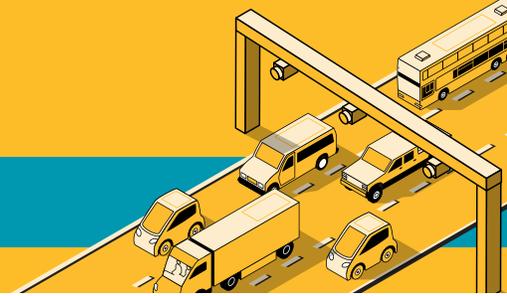


I-205 Toll Project

Raising Revenue and Managing Congestion



We have a growing congestion problem on I-205

As the risks of COVID-19 are reduced, traffic congestion is expected to return. More cars driving in and through the Portland metro area makes our days more challenging and costs us time and money. In fact, congestion is estimated to cost our region about \$2 million per day.

Working on a solution

In 2017, the Oregon Legislature passed House Bill 2017, known as “Keep Oregon Moving.” This bill committed hundreds of millions of dollars in projects to address our congestion problem and improve the transportation system in the region and statewide. The legislation also led the Oregon Transportation Commission to pursue and implement tolling on I-5 and I-205 in the Portland metro area to help manage traffic congestion. A 2018 feasibility analysis, which included both technical analysis and public input, determined that tolling could help raise revenue and manage congestion on I-5 and I-205.

Listening to the community

Feedback from the community in 2018 was nearly unanimous across demographics: There is a congestion problem, it is having a negative impact on quality of life, and it is getting worse.

Public discussions revealed three consistent themes with tolling: avoid negatively affecting low-income communities, improve transit and



Image: Congestion on I-205 in Clackamas County.

other transportation choices, and address the potential of tolling diverting additional traffic to local streets.

Have your say!

A 45-day public comment period occurs Aug. 3 through Sept. 16, 2020. During this time, we will host activities where you can ask questions, offer feedback, and learn about the project, including:

- Alternatives under study
- How modern tolling systems work
- The program’s approach to equity

You’re invited to participate:

- **View and comment**
oregonevents.org/openhouse/i205toll
- **Join** a webinar: Aug. 12, Aug. 18 or Aug. 20

Visit OregonTolling.org to learn more.

How can tolls help manage congestion?

By charging higher tolls when more people want to travel, some drivers will adjust their travel and free up highway space for those who need it most. Even a small shift in the total number of drivers makes travel more efficient.

Drivers will not stop to pay a toll. A transponder, a small sticker placed on the windshield, is read and connected to a pre-paid account. If a vehicle doesn't have a transponder, a camera captures the car's license plate, and the registered owner is billed. This keeps traffic flowing.

Tolling on I-205

We are studying options with a variable rate toll on all lanes of I-205 on or near the Abernethy Bridge between Stafford Road and OR 213. Tolls could both raise revenue for planned seismic upgrades and transportation improvements and manage congestion.



Image: Example of a transponder that drivers use in Washington state's modern tolling system.

We are conducting the federally required environmental review process for the I-205 Toll Project to examine different alternatives to address identified problems, needs and goals.

The exact location and configuration of tolls is under study now.

We examined several concepts for how tolling could be managed on I-205. We then developed five initial alternatives and scored each of them using screening criteria. Alternative 3 and Alternative 4 are recommended to move forward for further study, along with a “no toll” alternative.



Image: Congestion on I-205 in Clackamas County.

While both alternatives would result in some vehicles avoiding tolls and traffic rerouting to local streets, these effects are expected to be distributed along the I-205 corridor more evenly so no single area would receive a bigger impact. Also, both alternatives can be scaled to manage congestion on other regional roads and would provide a lower toll to local access users compared to other alternatives.

Leading with equity

We're collaborating with community partners to develop equitable solutions for historically and currently underrepresented and underserved communities by:

- Convening a group of leaders in equity to advise the project team
- Drafting an equity framework to guide project decisions and engagement
- Coordinating with community engagement liaisons to reach and hear from underserved and underrepresented communities
- Convening an Equity and Mobility Advisory Committee

Initial Alternatives

What is... ?

Transportation demand

The number of people who want to travel to participate in activities, given the transportation options available (including considerations of travel time, reliability, cost and access.)

