

I-205 Toll Scenarios

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January 24, 2024

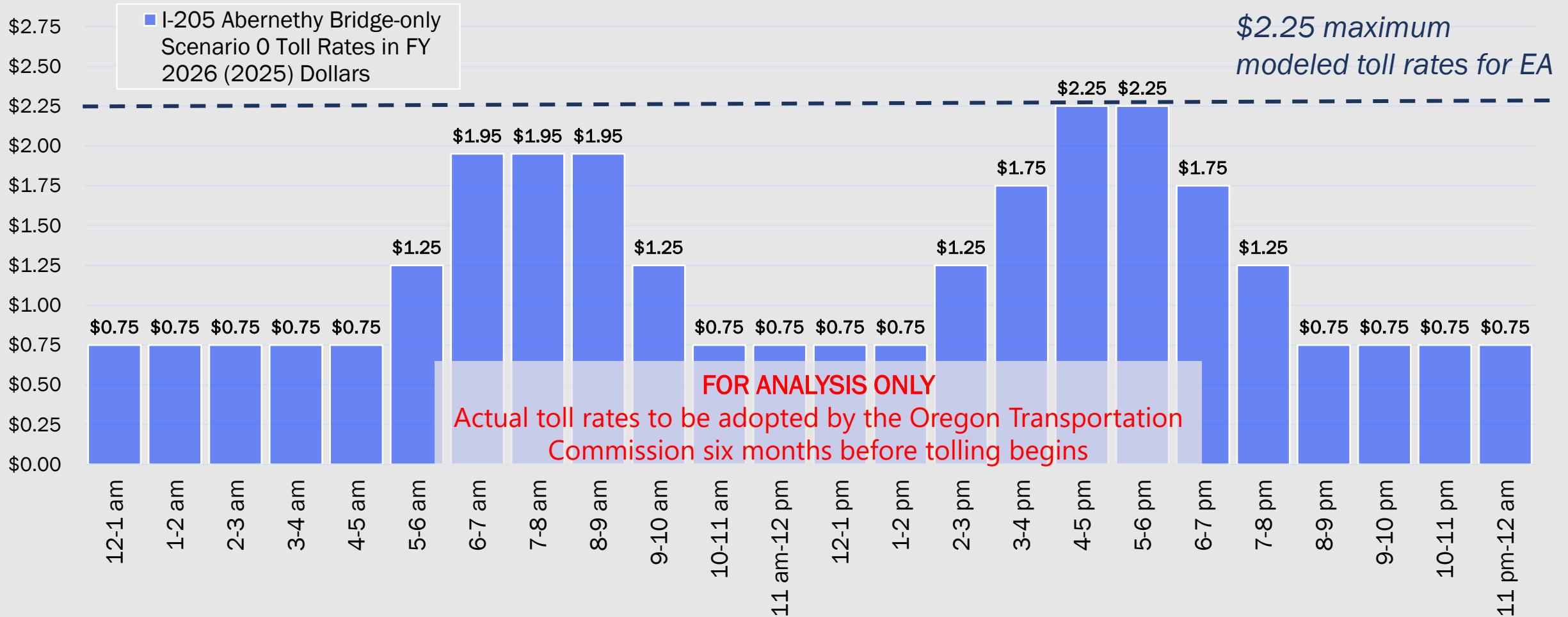


I-205 Scenarios for Trade-Off Analysis

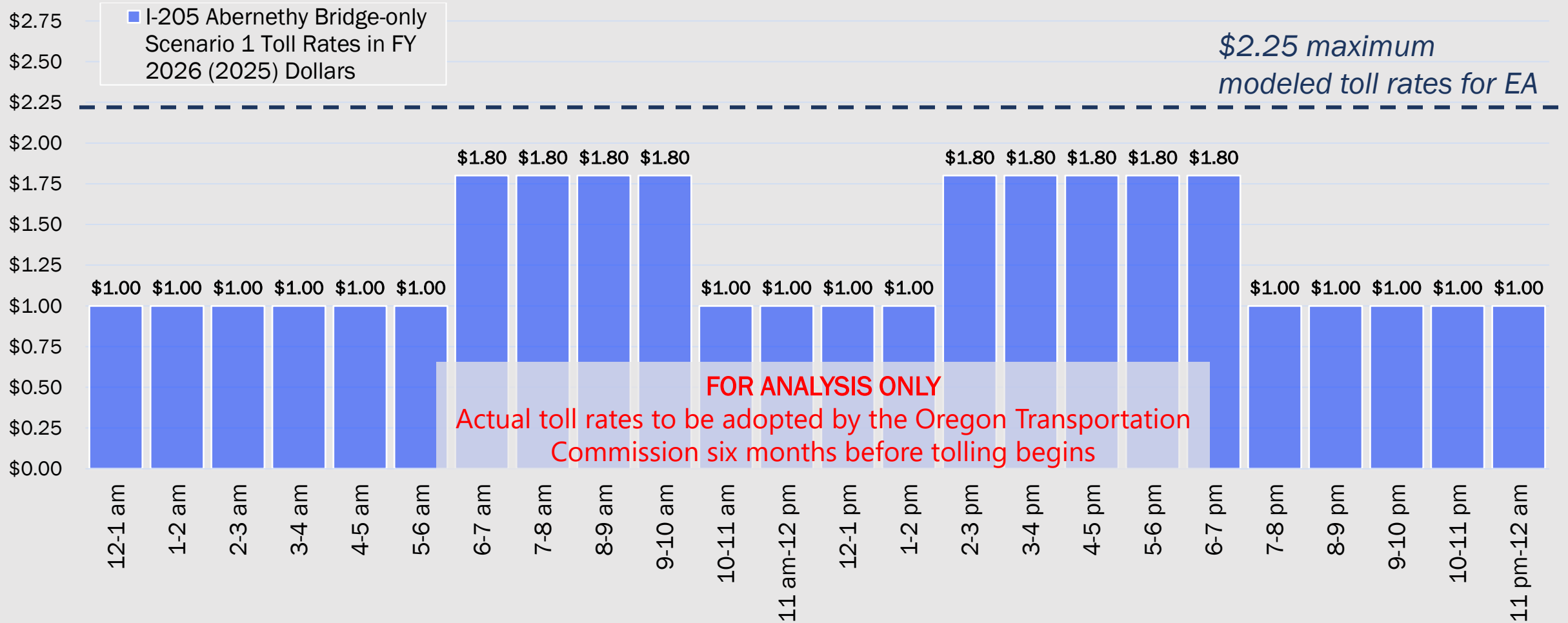
Toll rate scenarios developed to understand the effects on traffic, diversion, and potential net toll revenues

#	Scenario	Description
NB	No Build (with IBR toll)	No action basis of comparison
0	Base Scenario Abernethy Bridge-only Base Toll Rates	2022 Level 2 T&R study toll rates with minor adjustments (including \$0.75 minimum toll) to adapt for one bridge
		Goal
1	Flatter toll scenario Two toll rates only at peak and off-peak	Generate same net revenue with simpler toll rate schedule
2	Congestion management scenario Highest peak period and no overnight tolls	Manage congestion in the entire project area/corridor (Abernethy Bridge to Stafford Road) with peak toll rates
3	Revenue emphasis scenario Higher variable tolls than Scenario 0	Maximize net revenue

