

Attachment B Outreach Materials

B.4 WEBINAR SLIDES

I-205 Toll Project

Webinar

August 2020

Have your say!

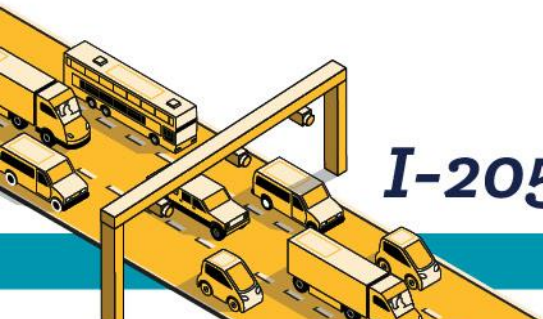
- **Online open house and survey:**
<http://oregonevents.org/openhouse/i205toll>
- **Spanish:**
<http://oregonevents.org/openhouse/i205toll-esp>
- **Email:** oregontolling@odot.state.or.us
- **Voicemail:** 503-837-3536
- **Informational webinars:**
 - August 12: Noon-1pm
 - August 18: 4-5 pm
 - August 20: 6:30-7:30 pm



I-205 Toll Project

Agenda

- 1 Agenda Review and Webinar Tips
- 2 Project Overview
- 3 Equity for Toll Projects
- 4 I-205 Toll Project Environmental Review
- 5 I-205 Screening Alternatives
- 6 What's Next?



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Webinar tips



We want to hear from you! Here's how:

- Ask questions by typing your question into the **Q&A box**.
- **Email questions** to oregontolling@odot.state.or.us
- The moderator will read submitted questions to the panelists who will provide answers.
- If the video freezes or you get dropped off the Zoom platform unexpectedly, please sign in again the same way.
- To Leave Meeting, click bottom right button at any time.



I-205 Toll Project

Project Overview

LUCINDA BROUSSARD, OREGON TOLL PROGRAM DIRECTOR

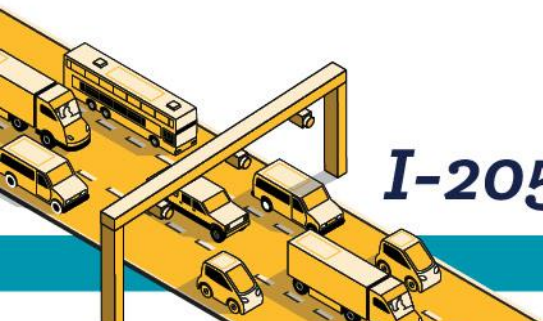


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Why study tolls on I-205?

- Congestion: Average of 6 hours per day near Abernethy Bridge
- Revenue not keeping pace
- Multifaceted set of solutions required



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Modern Tolling

- All electronic tolling:
 - No toll booths
 - No stopping
- Transponders are placed on the windshield and connect to a prepaid account



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Manage Congestion

- A toll is a fee for those who use the road.
- Higher tolls are used during peak travel times. Some drivers will adjust their travel time to less busy times.
- A small shift in the number of drivers makes travel more efficient.

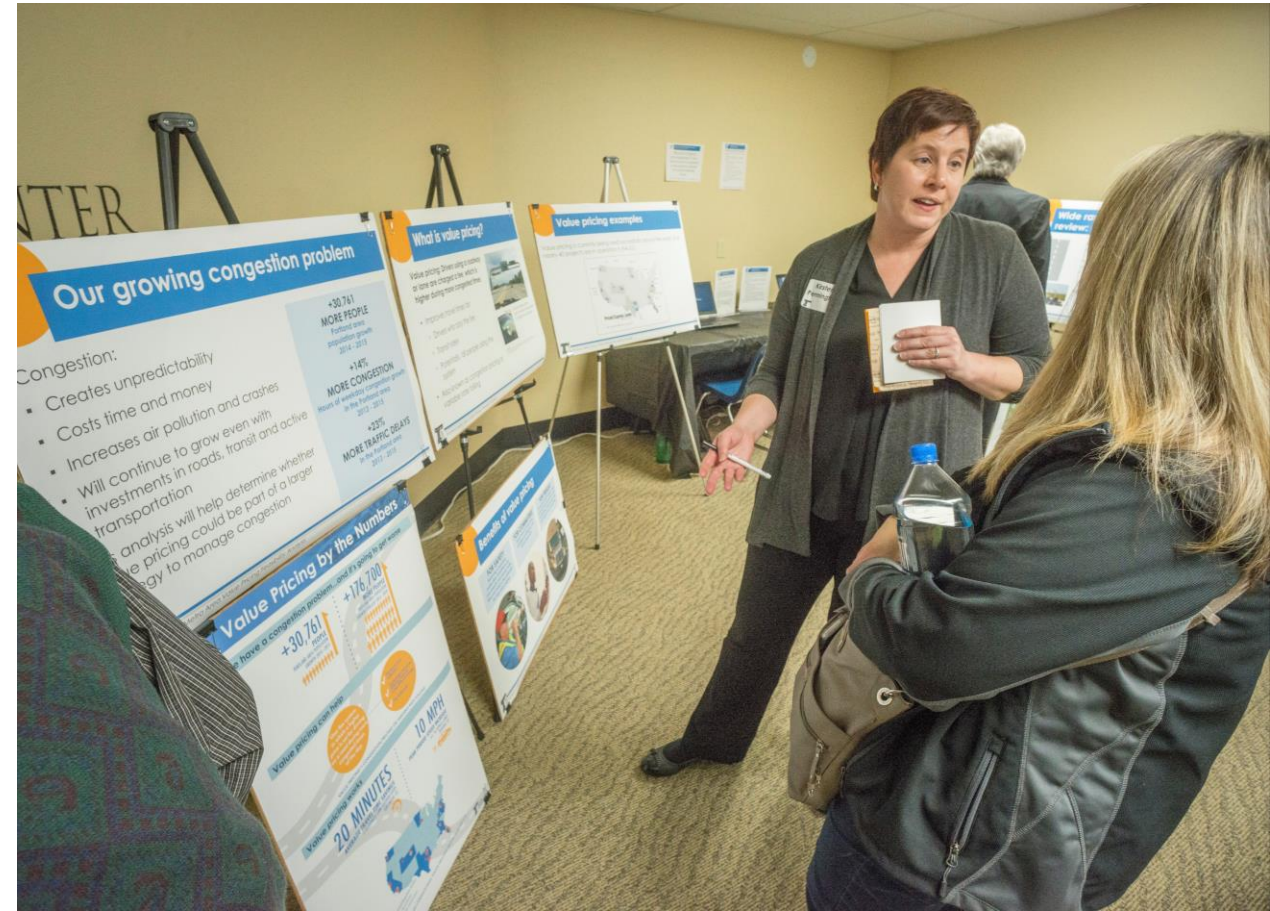


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Early analysis shows tolling could help

