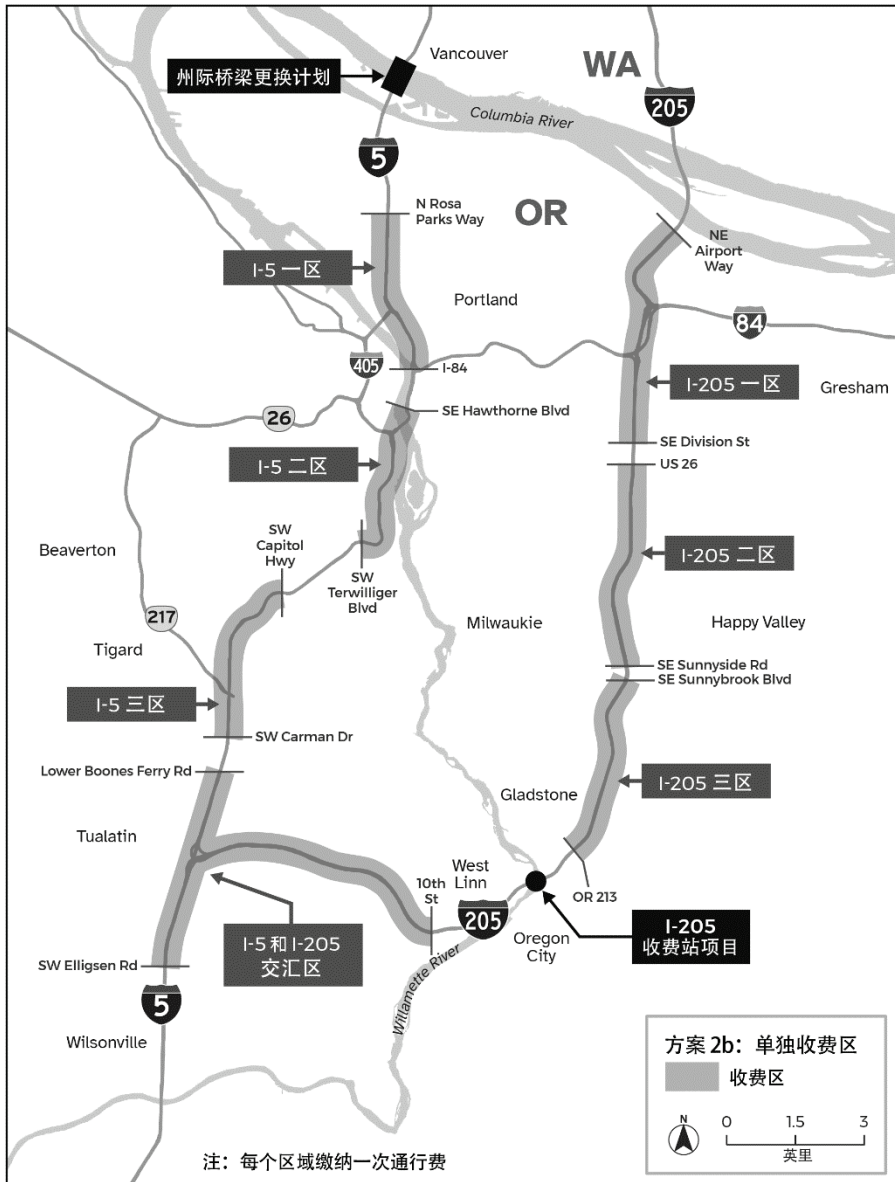
方案 2a



Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Engagement Tools and Performance
 September 26, 2023 – October 9, 2023

方案 2b



根据方案 2a 或 2b，车辆只有在一天交通高峰时段经过收费区时才需要支付通行费。这些区域在上面的地图中用阴影表示。与方案 1 相比，没有基本通行费，并且在一天中交通流量较少的时段，该区域的通行费为 0 美元。

车辆如何使用方案 2a 和 2b 支付通行费：

- 时间：白天时段（上午 5:00 至晚上 9:00）
- 地点：仅当您开车经过收费区时。每个收费区您只需支付一次通行费。
- 从Tualatin到 I-405 的行程示例：1.5 三区 + 1.5 二区 = 总费用

6. 方案 2 如何操作容易理解吗？

- 非常容易
- 容易
- 难的
- 非常困难
- 不确定



Regional Mobility Pricing Project

RMPP Tolling Options Survey [CHINESE]

比较收费方案

我们听说社区居民担心车辆选择走附近的道路来避免支付通行费，以及对 I-5 和 I-205 附近社区的潜在影响。针对此反馈我们正在评估收费方案。我们还分析了该区域收费方案的不同选择如何让车辆在行驶中减少拥堵交通的情况，同时为交通改善创造收入。

您对以下问题的回答将帮助我们进一步评估和完善收费方案。

* 7. 在所有方案都会让您繁忙的出行在 I-5 和 I-205 上省时。但是，方案在某些方面不同。以下哪些选择对您最重要？必答题。请最多选择三个选项。

- 少数的车辆走附近的道路以避免支付通行费
- 更多人选择乘坐公共交通工具、骑自行车或步行以避免支付通行费
- 一天中的某些小时没有通行费 (0 美元成本)
- 每个人都付费使用 I-5 和 I-205
- 降低建造和运营收费系统的成本
- 更简易的设计和构建收费系统
- 为改善 I-5 和 I-205 而产生更多收入
- 以上皆非

8. 花几美元在 I-5 和 I-205 上开车换取更快的出行是否合理？

- 是
- 否
- 也许
- 不确定

9. 我觉得合适的收费系统为：

- 所有车辆在白天每次使用 I-5 和 I-205 时都要支付差不多金额的通行费。
- 车辆在 I-5 和 I-205 的繁忙时间和地点支付几美元，在不太繁忙的时间和地点支付 0 美元。
- 不确定



Regional Mobility Pricing Project

RMPP Tolling Options Survey [CHINESE]

关于您

免责声明：俄勒冈州交通局要求问卷调查参与者提供人口统计数据，以帮助我们衡量实现多元性，公平性和包容性目标的进展情况。这些问题是自愿回答的，您提供的任何信息都将成为记录的一部分，并要求进行公开公共记录。

10. 以下哪项最能描述您？（选择所有适用项。）

- | | |
|---|---|
| <input type="checkbox"/> 白人 | <input type="checkbox"/> 中东或北非 |
| <input type="checkbox"/> 西裔、拉丁美洲裔或西班牙裔 | <input type="checkbox"/> 夏威夷原住民或其他太平洋岛民 |
| <input type="checkbox"/> 黑人或非裔美国人 | <input type="checkbox"/> 其他种族、民族或出身 |
| <input type="checkbox"/> 亚洲人 | <input type="checkbox"/> 希望不回答 |
| <input type="checkbox"/> 美洲印第安人或阿拉斯加原住民 | |

11. 你家有多少人？

- 1
 2
 3 或以上
 希望不回答

12. 我家的年收入是：

- \$0 到 \$25,000
 \$25,000 到 \$50,000
 \$50,000 到 \$75,000
 \$75,000 到 \$150,000
 高于 \$150,000
 希望不回答

13. 您是否认为自己是一名残疾人？

- 是
 否
 希望不回答



Regional Mobility Pricing Project

RMPP Tolling Options Survey [CHINESE]

谢谢！

谢谢您的意见！您的反馈将帮助我们了解社区的优先事项，并为波特兰都市区的收费情况提供下一步建议。

请到网站 oregontolling.org 了解更多信息以及如何继续参与。