

# *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](mailto: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](mailto: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

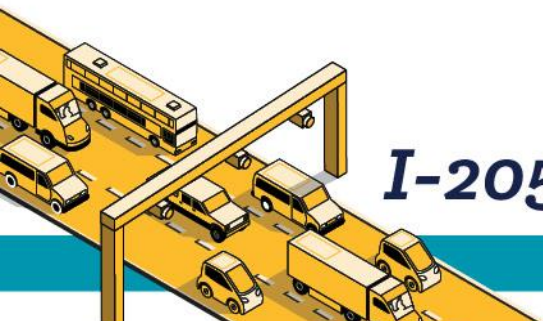


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# Why study tolls on I-205?

- 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.



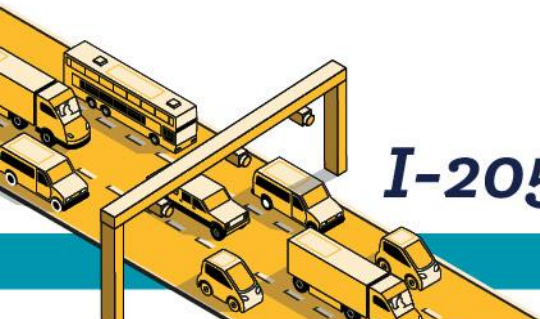
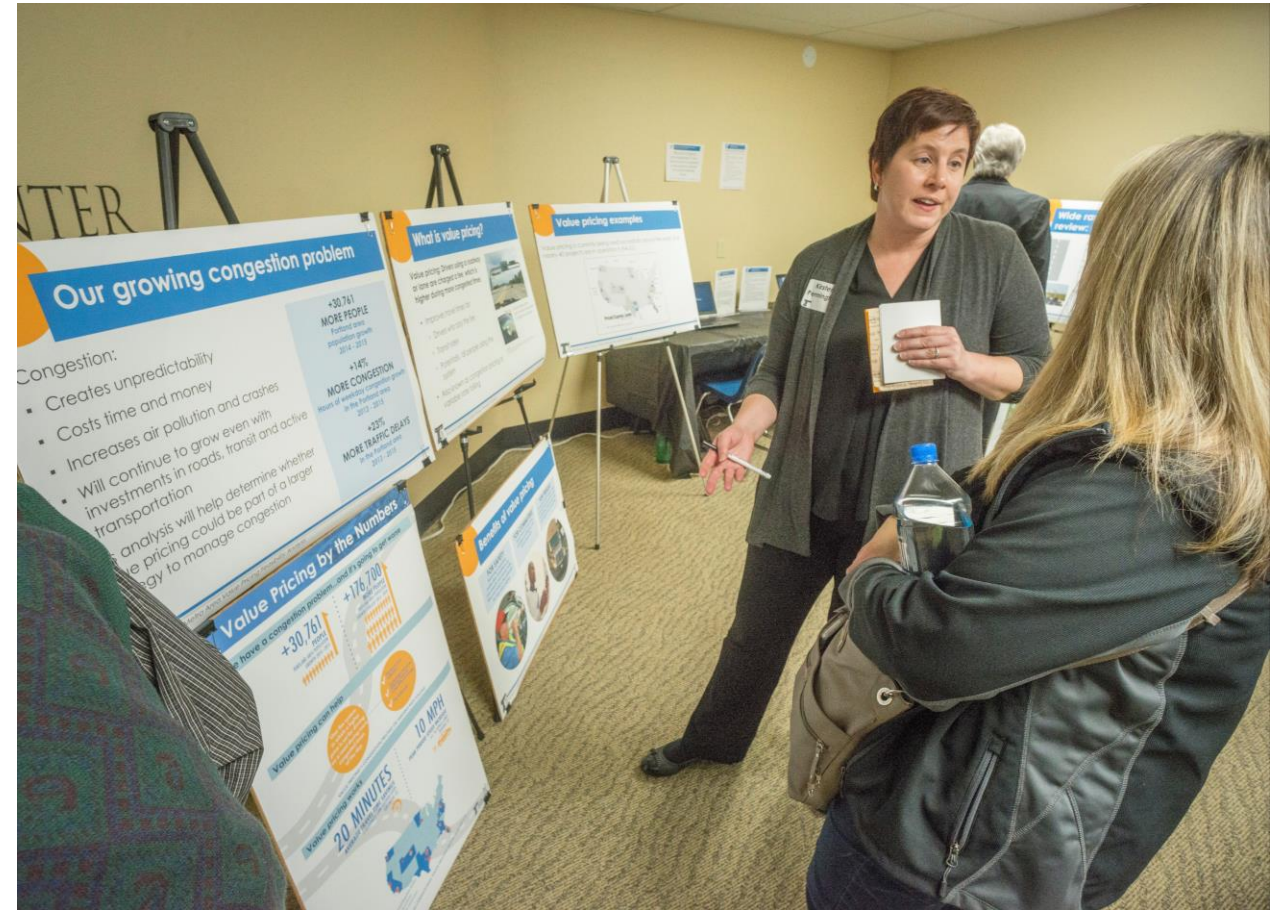
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# Early analysis shows tolling could help

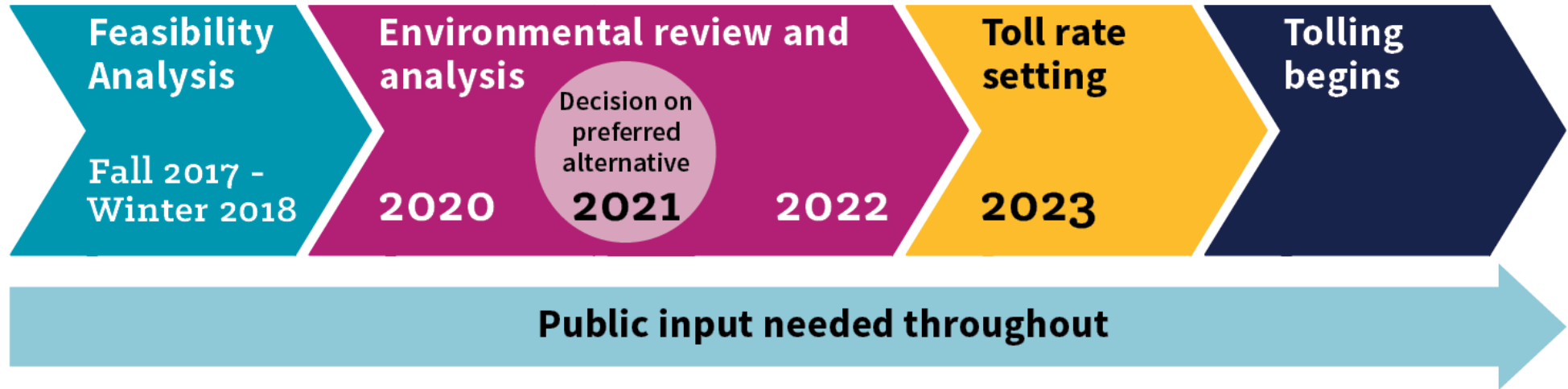
- Feasibility Analysis: 2017 - 2018
- Considered big concepts for implementing tolls on I-205 and I-5
- We heard the need to:
  - Avoid negatively affecting low-income communities
  - Improve transit and other transportation choices
  - Address the potential of tolls to divert traffic to local streets