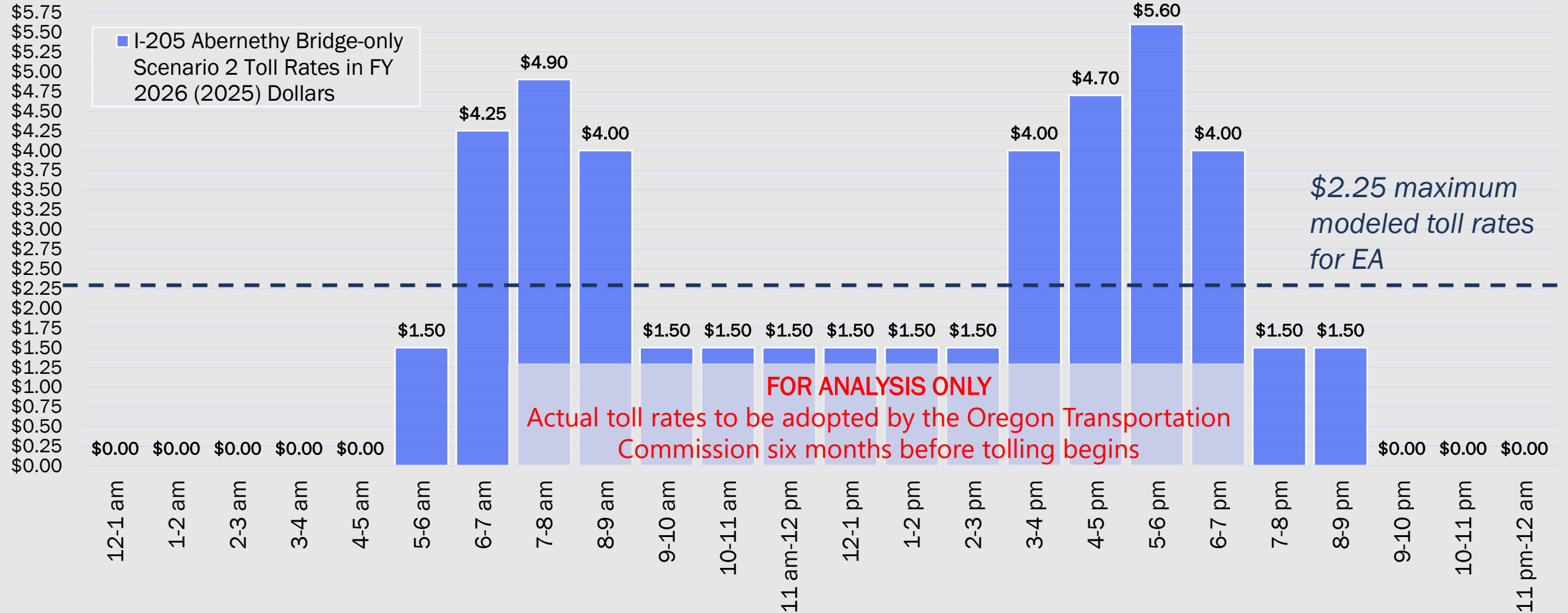
Scenario 0 | Base Scenario



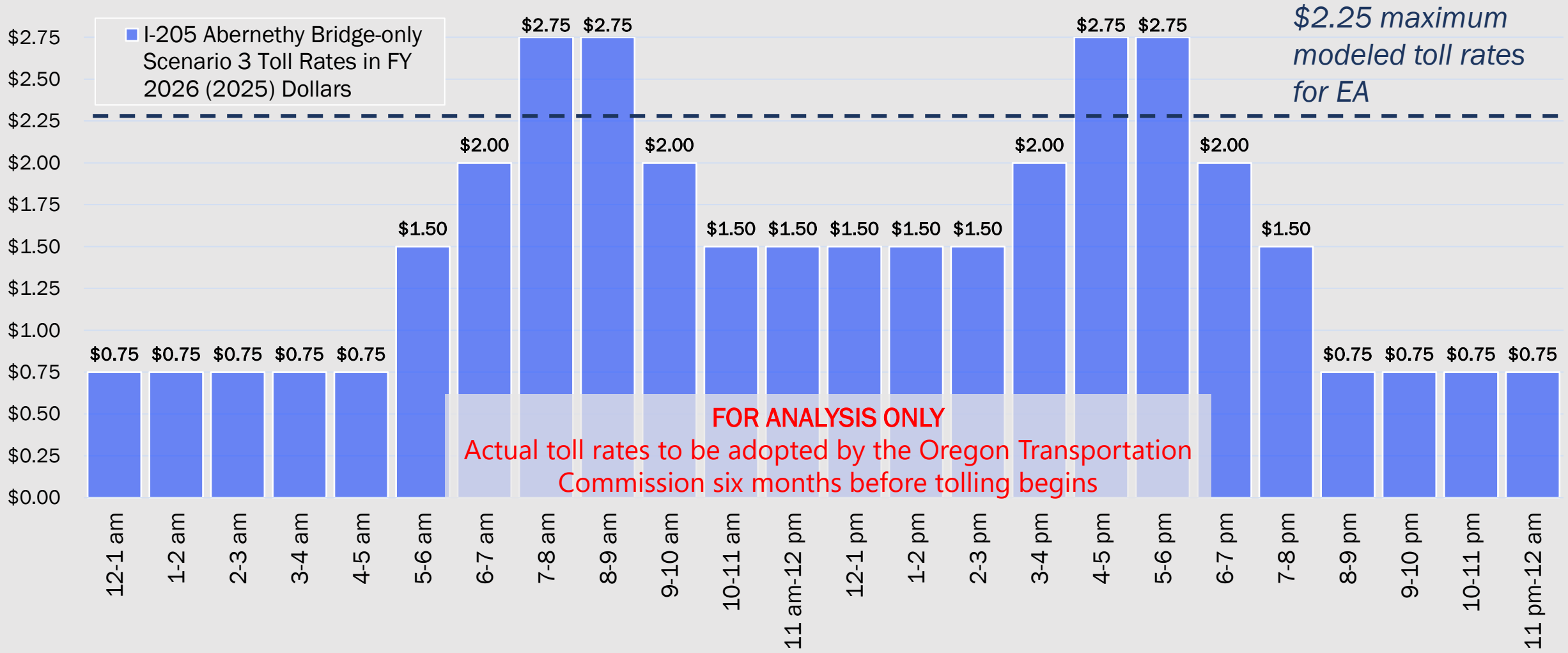
Scenario 1 | Flatter Toll Scenario



Scenario 2 | Congestion Management Scenario



Scenario 3 | Revenue Emphasis Scenario



Toll Annual Net Revenue & Total Funding Capacity

Scenario	Description	Net Revenue \$ Millions (FY 2030)	Funding: Toll Revenue Bonds + TIFIA \$ Millions