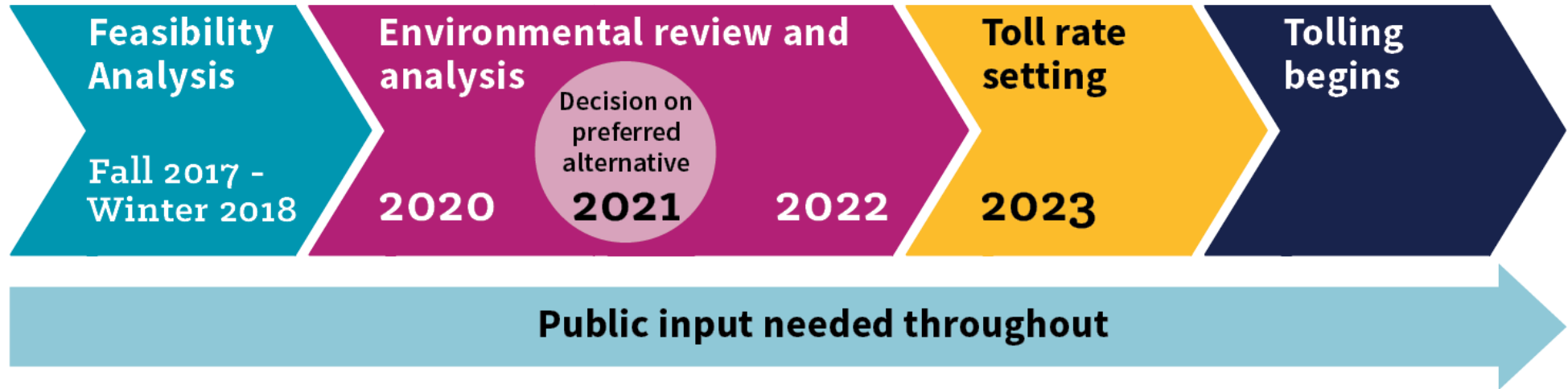
- Feasibility Analysis: 2017 - 2018
- Considered big concepts for implementing tolls on I-205 and I-5
- We heard the need to:
 - Avoid negatively affecting low-income communities
 - Improve transit and other transportation choices
 - Address the potential of tolls to divert traffic to local streets



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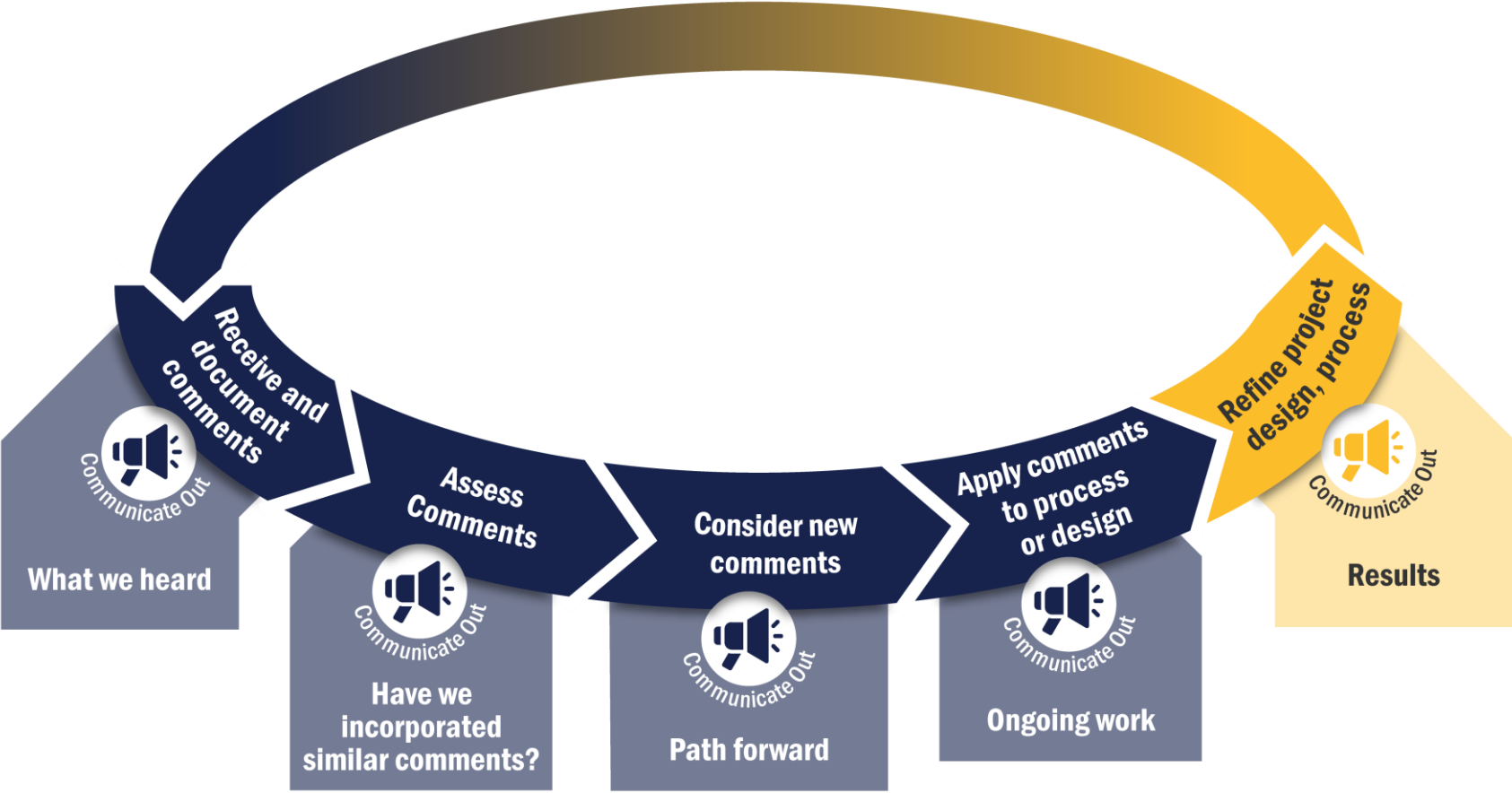
I-205 Toll Project Schedule

We are here



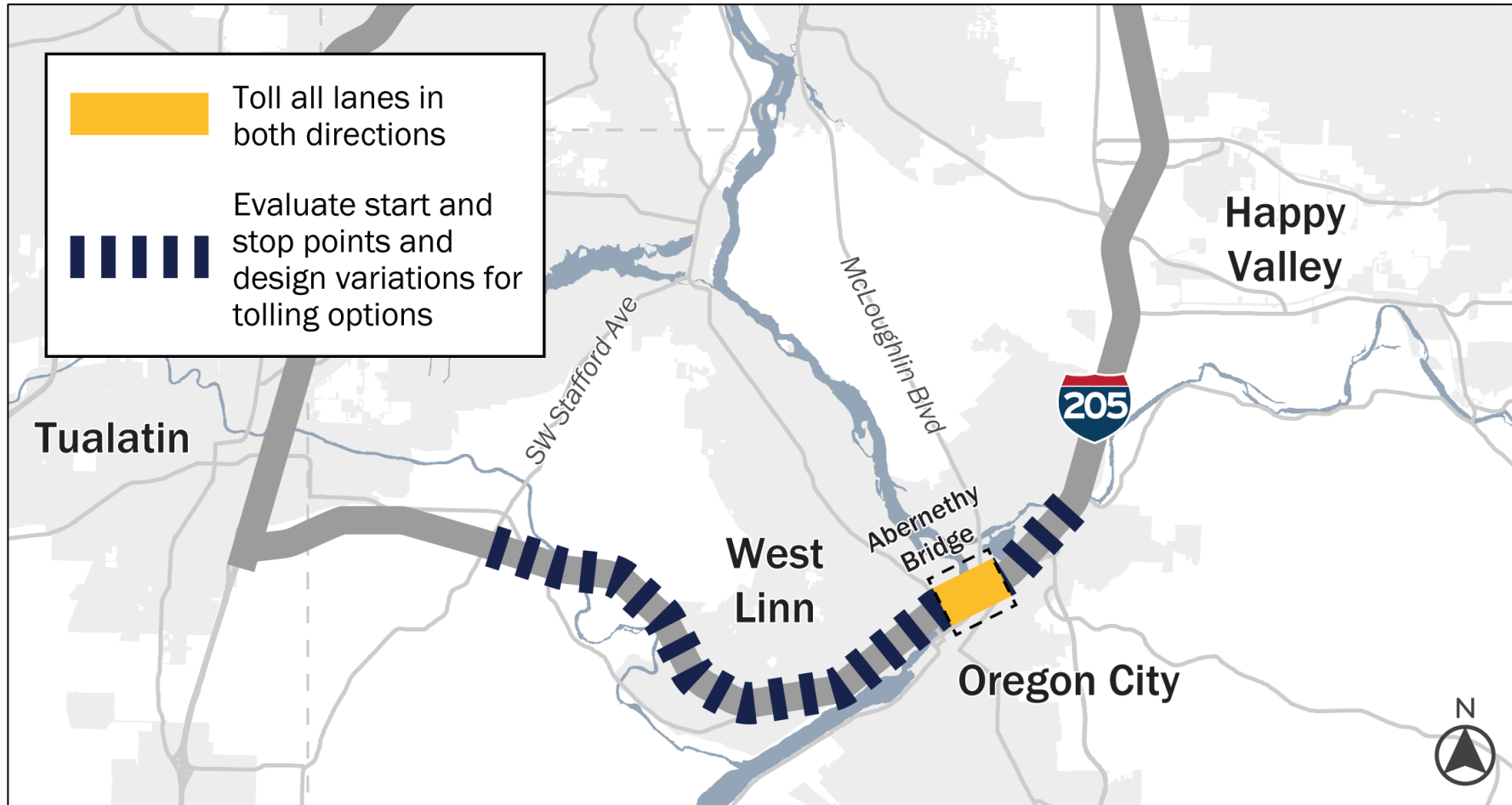
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What Happens to Your Input?