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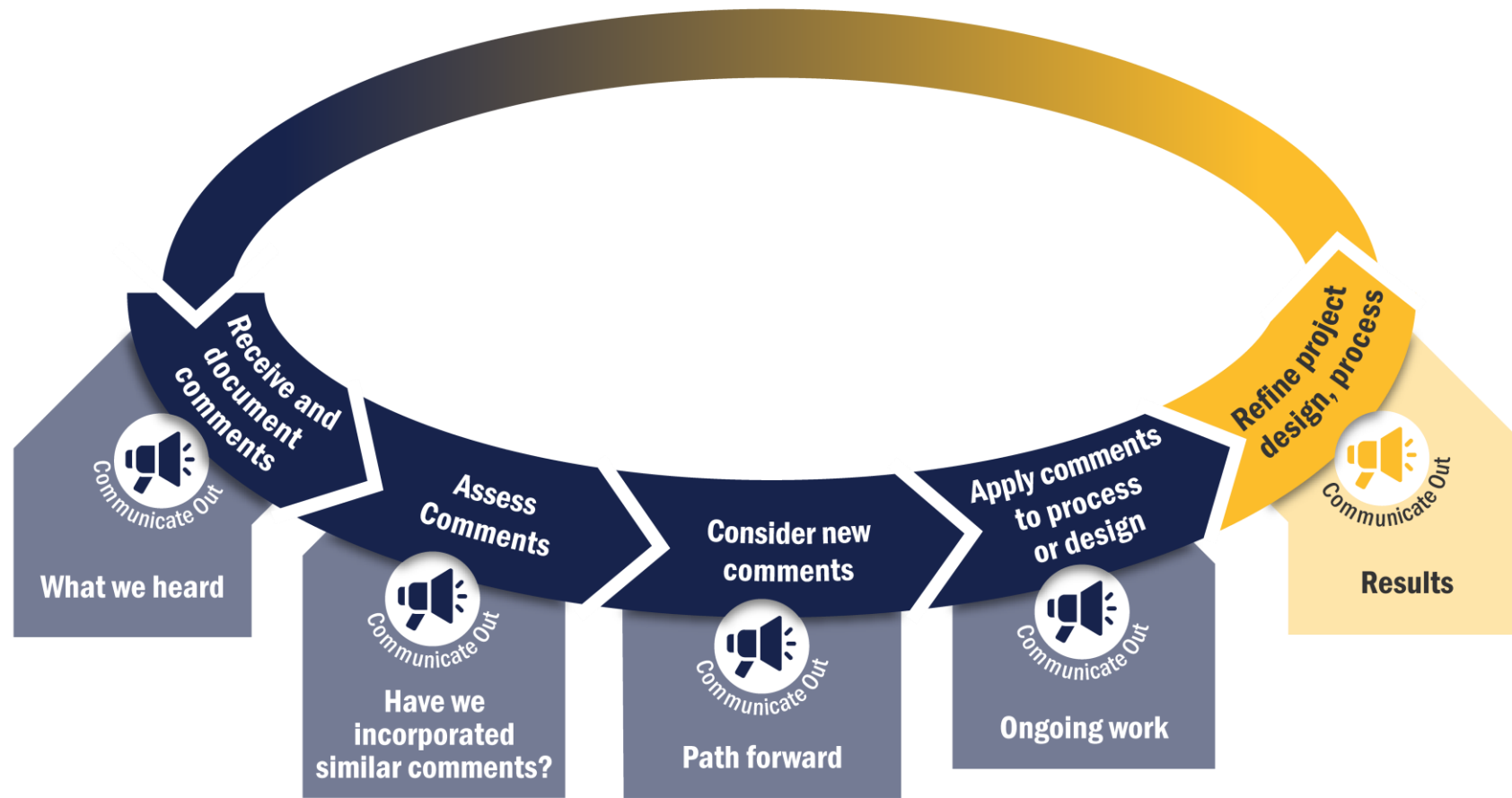
# I-205 Toll Project Schedule