Diversion

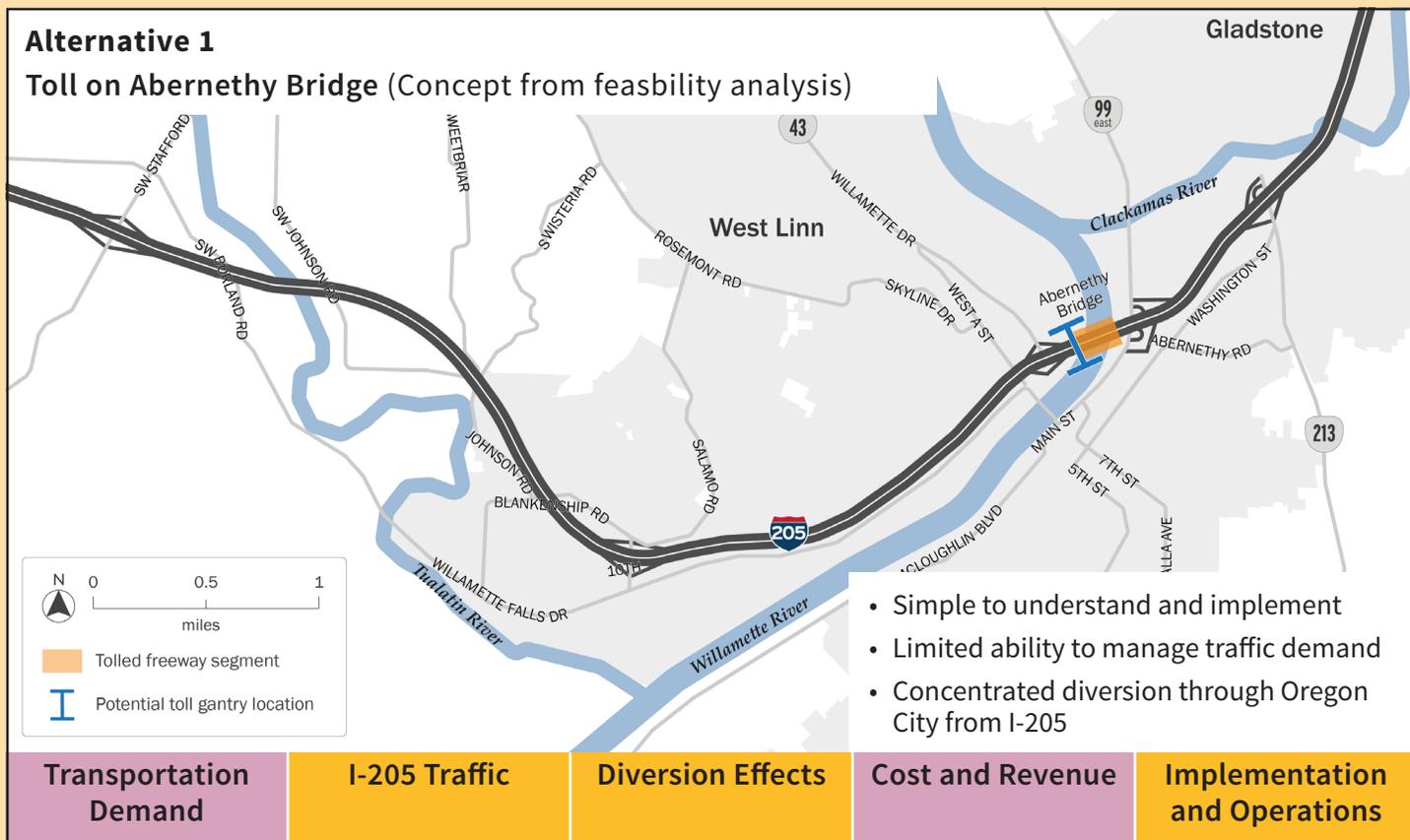
Changes in travel that result in less traffic volume on I-205, including rerouting to local streets and shifts to transit, carpooling or leaving at a different time of day.

A toll gantry

A structure over a roadway with equipment to take pictures of license plates and capture location data of transponders connected to toll accounts.