Scenario A	Level 2 T&R Study	\$75	
Scenario 0	Abernethy Bridge-only Base Toll Rates	\$33	\$369
Scenario 1	Two toll rates only: Peak and off-peak	\$33	\$371
Scenario 2	Highest peak period and no overnight tolls	\$52	\$592
Scenario 3	Higher variable tolls than Scenario 0	\$42	\$469

Summary of Key Findings

I-205: Stafford Road – OR 213

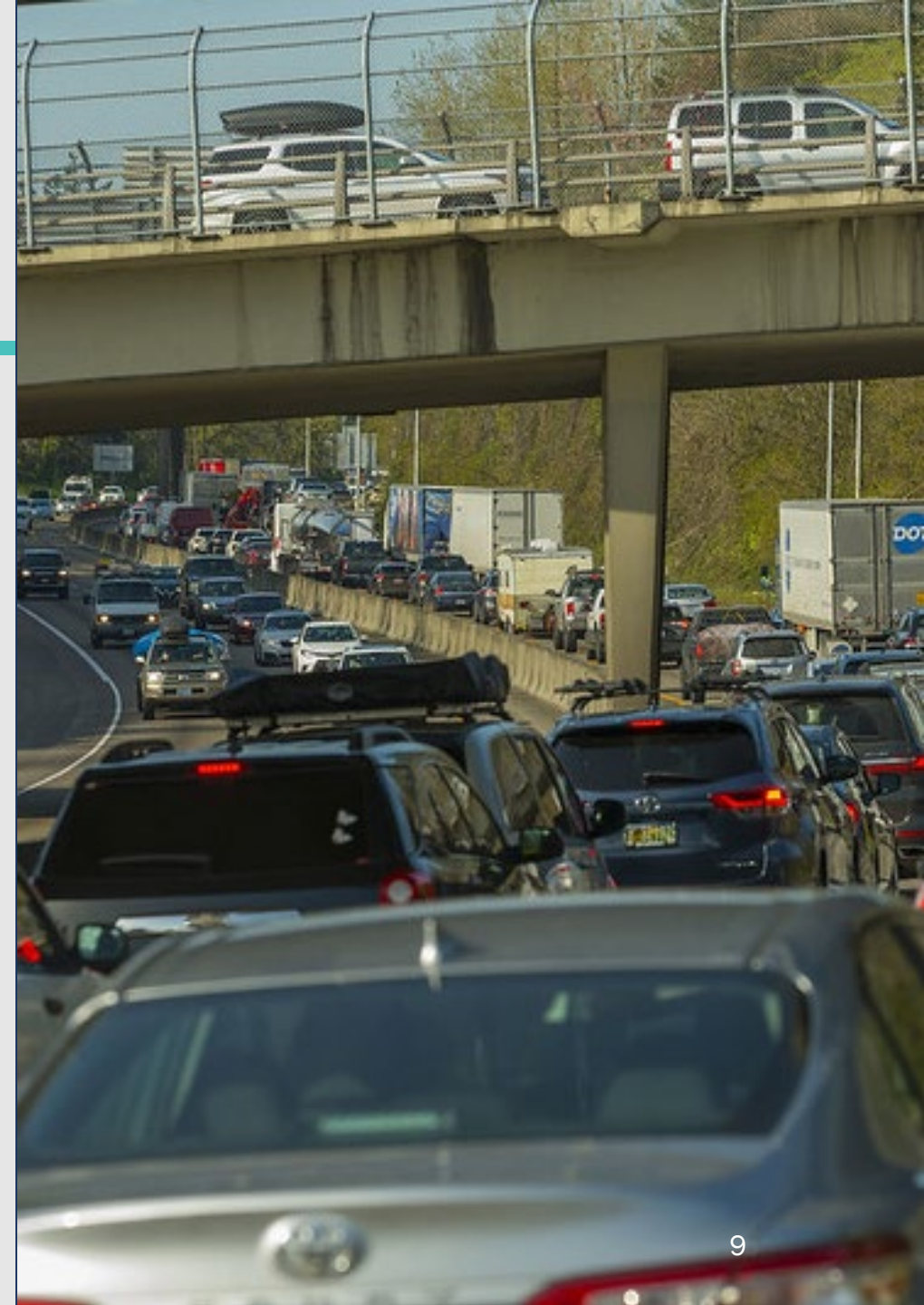
Preliminary Estimates from Raw Model Results