We are here



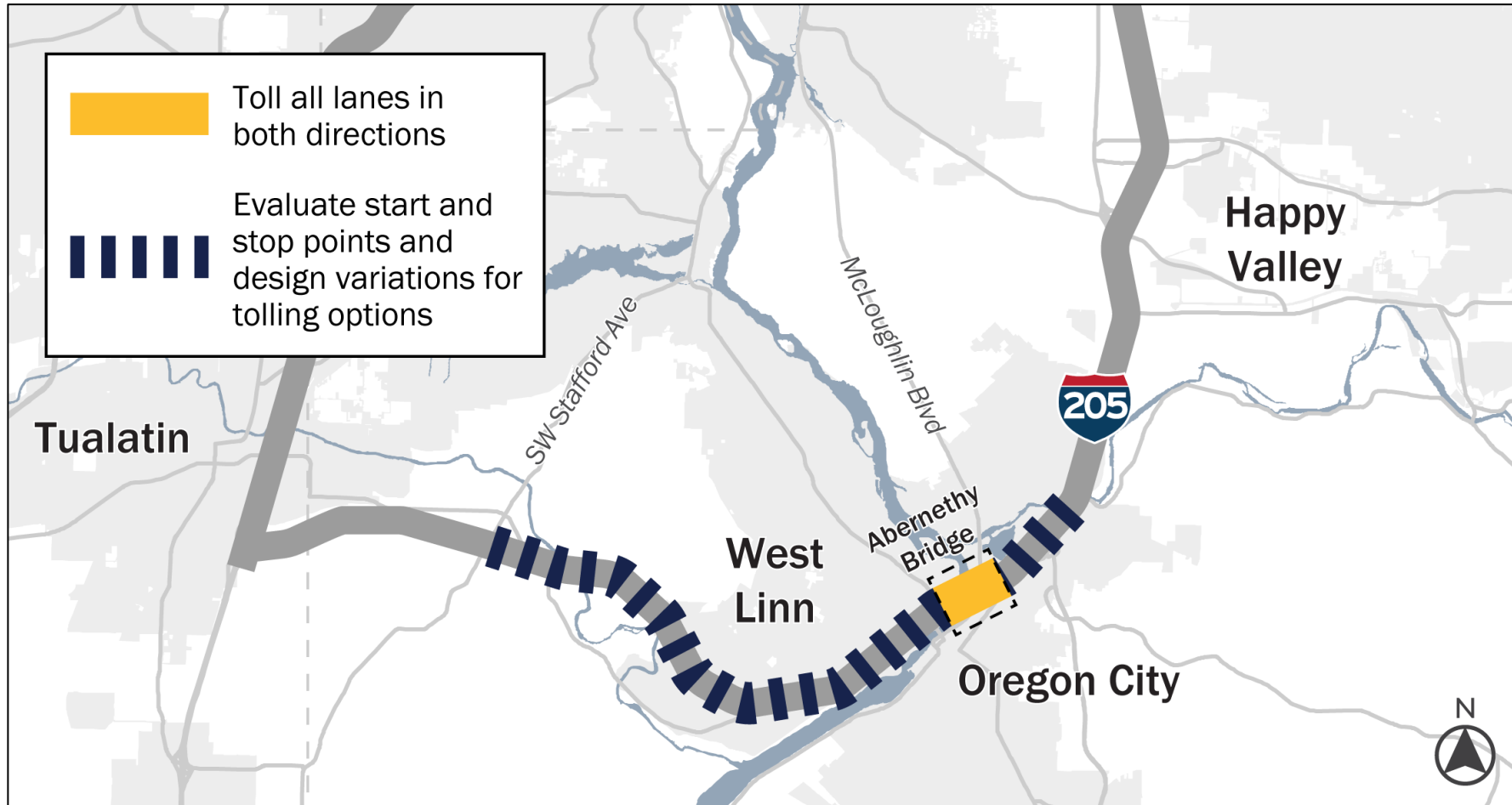
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# What Happens to Your Input?



## I-205 Toll Project

# 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



## *I-205 Toll Project*

# 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?

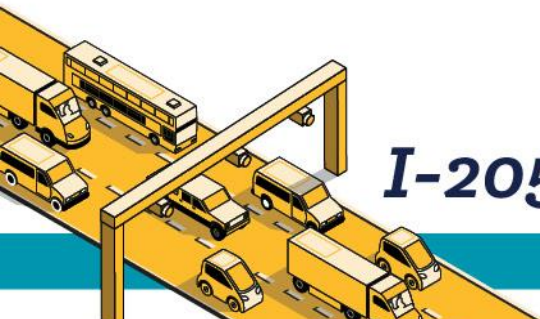


How can tolls create benefits for everyone? What would that look like?

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?

## I-205 Toll Project



# I-205 Toll Project Environmental Review

HEATHER WILLS, TOLL TEAM



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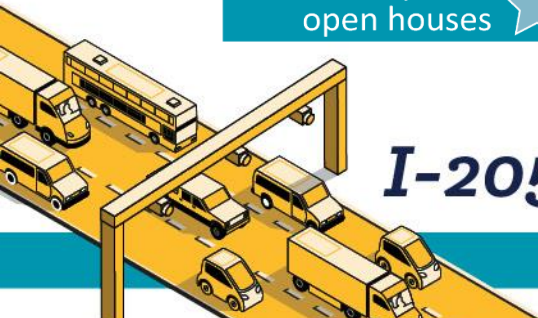
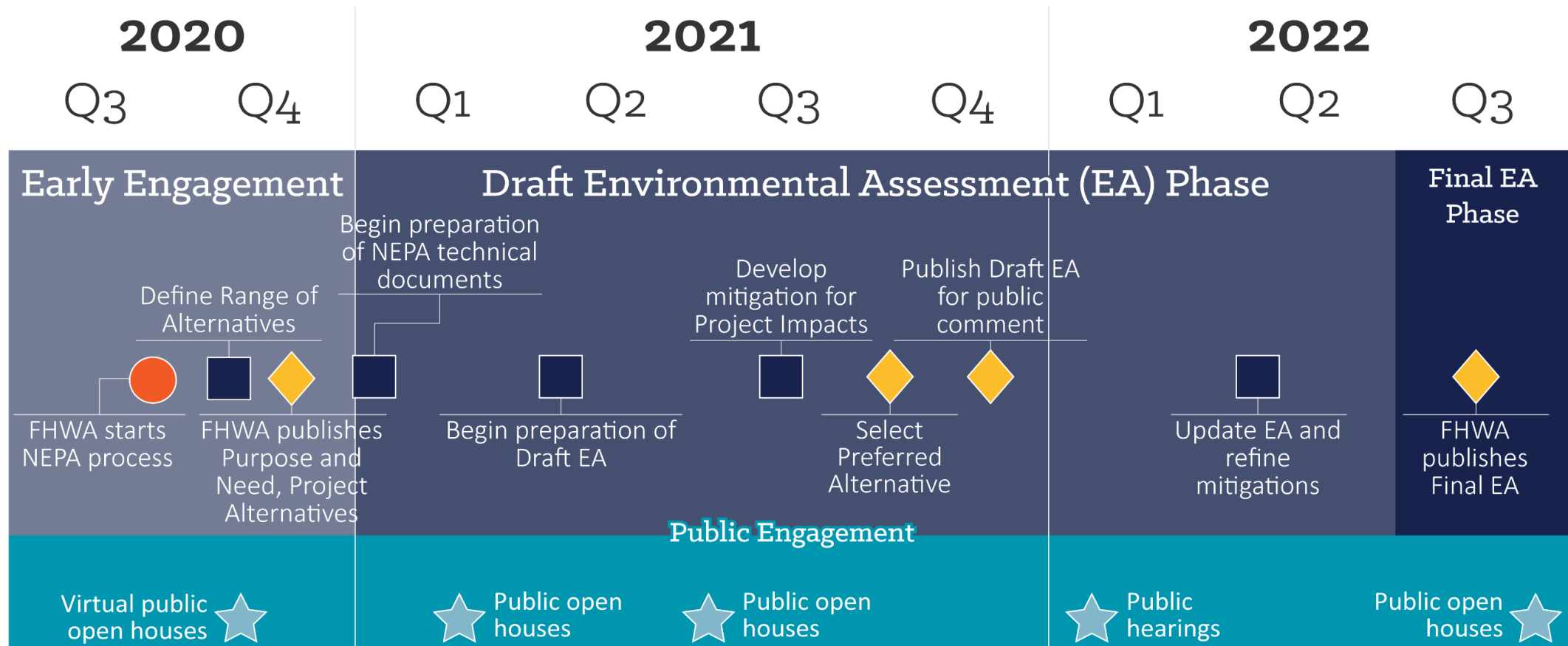
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# I-205 Toll Project: Project Milestones