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I-205 Project Area



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Equity in Toll Projects

HANNAH WILLIAMS, TOLL TEAM COMMUNITY ENGAGEMENT COORDINATOR



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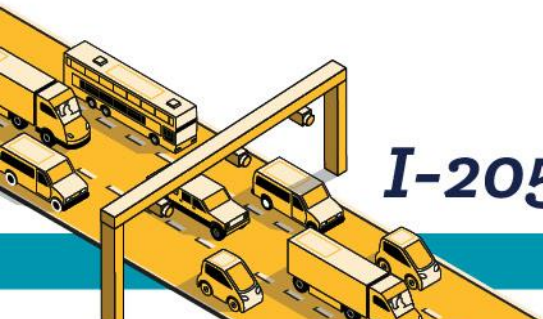
Equity is guiding our work

GOAL:

Create better solutions for those historically and currently underrepresented and underserved

HOW:

Collaborating with community partners
Developing an Equity Framework
Formed Equity and Mobility Advisory Committee



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Equity and Mobility Advisory Committee

- Advise Oregon Transportation Commission and ODOT
- Ensure decisions and process are grounded in the equity framework
- Provide input on mobility and equity strategies

Given where we are in the world, at this moment, how do the demonstrations relate to the work of this committee?

Can tolls be equitable? Or, what would equitable tolls look like?

What are the historic injustices that ODOT has committed against communities of color, Albina specifically, and others in general?

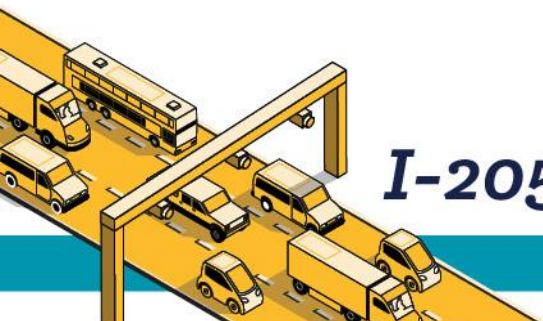


How can tolls create benefits for everyone? What would that look like?

How does current transportation policy contribute to inequitable outcomes?

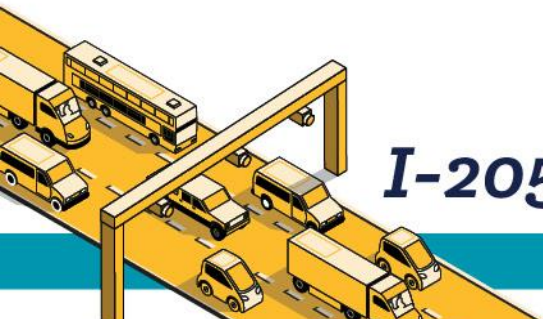
Are there questions / concerns / needs / fears that must be addressed in order for you to effectively work on this committee?

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I-205 Toll Project Environmental Review

HEATHER WILLS, TOLL TEAM



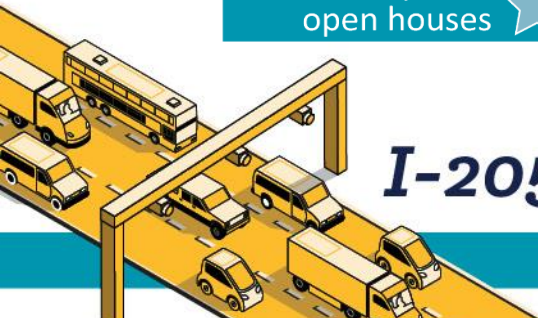
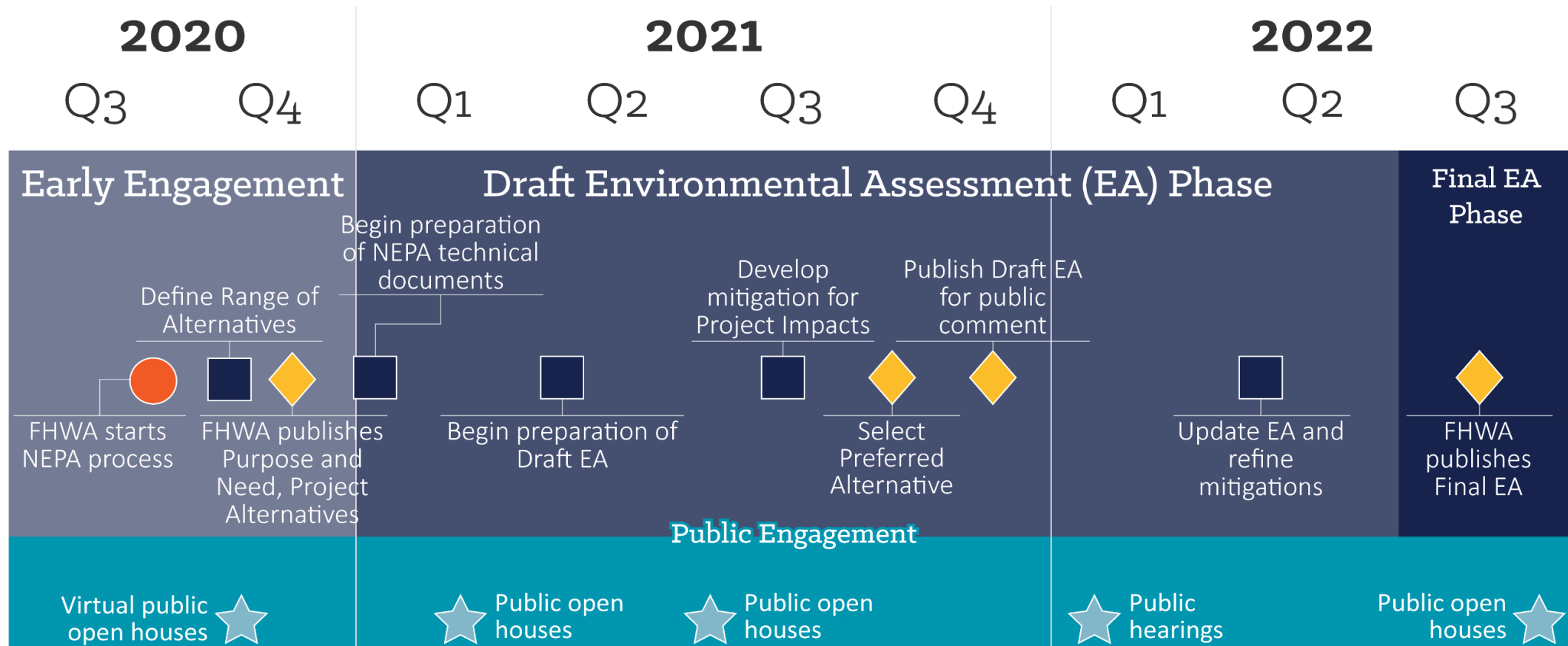
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I-205 Toll Project: Project Milestones



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Purpose and Need Statement



What is it?

