



# Project Overview

## I-205 Toll Project details and benefits:

- Funds seismic improvements to eight bridges on I-205 from Stafford Road to OR 213. As a separate project, construction is underway to make the Abernethy Bridge the first earthquake-ready highway bridge across the Willamette River in the Portland metropolitan area.
- Adds the missing third travel lane in a seven-mile stretch from Stafford Road to the Abernethy Bridge. Upgrading this section to three lanes, similar to the rest of I-205, will increase safety and reduce bottlenecks.
- Uses congestion pricing through variable-rate tolls at the Abernethy and Tualatin River bridges, beginning in late 2024, at the earliest.

The Oregon Department of Transportation and the Federal Highway Administration recently published an Environmental Assessment of the potential short- and long-term effects of the project on the transportation system, local communities, the economy, and the environment, along with possible solutions to address negative effects.

### Key Benefits of Tolling and Improvements on I-205:

- Congestion reduced from 14 hours to 2 hours or less per day in 2045
- 26 percent fewer crashes
- Travel times up to 25 percent faster in the morning and up to 50 percent faster in the evening
- Transit, pedestrian, bicycle and safety investments in local cities and Clackamas County



**We want to hear from you!**

45-day public comment period on the Environmental Assessment

**Feb. 21–April 7**



**SCAN ME**

This fact sheet provides information on the history of the I-205 Toll Project, facts about modern tolling, and technical information from the Environmental Assessment.

Scan QR Code or visit [OregonTolling.org](https://OregonTolling.org)

# Tolling Information

## What is Tolling?

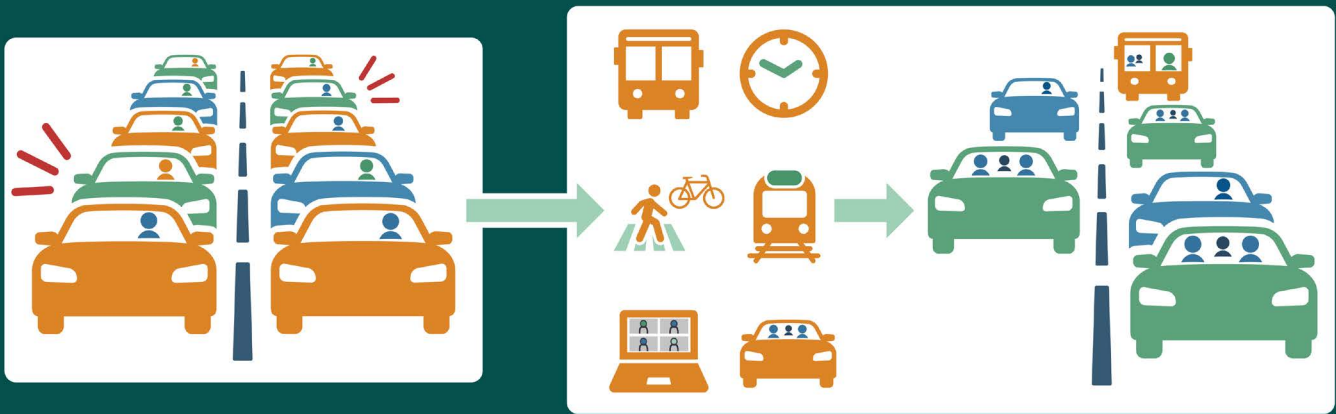
A toll is a user fee imposed on a road or bridge.

With technological advances, roads can be managed with **variable-rate toll systems** and **all-electronic tolling** to improve traffic flow and raise revenue to pay for transportation improvements.

A variable-rate toll system means tolls are higher during peak – or “congested” – periods to encourage drivers to consider changing their travel time, carpooling, taking the bus, or avoiding the trip altogether. According to the Federal Highway Administration, removing as little as 5 percent of cars from a busy road can improve traffic flow.

Variable-rate tolling gives people a choice for a faster highway trip when they need it – like when they need to get to work, make a medical appointment, or pick up their child from school or daycare.

Removing a fraction of vehicles (even as small as **5%**) from a congested roadway allows traffic to flow much more smoothly.



## How Electronic Tolling Works

On I-205, tolls would be all electronic, meaning there would be **no toll booths**, and **drivers would not stop to pay**. An all-electronic collection system is convenient for travelers and allows vehicles to keep moving.

- 1 Scan** Sensors recognize approaching vehicles and scan for electronic toll tags in windshields.
- 2 Identify** If there is a toll tag, the sensors use a radio frequency to identify the account.
- 3 Confirm** Cameras photograph the license plates.
- 4 Charge** The toll is applied to the account. If the vehicle does not have a toll tag, the owner is identified by license plate and billed by mail.