## I-205 Toll Project

# 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



## *I-205 Toll Project*

# 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

## *I-205 Toll Project*

# 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

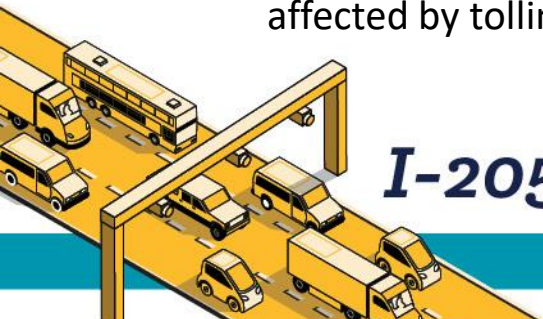
- Efficient use of infrastructure

## Maximize integration with future toll systems

- Toll system design

## Maximize interoperability with other systems

- Toll system design



## *I-205 Toll Project*

# 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

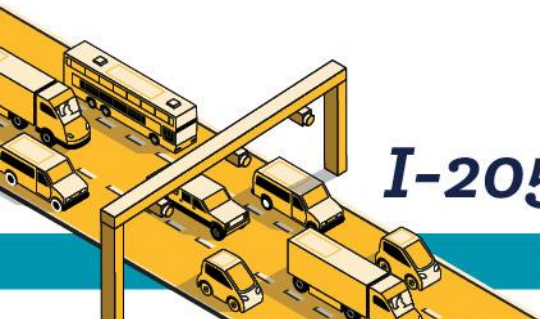
**Environmental Review:** 2 or 3 alternatives for detailed study

→ 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

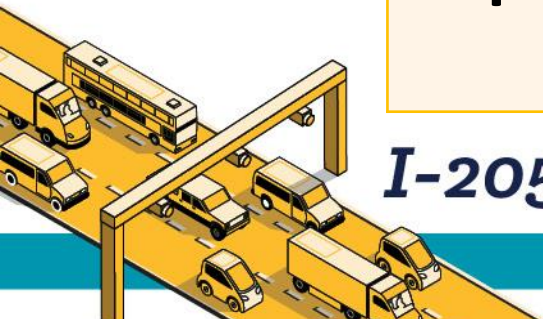


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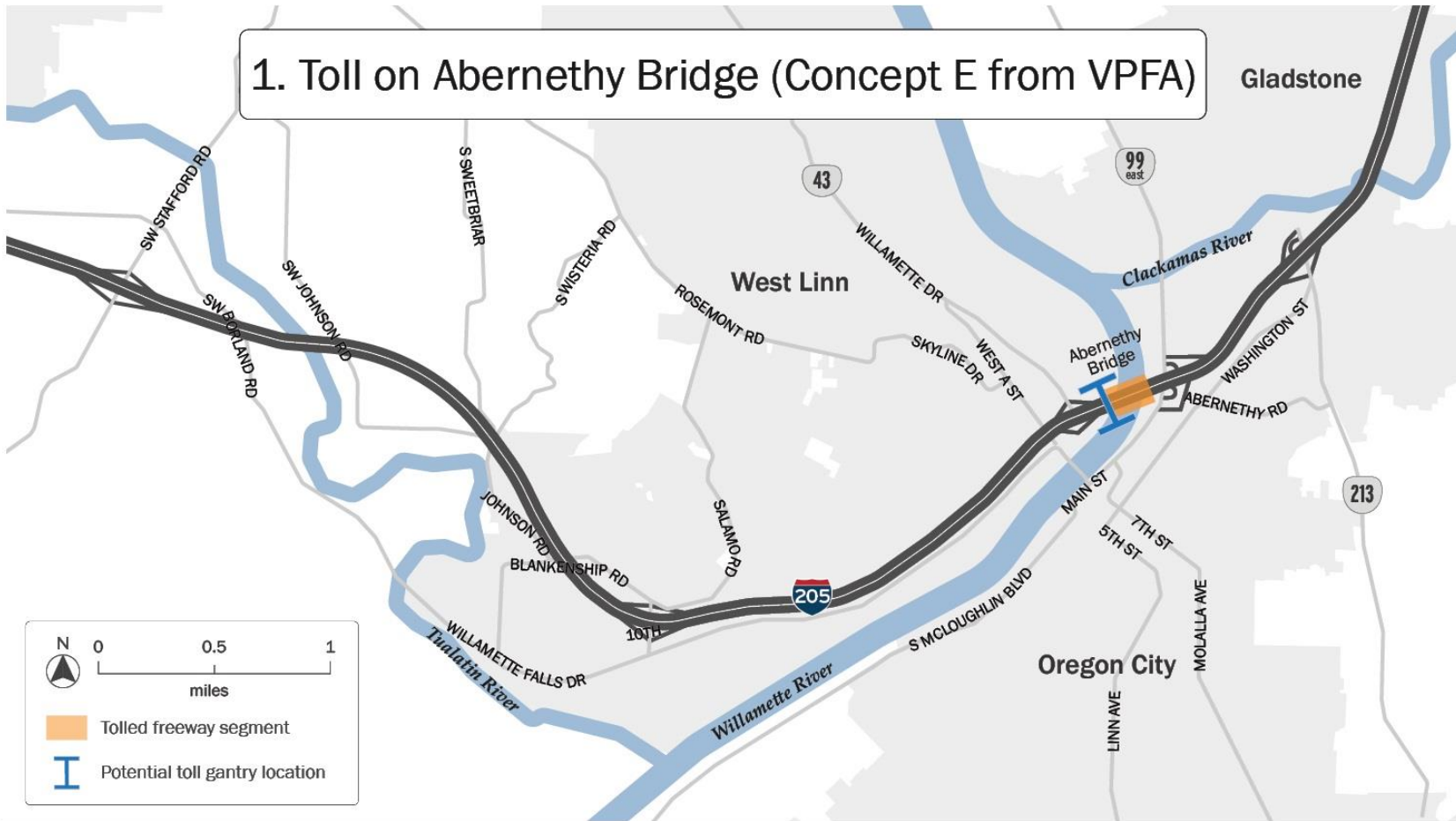
# Definitions