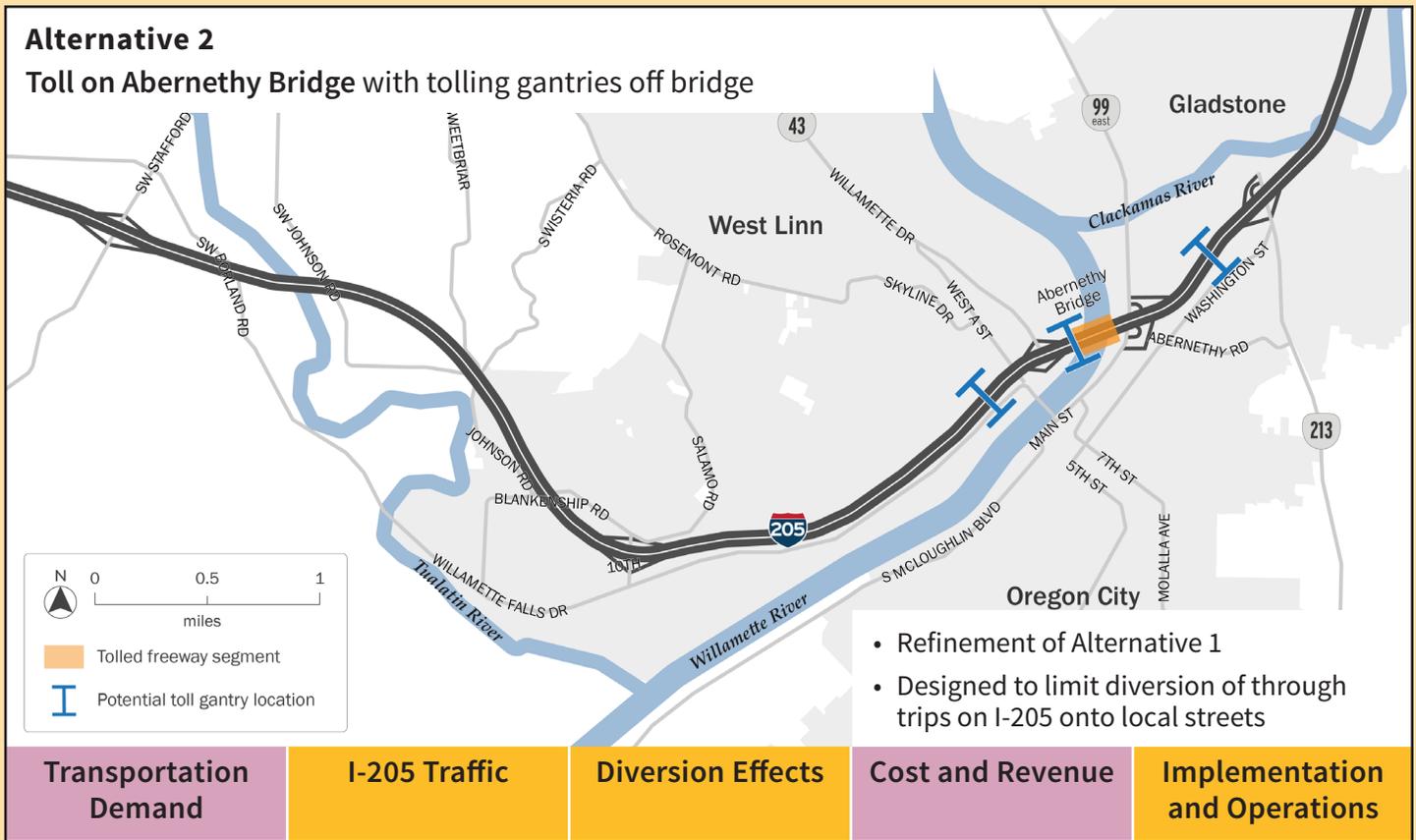
Key

Much Worse compared to other alternatives	Worse compared to other alternatives	Average compared to other alternatives	Better compared to other alternatives	Much Better compared to other alternatives
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Alternative 2