# Tolling Information

## Why are we planning tolling in Oregon?

In 2017, the Oregon Legislature passed House Bill 2017, known as “Keep Oregon Moving.” This bill committed hundreds of millions of dollars to projects addressing our congestion problem and improving the region’s transportation system.

House Bill 2017 has funded bottleneck relief highway projects, freight rail enhancements, transit improvements, and biking and walking facilities upgrades. The Legislature also directed the Oregon Transportation Commission to pursue and implement tolls on I-5 and I-205 in the Portland metropolitan region to help manage traffic congestion and help pay for roadway improvements.

In 2021, HB 3055 provided direction that allowed construction on the first phase of I-205 improvements to begin, which includes reconstruction of the Abernethy Bridge and nearby interchanges. Tolls on I-205 are needed to fund future I-205 improvements.



## Equity-Informed Process

ODOT is committed to creating better transportation solutions for historically and currently excluded and underserved communities.

With the support and vision of an Equity and Mobility Advisory Committee, ODOT developed an “equity framework” with principles and steps for community engagement and how tolling should support affordability, access to opportunity, and community health.

With the equity framework as a guide, EMAC will continue to inform and evaluate the I-205 Toll Project’s equity practices well after the release of the Environmental Assessment.



Learn more about the **Equity and Mobility Advisory Committee (EMAC)** at [OregonTolling.org](https://OregonTolling.org).

# What is an Environmental Assessment?

**Project milestone reached: ODOT and the Federal Highway Administration analyzed proposed improvements and tolling on I-205 and have published results in an Environmental Assessment.**

This report identifies the potential short- and long-term effects of the project on the transportation system, local communities, the economy, and the natural environment, and potential solutions to address negative effects. This process is required by the federal government, per the National Environmental Policy Act.

## The Environmental Assessment compares the effects in 2045 of two alternatives:

- **BUILD** Alternative, which includes building a third lane in each direction between Stafford Road and OR 43, a northbound auxiliary lane between OR 99E and OR 213, toll gantries and variable-rate pricing, and seismic bridge upgrades on I-205.
- **NO BUILD** Alternative, which would have no additional improvements to I-205 and no tolls.

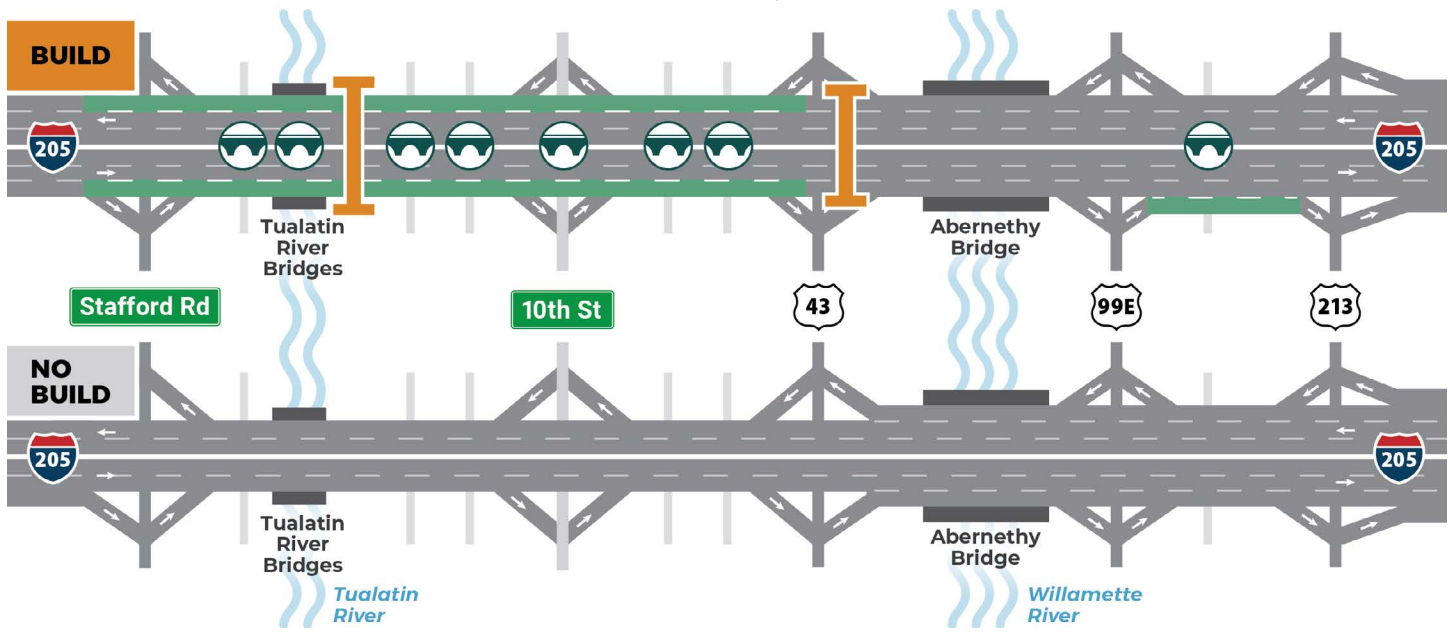


Illustration Not To Scale

Bridge Upgrades	Toll Gantry	Build Alternative Lane Configuration
Bridges with Seismic Upgrades • Borland Rd • Tualatin River	• Woodbine Rd • Blankenship Rd	• 10th St • Sunset Ave • West A St • Main St