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



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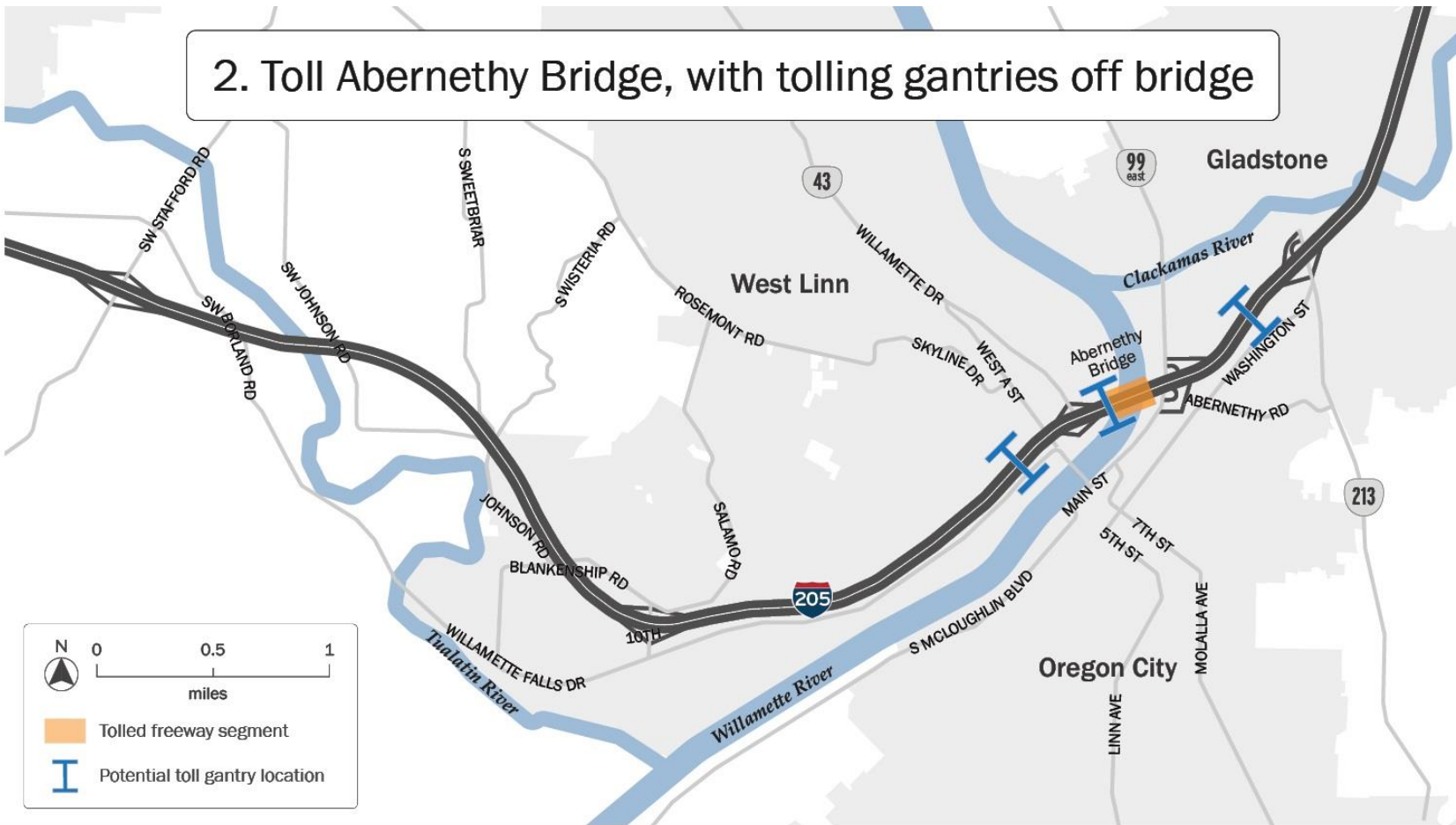
# 1. Toll on Abernethy Bridge (Concept E from VPFA)



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

## I-205 Toll Project

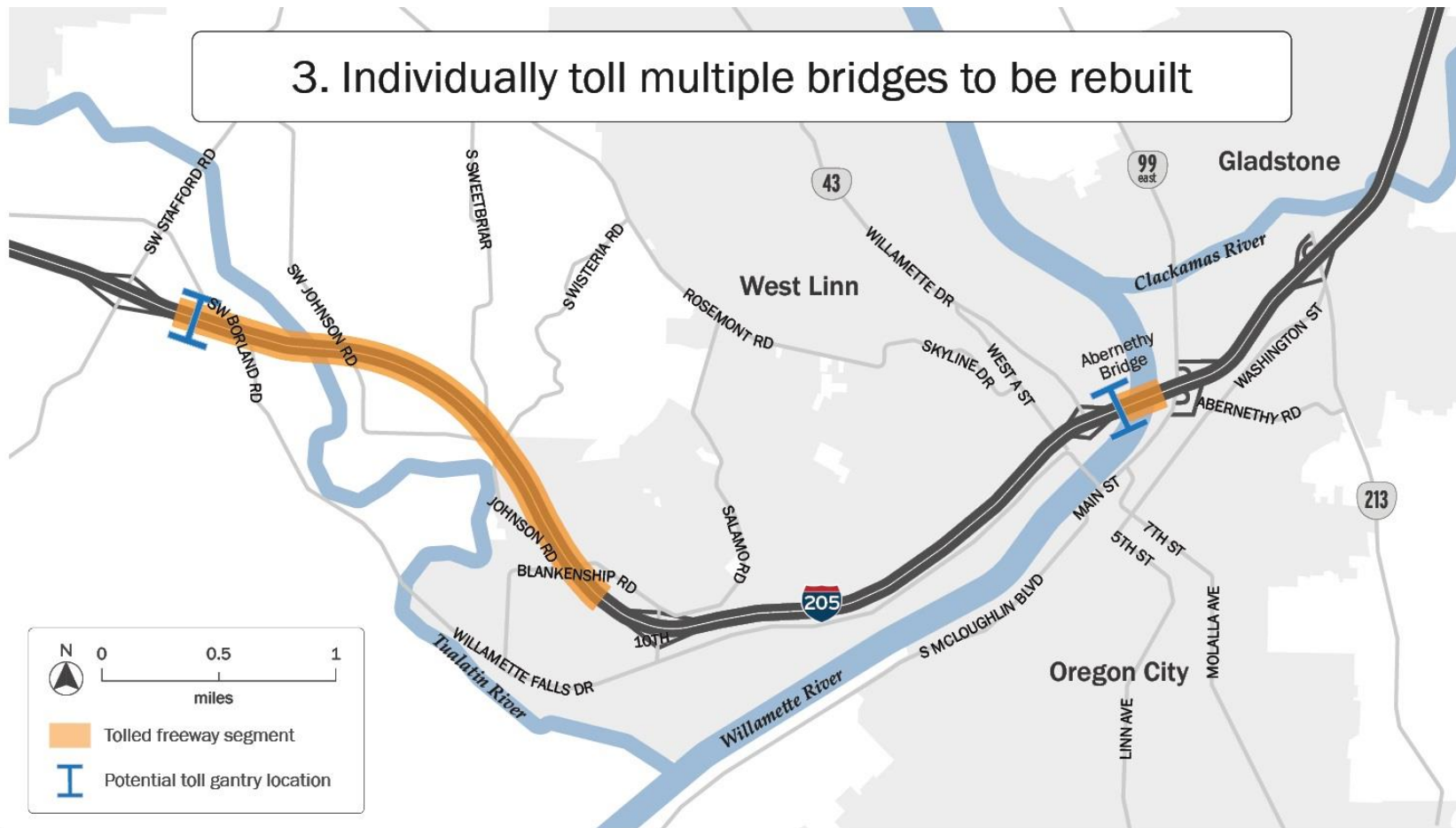
## 2. Toll Abernethy Bridge, with tolling gantries off bridge