Toll on Abernethy Bridge with tolling gantries off bridge

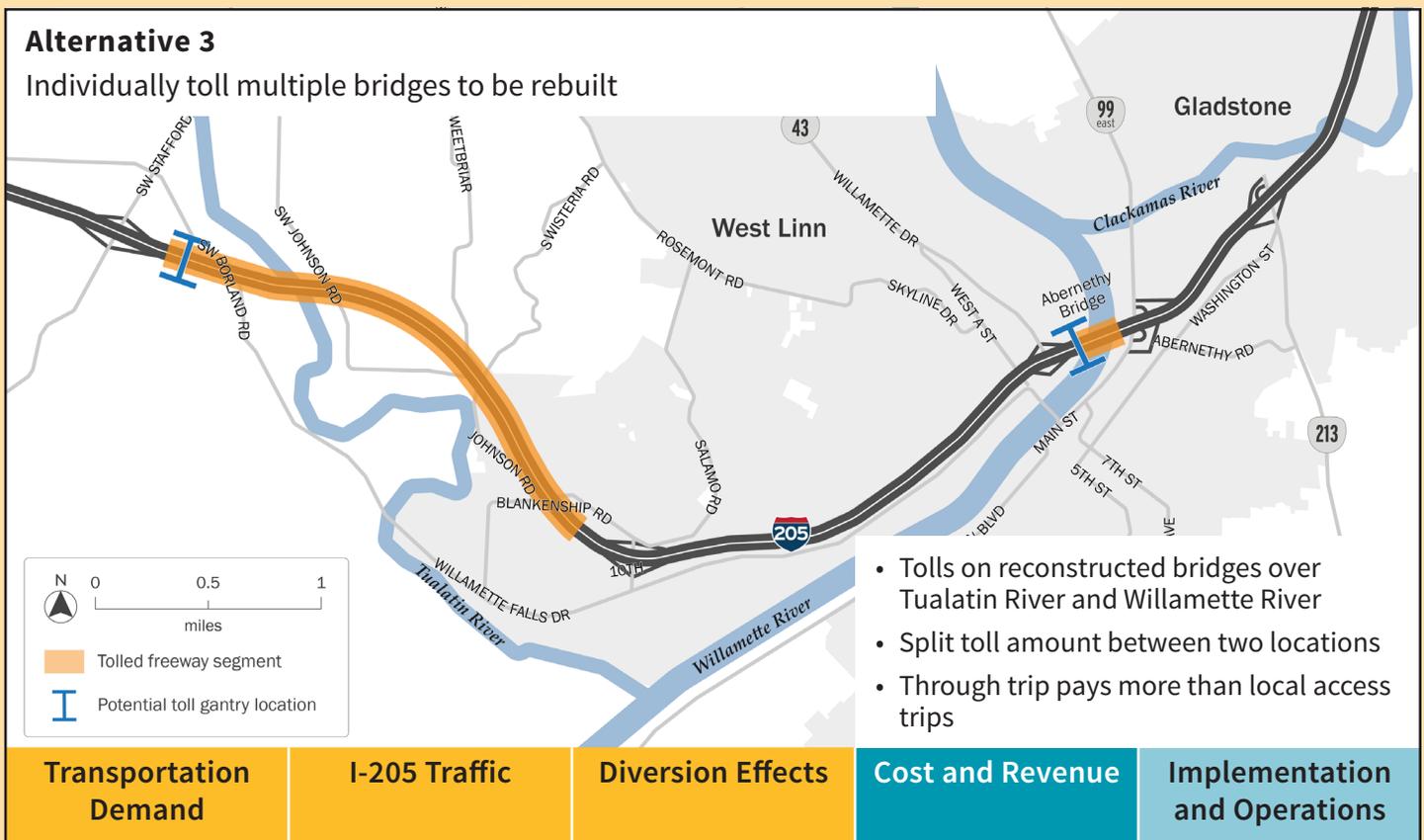


- Refinement of Alternative 1
- Designed to limit diversion of through trips on I-205 onto local streets

Transportation Demand	I-205 Traffic	Diversion Effects	Cost and Revenue	Implementation and Operations
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Alternative 3

Individually toll multiple bridges to be rebuilt



- Tolls on reconstructed bridges over Tualatin River and Willamette River
- Split toll amount between two locations
- Through trip pays more than local access trips