## The Environmental Assessment compares short-term and long-term effects from both alternatives in several areas, including, but not limited to:

- Travel times, traffic volumes, and the extent of rerouting traffic from I-205 to local streets
- Safety for pedestrians, bicyclists, and vehicles
- Freight movement
- Local and regional economy
- Social resources, communities, and environmental justice, including low-income households
- Air quality, climate, and noise
- Natural and cultural resources

Visit our website at [OregonTolling.org](https://OregonTolling.org) for more details.

ODOT is seeking comments on the Environmental Assessment. Comments may be submitted by calling, mailing, emailing, or attending a virtual public hearing hosted by ODOT. All comments will be reviewed and will help inform next steps. ODOT will continue to provide ongoing project updates and opportunities for involvement.



# What Did We Find?

The following pages share key details included in the project's Environmental Assessment. Interested in learning more? Visit [OregonTolling.org](https://OregonTolling.org) to read the full document, view an interactive map, or watch detailed videos about the project.

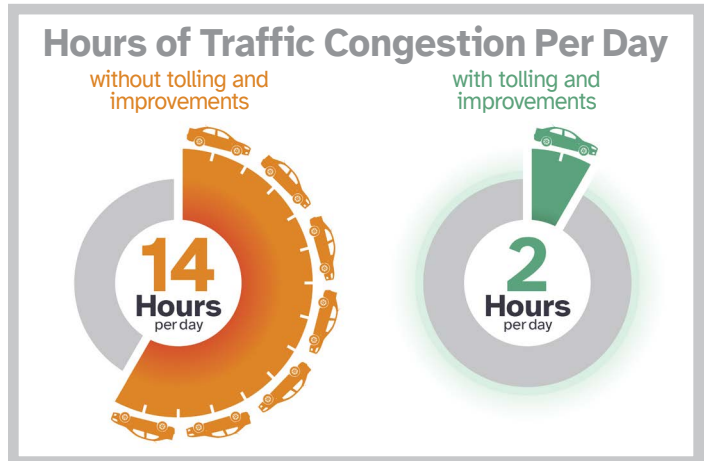


## Transportation Effects

### **On I-205, traffic congestion and safety improve with tolling and improvements**

Without planned highway improvements and tolling, there would be up to 14 hours of congested conditions per day on some areas of I-205 by 2045, as more vehicles use the highway. With the planned improvements and tolling, congestion on some areas of I-205 would be reduced to 2 hours or less per day in 2045.

With improvements and tolling, travel times through the project area of I-205 would be faster by about 25 percent in the morning rush hour and up to 50 percent in the afternoon rush hour compared to without the additional improvements and congestion pricing.



Freight trucks would also benefit from these improvements; most would experience similar or shorter travel times whether on I-205 or other routes like I-5 and OR 213.

The modeling also projects 26 percent fewer crashes on I-205 compared to not building the improvements and not tolling.



### **On local streets, traffic congestion improves in some locations and worsens in others**

Today, local communities are already seeing traffic on local roads as cars reroute from the interstate due to heavy congestion during peak commute hours. Traffic on some side streets would get better, while other streets will see more congestion compared to not building the project.

### **We are working with local cities to plan neighborhood street and safety projects**

ODOT is collaborating with local governments to address potential negative impacts resulting from drivers trying to avoid tolls by rerouting to local streets. ODOT will identify and pay for these solutions – also called mitigation – to reduce adverse impacts identified in the environmental review process. Some potential fixes include:

- Changing roadway striping and lane configurations
- Adding roundabouts and new or modified traffic signals
- Providing priority for buses on certain streets
- Improving sidewalks and walkways
- Ongoing monitoring of the transportation system to identify issues as they arise



## Economics

### **Tolling increases household transportation costs**

The Environmental Assessment shows annual transportation costs for the average household would be less than one percentage point higher with tolling compared to without tolling. For a household with an income of \$88,000, tolling would represent an average increase in annual transportation costs from \$7,000 to \$7,600 per year. Drivers who are able to use tolled routes save travel time and vehicle operating costs.

ODOT is committed to providing a low-income toll program when tolling begins. This program is still in development. Exemptions, credits, or discounted tolls are being considered for people or households earning less than a certain income level.