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

# I-205 Toll Project

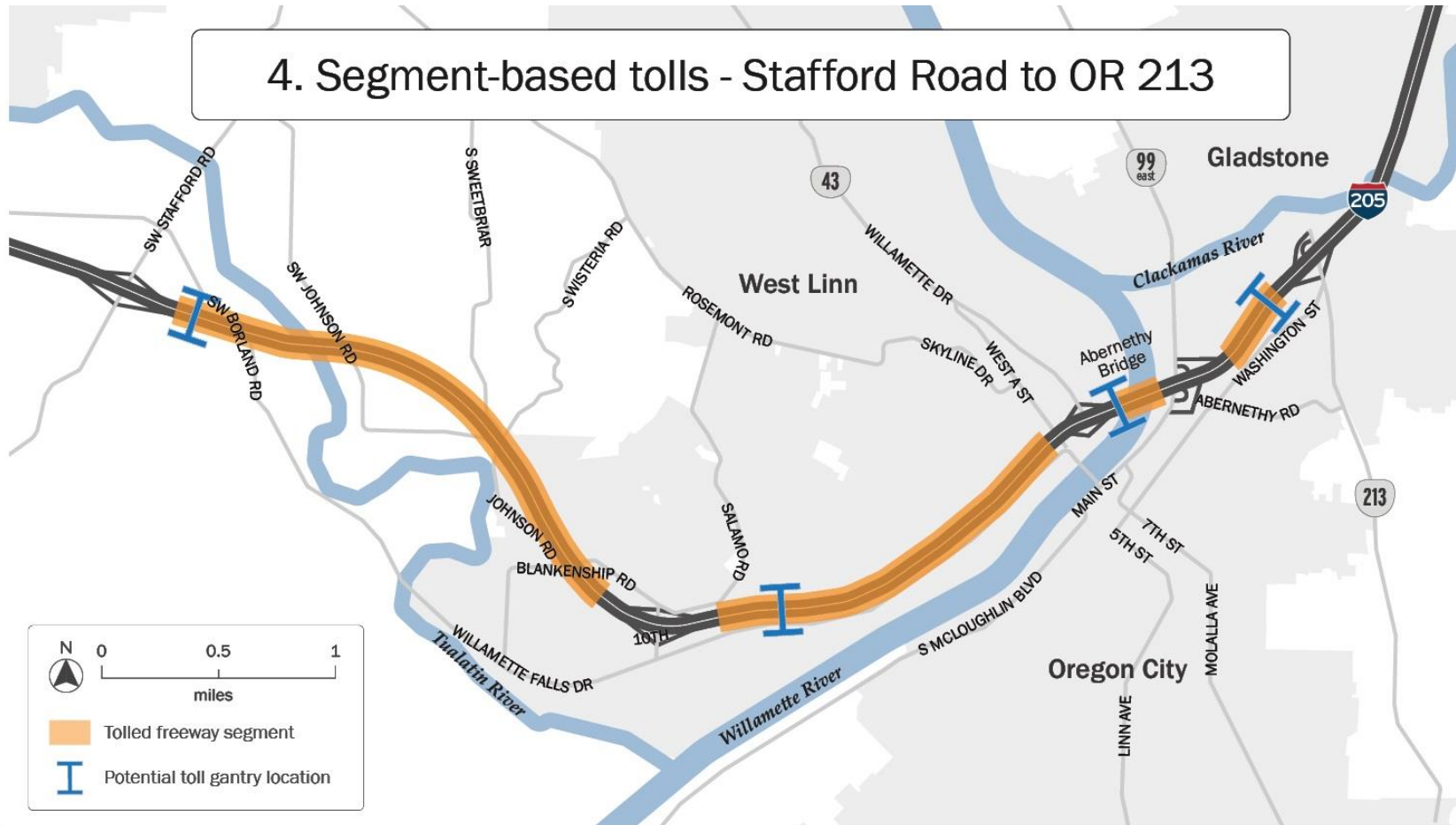
### 3. Individually toll multiple bridges to be rebuilt