A concise statement of the transportation problem or challenge that needs to be addressed



How it's used

Foundation for determining the range of alternatives to be considered in the environmental review

Limits the range of alternatives - any alternative that fails to meet the project's purpose and need is dismissed from further consideration (pass/fail)



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Project Purpose

- Manage congestion on I-205 between Stafford Road and OR 213
- Raise revenue to fund congestion relief projects



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Project Need



Regional

- 20.1% vehicle hours of delay increase (2015 – 2017)
- 13.4% hours of congestion increase (2015 – 2017)
- Portland metro region is expected to grow – 2.5 million residents in 2018 to over 3 million in 2040 (23%)
- Freight tonnage movements projected to double by 2040
- Greenhouse gas (GHG) emissions from vehicles represent 39% of statewide emissions (2016)
- Governor’s Executive Order to reduce GHG emissions 45% below 1990 levels by 2035



I-205 Stafford Road to OR 213

- More than 6 hours of congestion daily (2017)
- Northbound direction is top reoccurring bottleneck during p.m. commute



Funding needed for congestion relief projects

- Available funding not keeping pace with need
- I-205 Improvements Stafford Road to OR 213 Project, including Abernethy Bridge

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Goals and Objectives



What are they?

Desirable outcomes of the project beyond the Purpose and Need Statement



How they are used

Comparison and evaluation of alternatives studied in the environmental analysis

Develop qualitative and quantitative measures



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Goals and Objectives

Provide equitable benefits for all users

- Engage and benefit populations who have been historically or currently underserved and underrepresented
- Engage harder to reach communities
- Maximize benefits, minimize burdens
- Provide equitable and reliable access to jobs, important community places
- Provide equitable and reliable access to health care facilities and health-promoting activities

Limit additional traffic rerouting

- Toll system design to limit rerouting from tolling
- Toll system design to limit additional noise

Support safe travel regardless of mode

- Reduce congestion
- Ensure multi-modal travel is not less safe on roadways affected by tolling

Improve air quality and contributions to climate change

- Reduce vehicle air pollutants and GHG emissions
- Reduce localized air pollutants

Support multi-modal transportation choices

- Transit, telework, ridesharing, and infrastructure
- Increase access to a variety of transit service providers

Support regional economic growth

- Reliable movement of goods and people

Support travel demand management

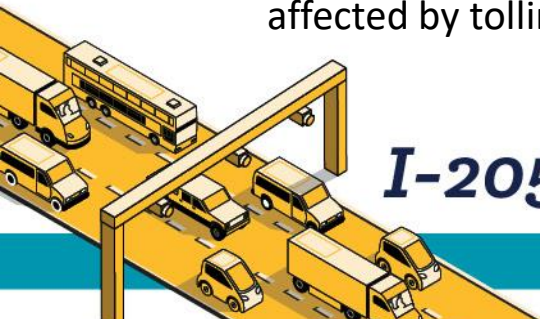
- Efficient use of infrastructure

Maximize integration with future toll systems

- Toll system design

Maximize interoperability with other systems

- Toll system design



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I-205 Alternatives

MAT DOLATA, TOLL TEAM



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Alternatives Analysis Framework for I-205

Feasibility Analysis: 1 alternative advanced for I-205

→ Concept E can manage congestion and generate revenue on I-205

Initial Screening (Range of Alternatives): 5 alternatives

→ Are there toll configurations that have better outcomes?

→ 2027 using Metro's regional travel demand model

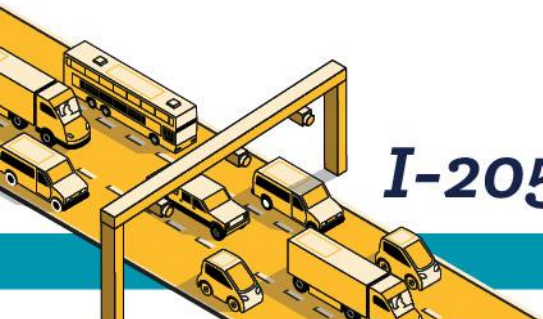
Environmental Review: 2 or 3 alternatives for detailed study

→ What are impacts of the alternatives and is mitigation needed?

→ 2040 using more refined tools

Preferred Alternative: 1 alternative

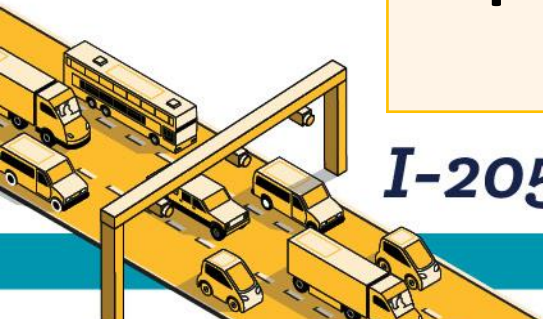
→ Refine project and identify impacts and mitigation