### **Local businesses benefit from changes in traffic patterns**

As some drivers choose different travel routes, consumer spending at shops, restaurants, and other businesses is expected to increase in three local commercial districts:

- First Ave in Canby (OR 99E)
- Willamette Falls Drive in West Linn
- Main Street in Oregon City

This additional consumer spending would translate into increased employment and income in these areas.

### **There will be regional economic benefits**

Project construction would generate temporary benefits to the economy of the Portland metropolitan region through the purchase of supplies and materials and the creation of jobs. Long-term benefits include increased employment opportunities, more predictable freight deliveries, and safer highways.

By 2045, highway improvements and tolling would result in millions of dollars per year in savings and benefits to the regional economy compared to not building the project.

### **The project would provide long-term economic benefits for travelers and the region**

**\$105 million in Annual Net Economic Benefits**  
from 2027-2045\*

Includes \$9.8 million in annual cost savings for freight industry because of greater trip reliability



**Better on-time trip reliability**



**Shorter travel times**



**Lower emissions from air pollutants**



**Lower road & vehicle maintenance costs**



**Fewer vehicle crashes**

*Value is in 2021 dollars and relative to the No Build Alternative. Annualized benefit would be ~\$41M in 2021 dollars with adjustments for inflation (7%)*



## Air Quality, Climate and Noise

### ***Long-term air pollution decreases***

Air pollution is expected to decrease over time, both with and without the project, because of stricter vehicle standards and technological advances, like electric vehicles. However, the project would result in up to 9 percent lower emissions from air pollutants in 2027 and up to 12 percent lower emissions from air pollutants in 2045 when compared to not building the improvements and tolling.

### ***Contributes to ODOT's efforts to meet climate change goals***

Future greenhouse gas emissions are expected to decrease due to better fuel economy standards, the transition to cleaner fuels, and electric vehicles. The Environmental Assessment shows that with the highway improvements and tolling, these greenhouse gas emissions would be 6 percent lower in 2027 and 4 percent lower by 2045 when compared to not building the improvements and not tolling.

### ***Improvements and tolling on I-205 would not raise noise levels in the long term***

At most locations, the project would not noticeably raise noise levels in the long term according to noise models. Predicted traffic noise levels in 2045 under the project would exceed ODOT and FHWA noise standards at some locations along I-205 from the addition of the third lane. To address long-term noise effects from the project, three new noise walls are recommended along I-205 near Blankenship Road.



## Social Resources, Communities, and Environmental Justice

### ***I-205 travel times improve for everyone***

All travelers will experience the benefits of highway improvements and tolls on I-205 – including those experiencing low incomes and communities of color. These benefits include reduced congestion, improved seismic safety, fewer delays, and fewer crashes on I-205.

We also found that most people would see the same or improved access to jobs and community places such as libraries, schools, parks, and medical facilities in 2045.

### ***Higher travel costs come with transportation benefits for everyone, including households experiencing low incomes***

The Environmental Assessment shows that households with incomes below the federal poverty line would be more financially impacted by tolls than households above the poverty line due to higher transportation costs as a share of their household budgets. Read on for more details about a Low Income Toll Program in development.

However, improved traffic on I-205 is expected to have benefits that would reduce costs for all households, including households experiencing low incomes, such as shorter travel times and fewer crashes.

### ***A low-income toll program is in development to help lessen burdens and negative impacts***

ODOT is committed to providing a low-income toll program when tolling begins. We want a fair toll program that improves travel options without burdening struggling budgets. This low-income toll program is still in development and may include exemptions, credits, or discounted tolls, for people or households earning under a certain income level.

# How to Comment

**We want to hear from you! The official public comment period is open.**

Your comments on the Environmental Assessment will help the Oregon Department of Transportation and the Federal Highway Administration make informed decisions about the project.

**Clear and specific comments are the most helpful.**

ODOT and FHWA want to know what you think about the possible impacts, benefits, and mitigation identified in the Environmental Assessment. We encourage you to make your comments as clear and specific as possible. The most helpful comments reference specific information from the Environmental Assessment.



## We want to hear from you!

45-day public comment period on the Environmental Assessment

**Feb. 21 – April 7**

### You can comment in several ways.

- Complete the Environmental Assessment [comment form](#) by scanning QR code here
- Email: [I205TollEA@odot.oregon.gov](mailto:I205TollEA@odot.oregon.gov)
- Call us: 503-837-3536 and leave a voicemail message
- Submit a written comment form, available at in-person events
- Tell us, at a virtual public hearing or in-person commenting opportunity. Visit [OregonTolling.org](http://OregonTolling.org) for more details.



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Nếu quý vị muốn thông tin về dự án này được dịch sang tiếng Việt, xin gọi 503-731-4128.

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