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

# I-205 Toll Project

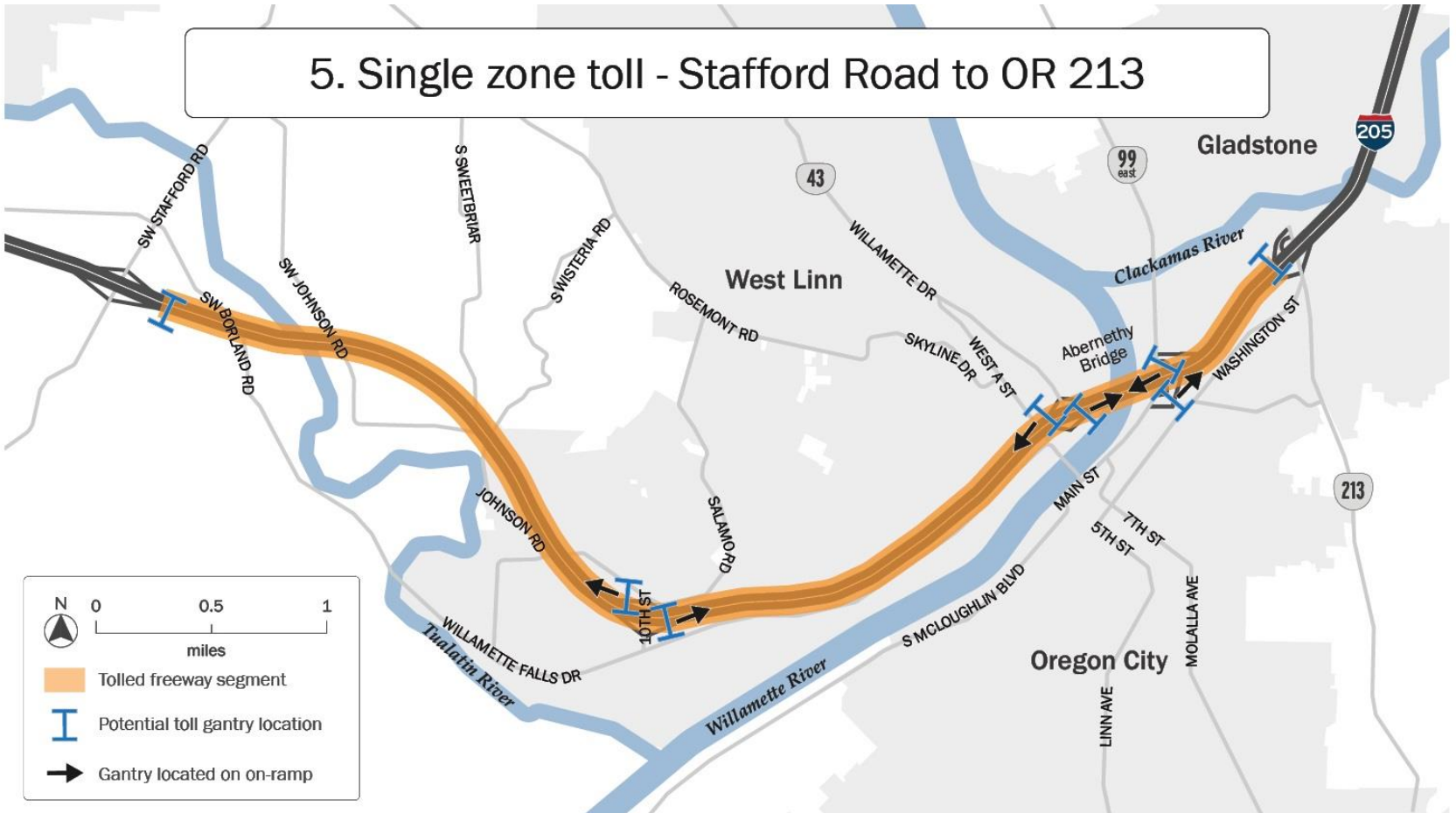
## 4. Segment-based tolls - Stafford Road to OR 213



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

# I-205 Toll Project

## 5. Single zone toll - Stafford Road to OR 213

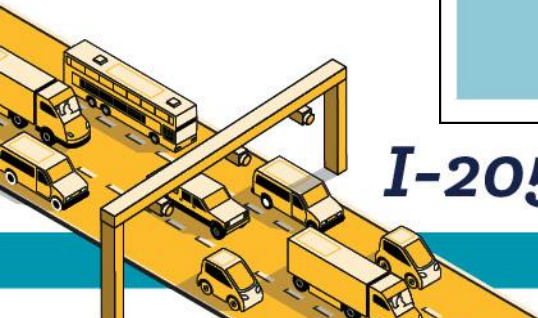


0 0.5 1  
 miles

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

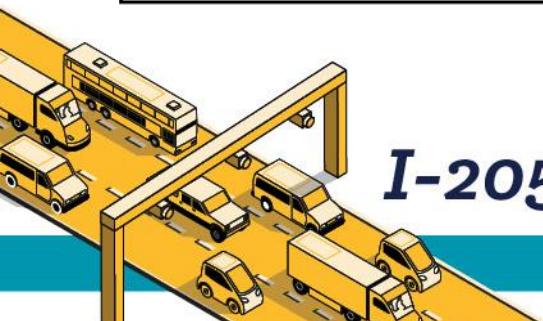
Transportation Demand	I-205 Traffic	Diversion Effects	Cost and Revenue	Implementation and Operations
Better	Better	Average	Average	Much worse

# I-205 Toll Project



# Performance Summary Compared to Other Alternatives

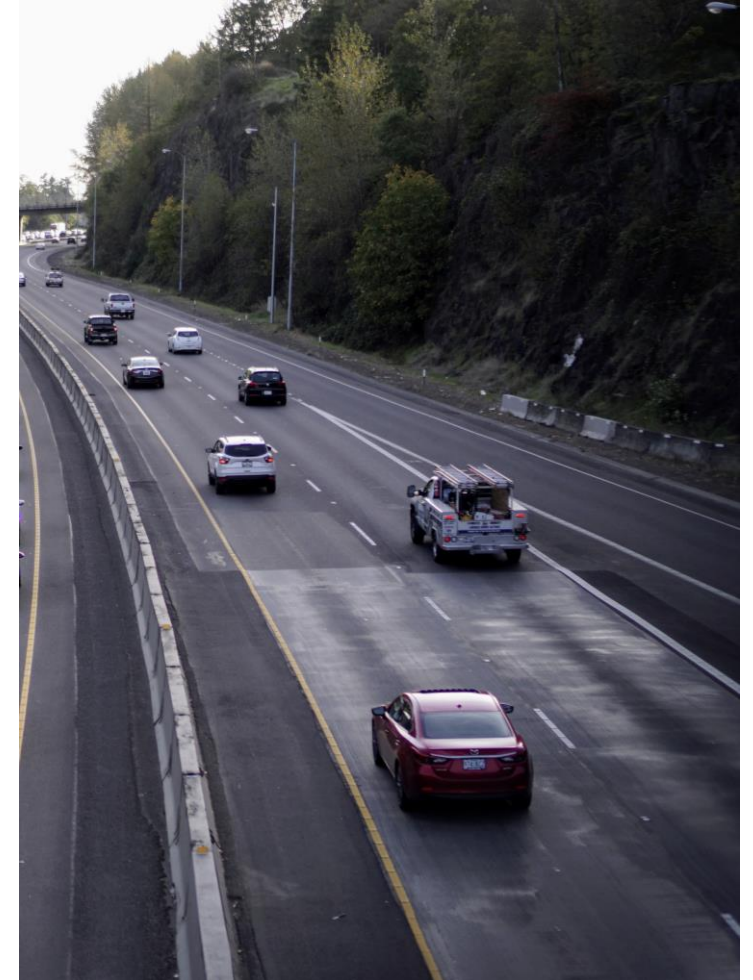
Catergories	Transportation Demand	I-205 Traffic	Diversion Effects	Cost and Revenue	Implementation and Operations
Alternative 1 & Alternative 2	Worse	Average	Average	Worse	Average
Alternative 3	Average	Average	Average	Better	Much better
Alternative 4	Average	Worse	Average	Much better	Better
Alternative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