Transportation Demand	I-205 Traffic	Diversion Effects	Cost and Revenue	Implementation and Operations
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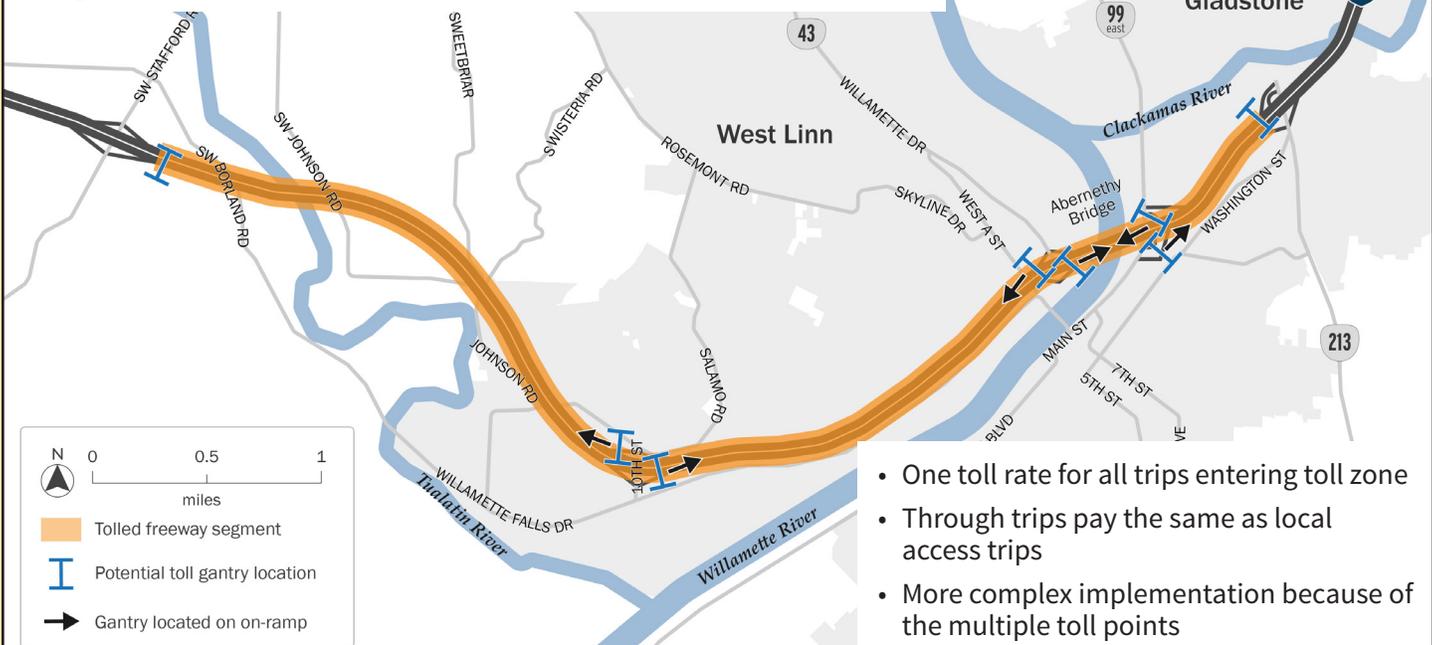
Alternative 4
Segment-based tolls - Stafford Road to OR 213



- Toll split across four segments: amount paid depends on number of segments travelled
- Most flexible for traffic operations management
- More complex pricing structure for users

Transportation Demand	I-205 Traffic	Diversion Effects	Cost and Revenue	Implementation and Operations
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Alternative 5
Single zone toll - Stafford Road to OR 213



- One toll rate for all trips entering toll zone
- Through trips pay the same as local access trips
- More complex implementation because of the multiple toll points

Transportation Demand	I-205 Traffic	Diversion Effects	Cost and Revenue	Implementation and Operations
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Where are we today?

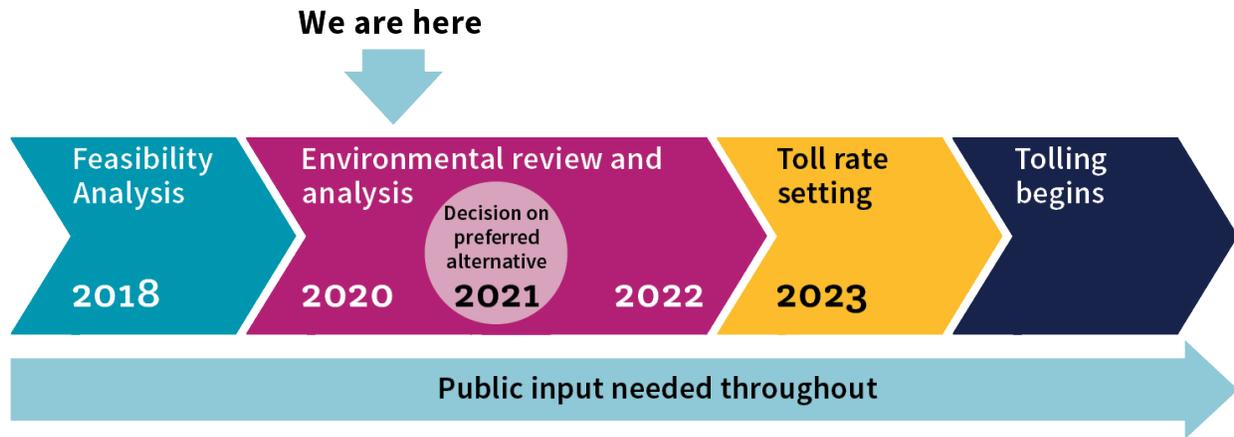


Image: Community members participating in an open house during the Value Pricing Feasibility Analysis in 2018.

Stay involved

Questions and comments can be submitted at any time to the project team at:

Web: www.OregonTolling.org

Email: oregontolling@odot.state.or.us

Phone: 503-837-3536

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.

如果您想瞭解這個項目，我們有提供繁體中文翻譯，請致電：503-731-4128。

如果您想了解这个项目，我们有提供简体中文翻译，请致电：503-731-4128。

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 a future environmental review process to meet the requirements of the National Environmental Policy Act.