Scenario	Approximate Average Peak Hour Speeds on I-205 (2027)	Hours with Stop and Go Traffic on I-205 (2027)	Arterial Impacts / Diversion	Net Toll Revenue (% change vs. Scenario 0)
No Build	30-35 mph	7	N/A	N/A
Scenario 0	35-40 mph	6	Limited Diversion	-
Scenario 1	35-40 mph	5	Limited Diversion	Negligible difference
Scenario 2	45-50 mph	0	Significant Diversion	+50-70%*
Scenario 3	35-40 mph	4	Moderate Diversion	+35-40%

* Scenario 2 tolls may change travel behavior other than route choice, which could lead to lower revenue and would need additional analysis to estimate

Takeaways from I-205 Toll Tradeoff Analysis

- There is no perfect toll rate structure that accomplishes all things
- Tradeoffs between congestion relief, diversion, and revenue need to be balanced
- Similar revenue levels can be achieved with different rate structures
- \$400 million revenue target can be achieved with toll bonds and a TIFIA loan, but Scenario 0 and 1 rates would need to be adjusted upward
- Toll at Abernethy Bridge is not the best tool to manage congestion on its own



Regional Feedback

- Significant concern about diversion, including overnight
- Desire to balance revenue needs, congestion management, and diversion
- Interest in a simpler toll schedule to help with public understanding



ODOT Recommendation for Level 2 T&R Scenarios

#	Scenario	Description	Recommendation
0	Base Scenario: Abernethy Bridge-only Base Toll Rates	2022 Level 2 T&R study toll rates with minor adjustments (including \$0.75 minimum toll) to adapt for one bridge	Include, with slightly higher rates to hit net funding target of \$400m
1	Flatter toll scenario: Two toll rates only at peak and off-peak	Generate same net revenue with simpler toll rate schedule	Include, with slightly higher rates to hit net funding target of \$400m
2	Congestion management scenario: Highest peak period and no overnight tolls	Manage congestion in the entire project area/corridor (Abernethy Bridge to Stafford Road) with peak toll rates	Drop due to concerns over diversion impacts
3	Revenue emphasis scenario: Higher variable tolls than Scenario 0	Maximize net revenue	Include to understand tradeoffs of higher rates and opportunity for greater revenue; include an analysis of eliminating over night tolls