## I-205 Toll Project

# 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 82<sup>nd</sup> Drive



*Screening analysis model scenario results for 2027*

## ***I-205 Toll Project***



# 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?

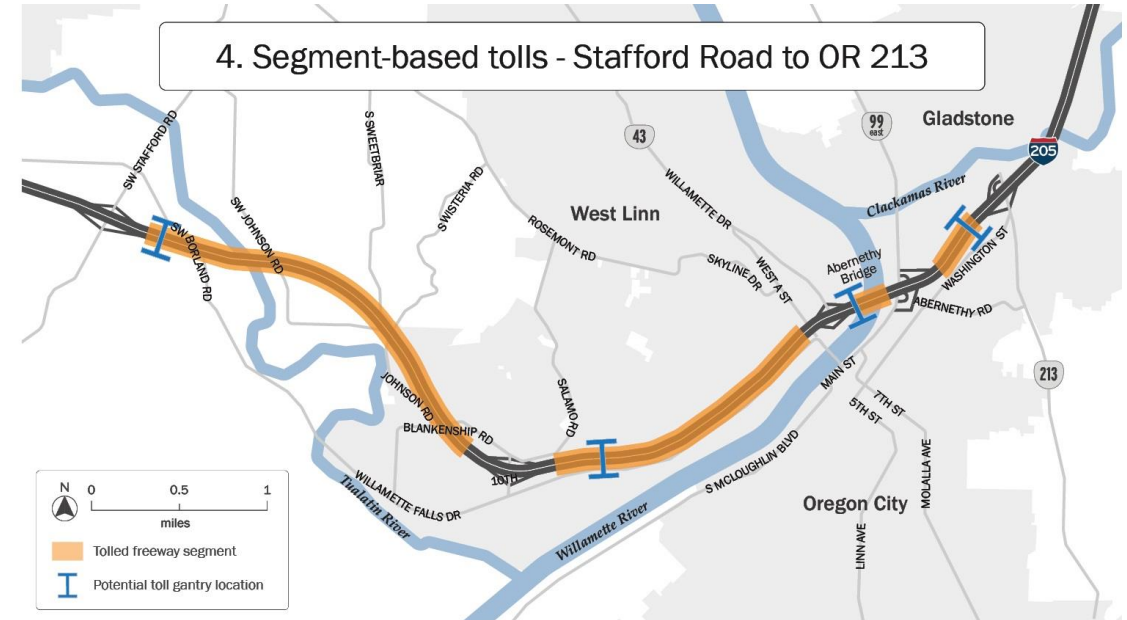
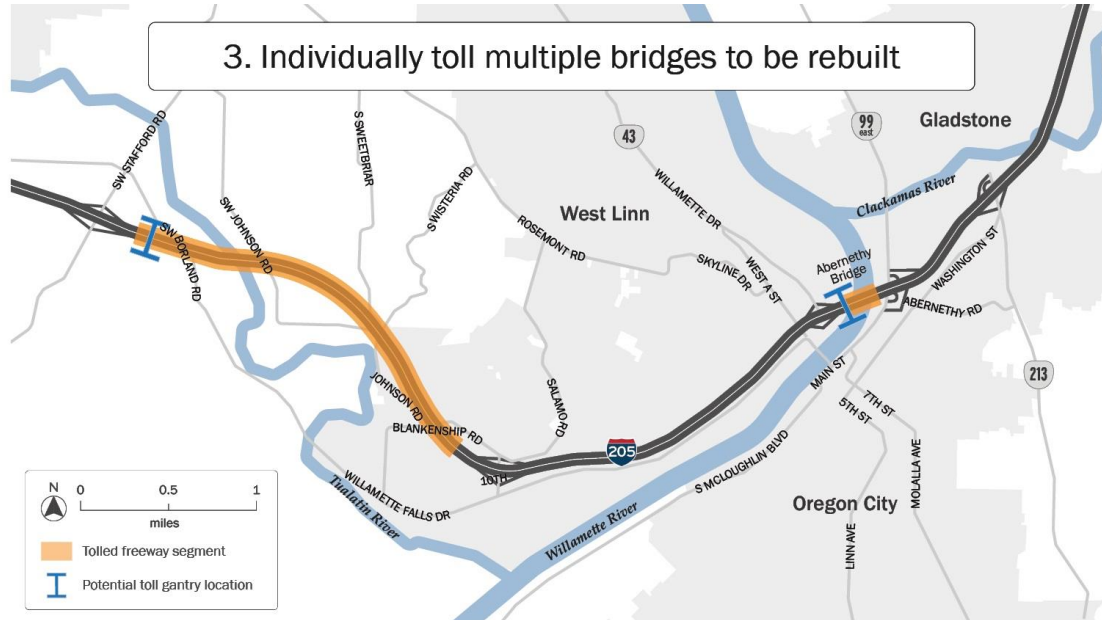
- Fewer drive alone vehicle trips
- More shared ride trips (4,000 – 5,000 additional trips per day)
- Small shift to transit (fewer than 500 additional transit trips)
- Fewer cars on roads and less time spent driving overall in the region

*Screening analysis model scenario results for 2027*



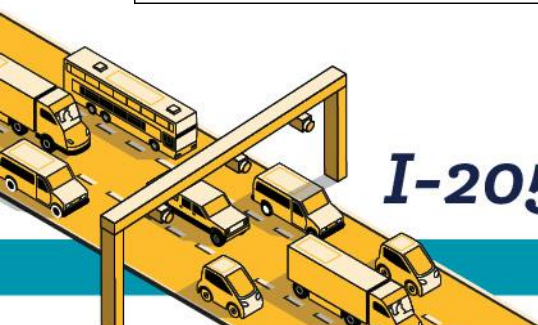
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# Initial Recommendations for Further Study



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



## I-205 Toll Project

# Asking a Question

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



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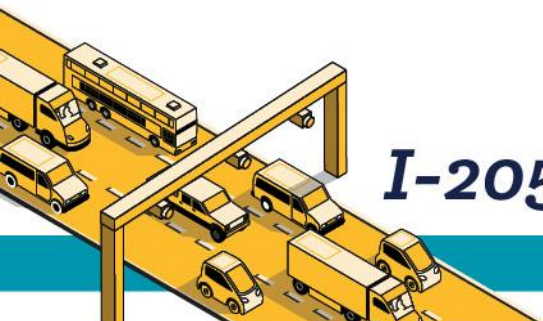
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# Thank you



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