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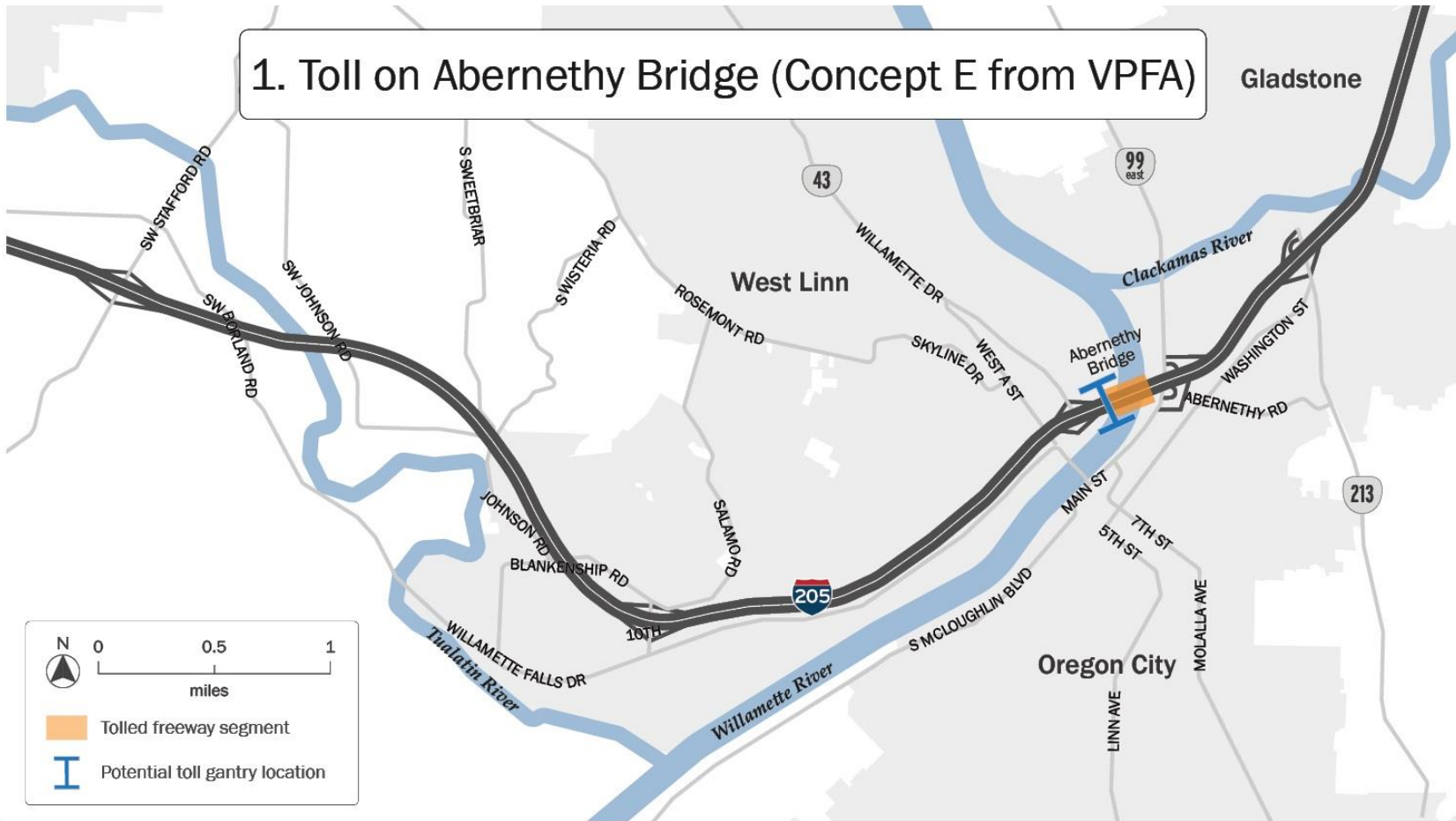
Definitions

Transportation System Demand	Number of people who want to travel (miles, hours traveled)
I-205 Traffic	Number of vehicles on the road
Diversion or Rerouting	Less volume on I-205 due to rerouting, shifts to other travel modes, routes or times
Cost and Revenue	Amount of toll revenue collected; cost to implement
Implementation:	Operation: How difficult? How flexible?



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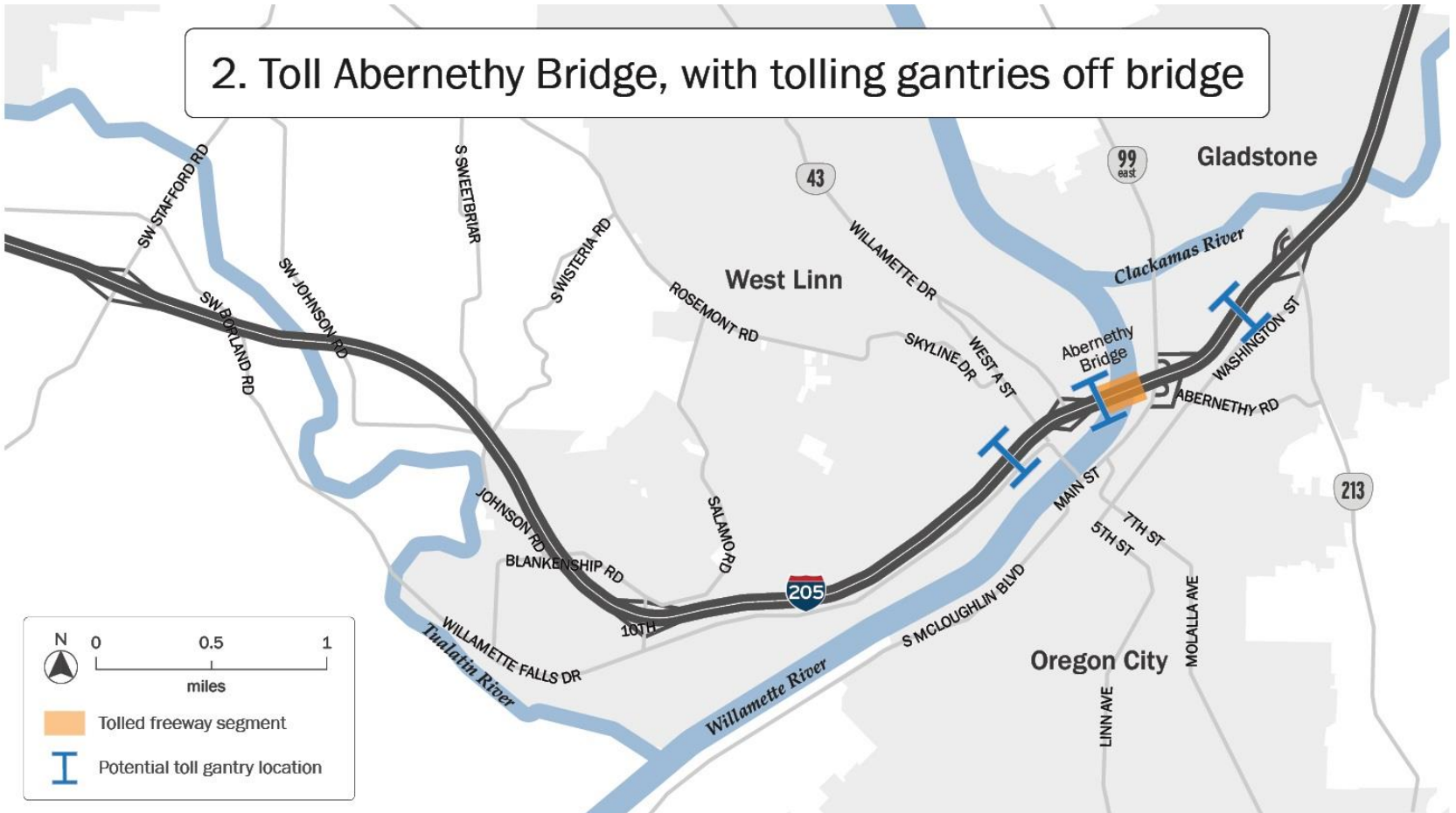
1. Toll on Abernethy Bridge (Concept E from VPFA)



Transportation Demand	I-205 Traffic	Diversion Effects	Cost and Revenue	Implementation and Operations
Worse	Average	Average	Worse	Average

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2. Toll Abernethy Bridge, with tolling gantries off bridge

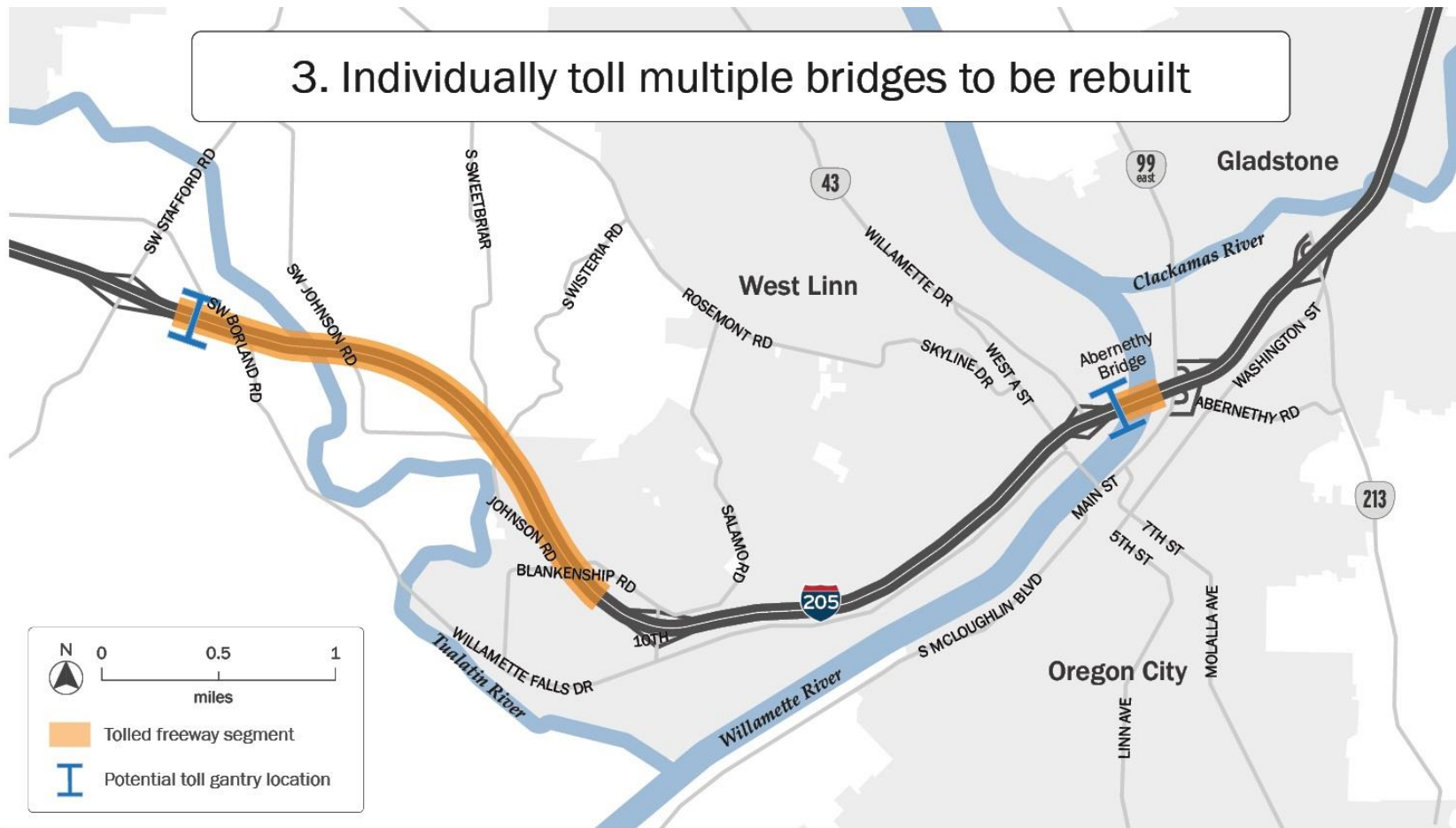


Transportation Demand	I-205 Traffic	Diversion Effects	Cost and Revenue	Implementation and Operations
Worse	Average	Average	Worse	Average

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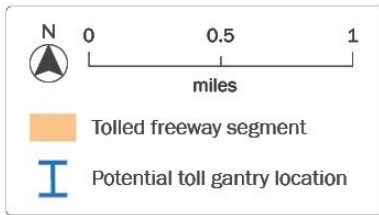
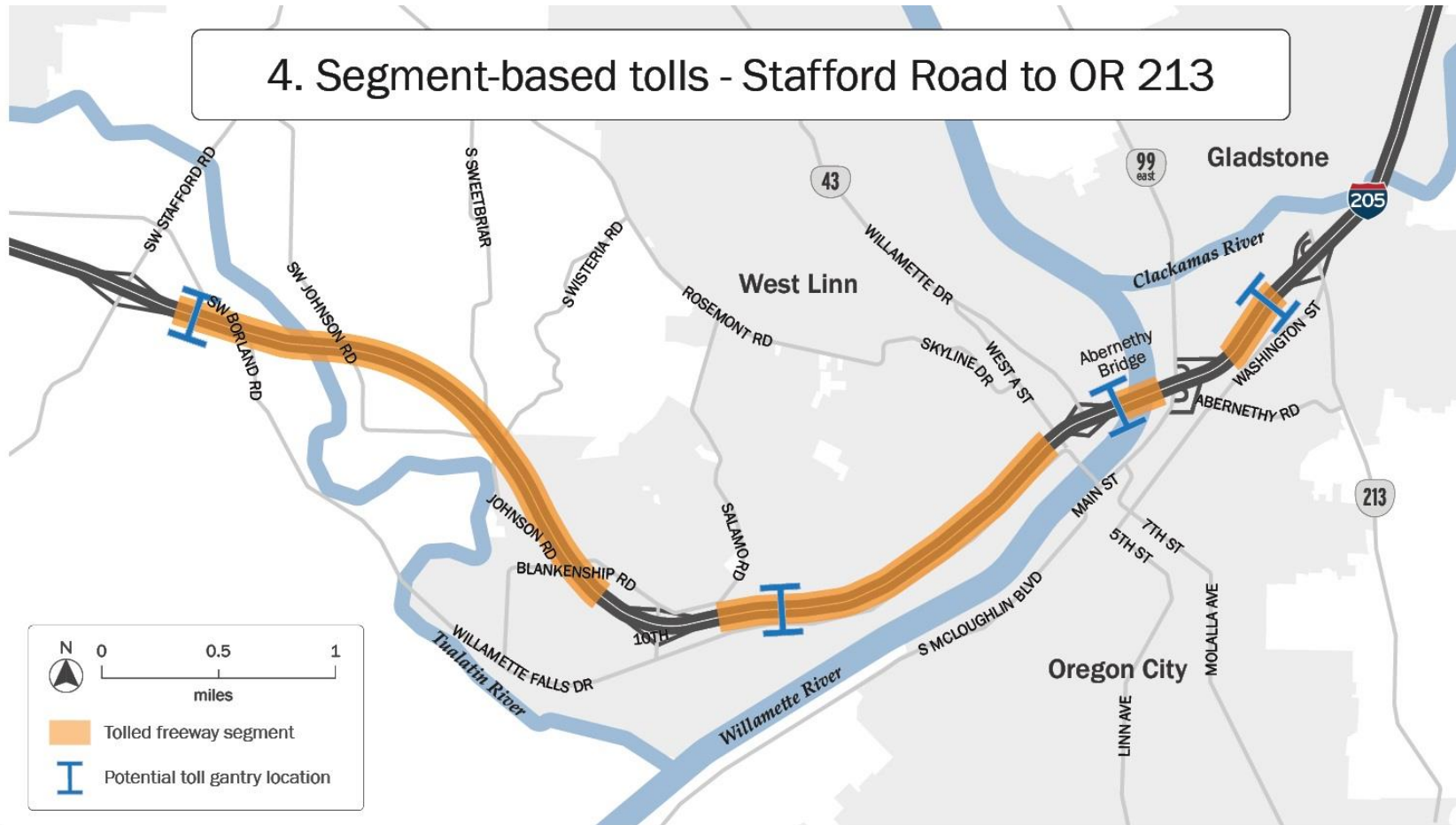
3. Individually toll multiple bridges to be rebuilt



Transportation Demand	I-205 Traffic	Diversion Effects	Cost and Revenue	Implementation and Operations
Average	Average	Average	Better	Much better

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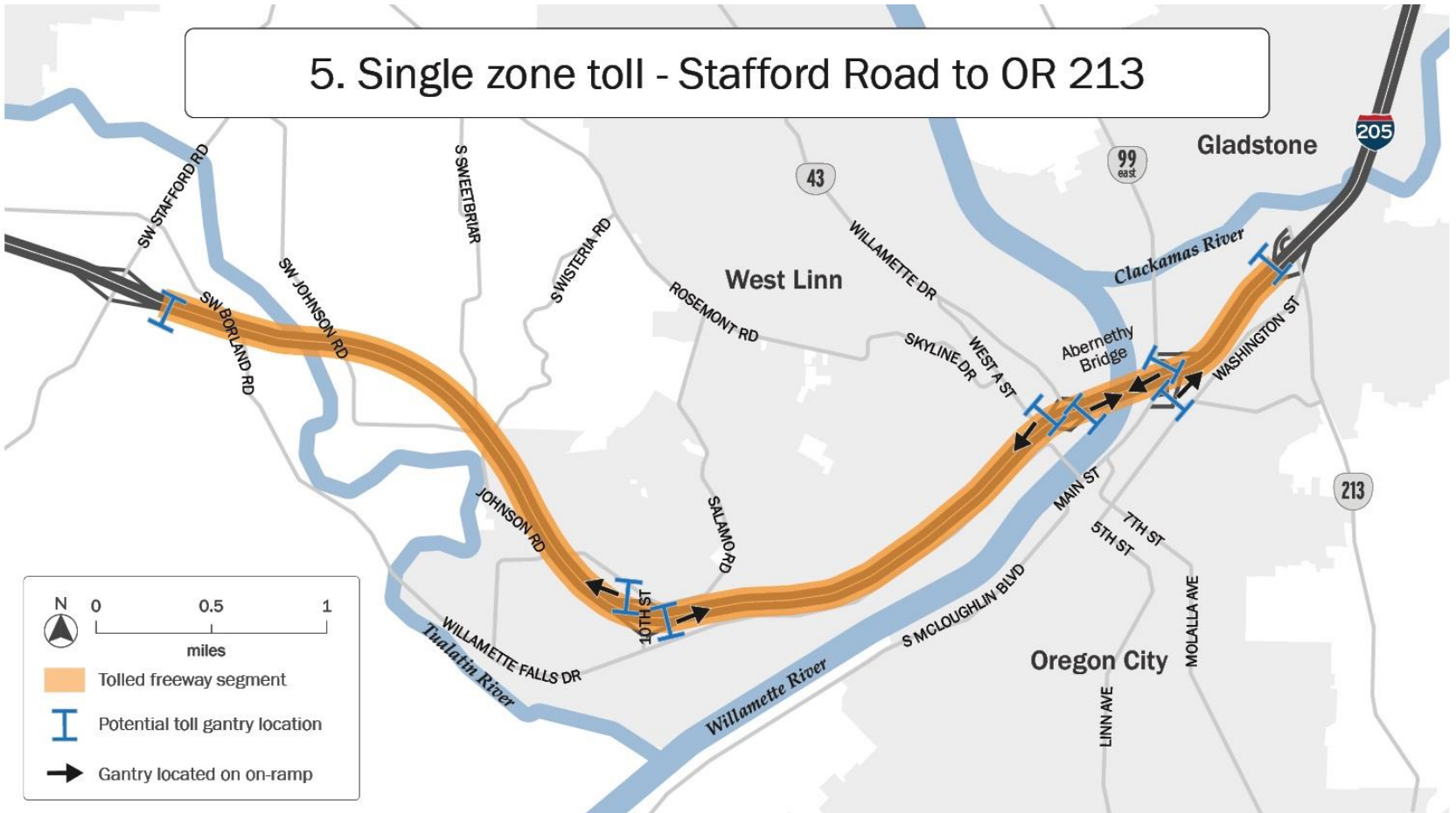
4. Segment-based tolls - Stafford Road to OR 213



Transportation Demand	I-205 Traffic	Diversion Effects	Cost and Revenue	Implementation and Operations
Average	Worse	Average	Much better	Better

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5. Single zone toll - Stafford Road to OR 213



N 0 0.5 1
 miles

Tolled freeway segment
 Potential toll gantry location
 Gantry located on on-ramp

Transportation Demand	I-205 Traffic	Diversion Effects	Cost and Revenue	Implementation and Operations
Better	Better	Average	Average	Much worse

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Performance Summary Compared to Other Alternatives

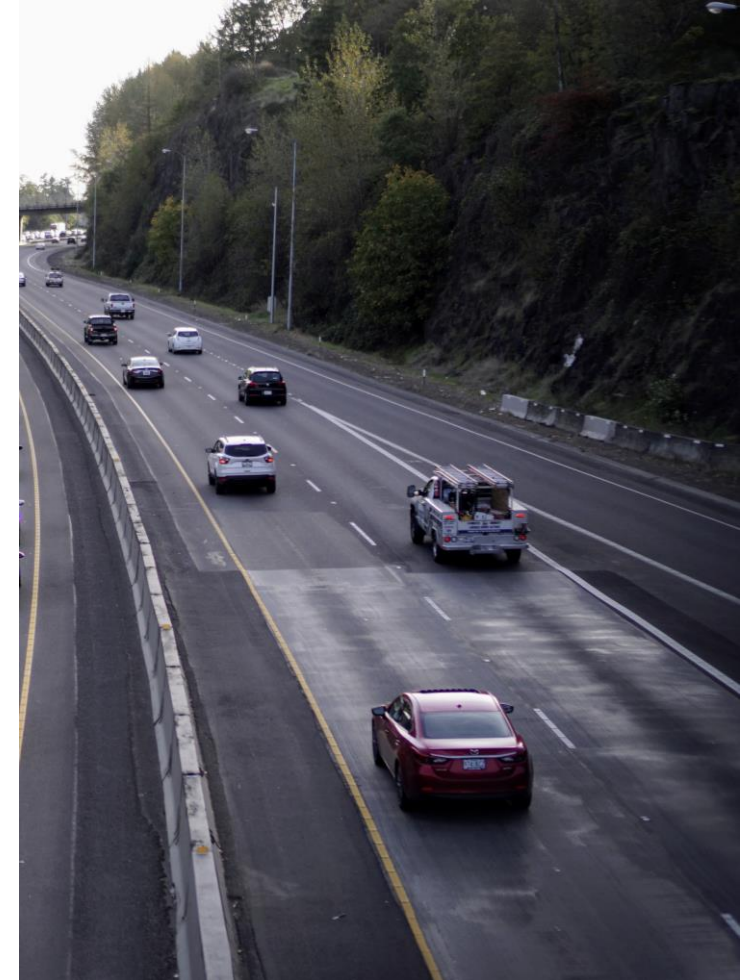
Categories	Transportation Demand	I-205 Traffic	Diversion Effects	Cost and Revenue	Implementation and Operations
Alternative 1 & Alternative 2	Worse	Average	Average	Worse	Average
Alternative 3	Average	Average	Average	Better	Much better
Alternative 4	Average	Worse	Average	Much better	Better
Alternative 5	Better	Better	Average	Average	Much worse



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Model Results: Changes in I-205 Traffic

- **Tolled sections of I-205 would see less overall traffic volume** compared to 2027 No-Toll scenario
 - Daily volume decrease 15 to 35% for most segments
 - Diversion (off I-205) is more severe during the off-peak hours on a percentage basis
 - Peak hour decrease 5 to 20% for most segments
- **Less diversion immediately outside of I-205 toll area**
 - Daily volume decrease 10 to 20% between I-5 and Stafford
 - Daily volume decrease 5 to 10% north of 82nd Drive



Screening analysis model scenario results for 2027

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Model Results: Diversion & Rerouting off I-205

Where does I-205 traffic divert to?

Rerouting to other roadways

- Regional
- Local – near tolled area

Transportation demand management

- Change time of day
- Change destination
- Shared ride
- Use transit

Would demand change?

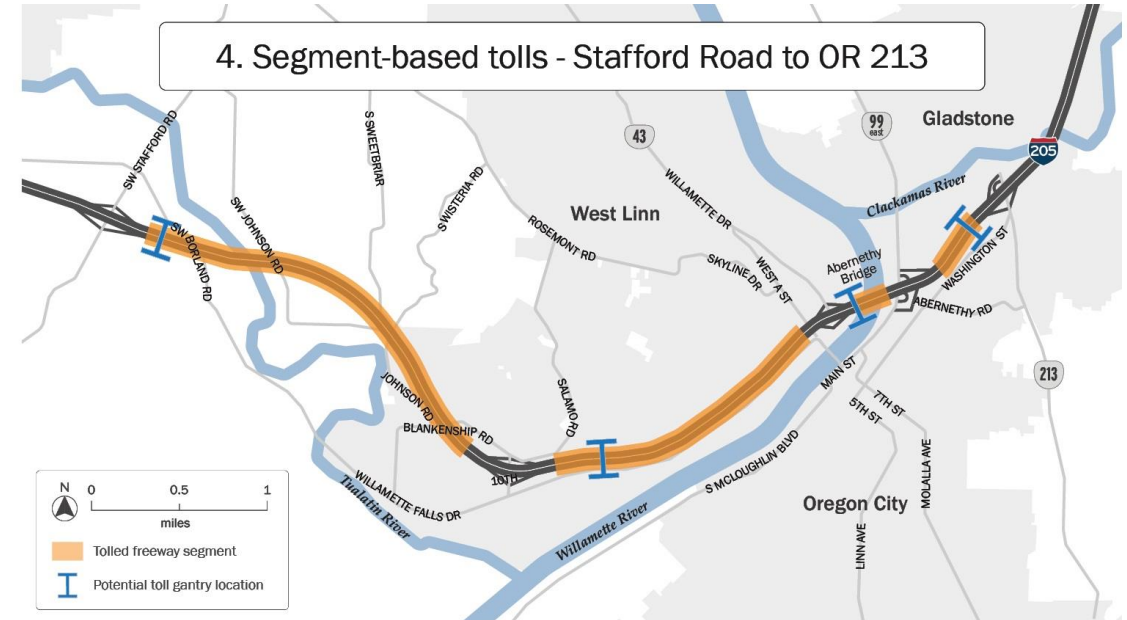
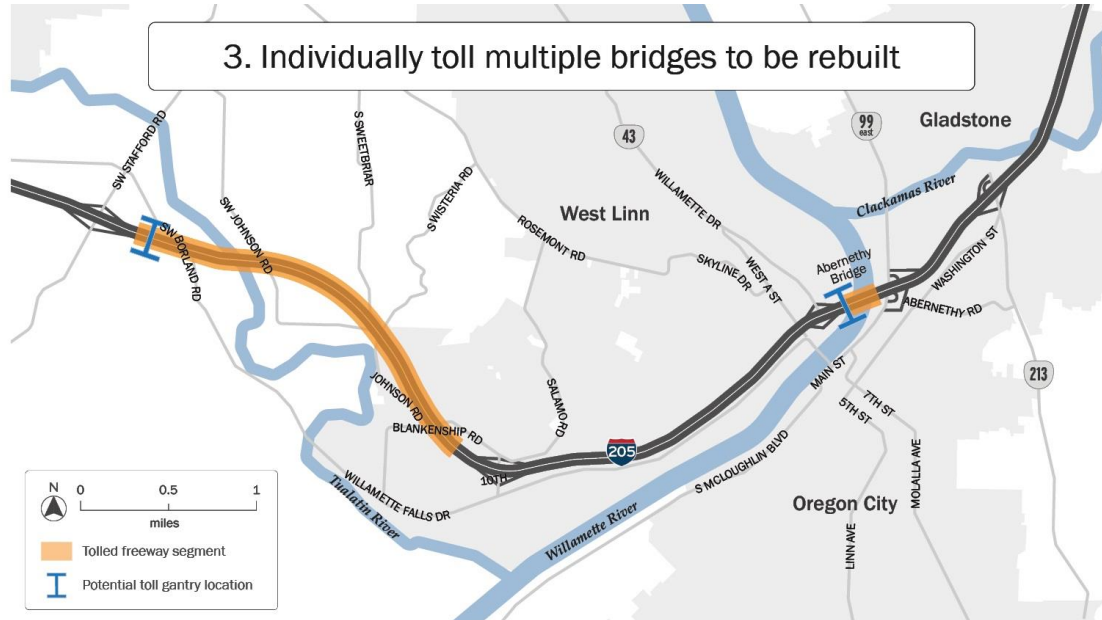
- Fewer drive alone vehicle trips
- More shared ride trips (4,000 – 5,000 additional trips per day)
- Small shift to transit (fewer than 500 additional transit trips)
- Fewer cars on roads and less time spent driving overall in the region

Screening analysis model scenario results for 2027



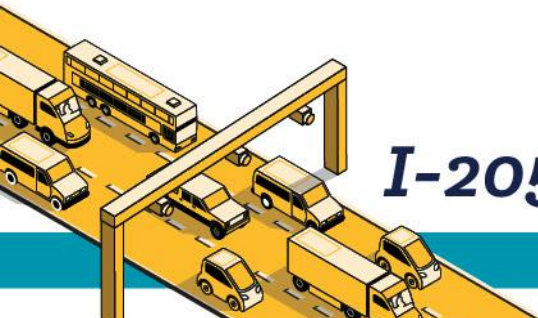
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Initial Recommendations for Further Study



Transportation Demand	I-205 Traffic	Diversion Effects	Cost and Revenue	Implementation and Operations
Average	Average	Average	Better	Much better

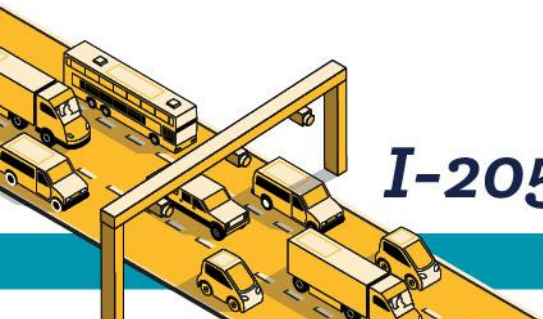
Transportation Demand	I-205 Traffic	Diversion Effects	Cost and Revenue	Implementation and Operations
Average	Worse	Average	Much better	Better



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Asking a Question

- Type your question into the Q&A window.
- Email: oregontolling@odot.state.or.us
- Facilitator will read and direct questions to panelists



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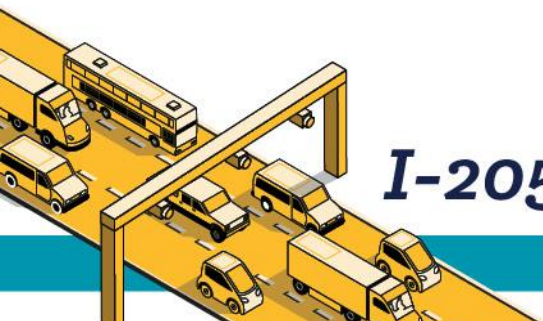
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Thank you



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