

I-5 and I-205 Toll Projects

Southwest Washington Regional Transportation Council

I-5 and I-205 Toll Projects Update

September 1, 2020

Agenda

- 1 Welcome Introductions and Agenda Review
- 2 Background and History
- 3 Equity in Toll Projects
- 4 Project Updates
- 5 I-5 and I-205 Toll Projects: NEPA Analysis
- 6 I-205 Screening Analysis
- 7 What's Next?



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September 1, 2020 | 2

Background, History, Equity and Updates

LUCINDA BROUSSARD, ODOT



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September 1, 2020 | 3



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How Did We Get Here?

Keep Oregon Moving (HB 2017)

- Roadway projects
- Transit funding for agencies and counties across state
- Pedestrian, bike, safe routes to school investment
- Toll implementation

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September 1, 2020 | 4

Highlights of HB 2017

Transportation Investments

Roads & Bridges



Most of ODOT's funding will go to road maintenance and preservation for lasting fixes that keep Oregon's roads and bridges in good condition today and for future generations.

Reducing Congestion



Relieving congestion bottlenecks will help people get where they want to go quickly and reliably. New lanes on I-5 at the Rose Quarter will save motorists 2.5 million hours wasted in gridlock each year, and widening sections of OR 217 and I-205 in Portland will improve reliability.

Safe Biking & Walking Options



Sidewalks, bike lanes, and crossings near schools will help kids get to school safely. Funding from a new bike tax will build off-road paths that separate bikes and walkers from auto traffic.

Electric Vehicle Incentives



Rebates for zero emission vehicle purchases will help Oregon transition to a sustainable transportation system.

Local Control



Half of road funding will go to cities and counties to complete local communities' top priority road maintenance and improvements.

Better Public Transportation



Rural and urban bus service will provide choices to help people get around, while reducing air pollution and greenhouse gas emissions.

Moving Freight



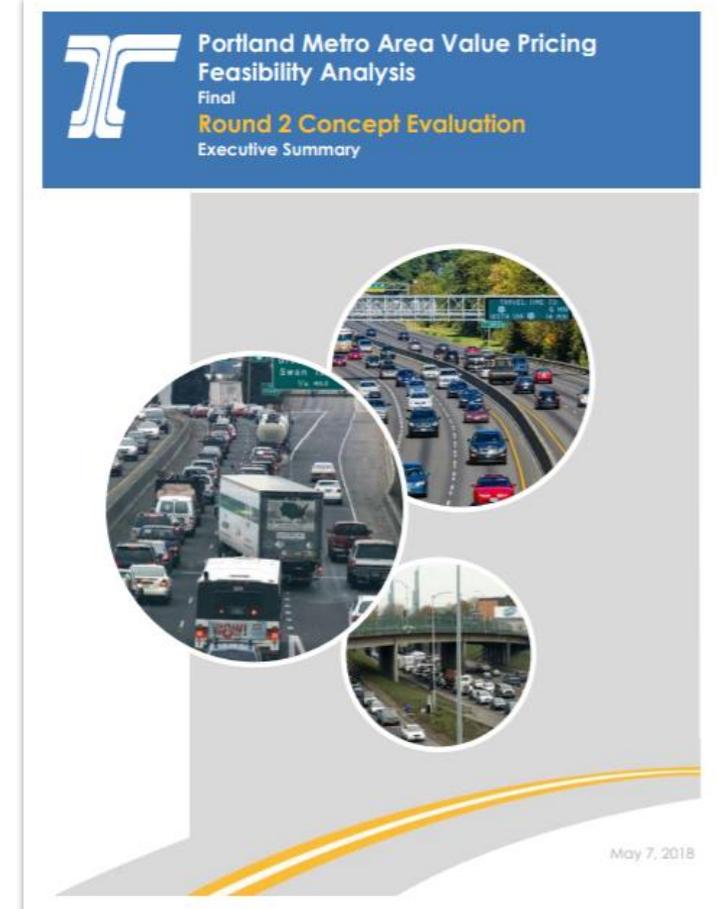
Improvements to rail and ports will get products from Oregon's farms, forests, and factories to markets across the world. New intermodal rail facilities will shift freight from truck to train, freeing up space on crowded freeways.

Accountability & Transparency

- Gas tax increases are tied to ODOT meeting accountability requirements.
- A website will show the status, cost, and whether ODOT completes a project on time and on budget.
- ODOT and local governments will report on the condition of roads and bridges.
- All gas tax funds must be spent on roads, so they can't be diverted to other purposes.
- Guarantees certainty under the Clean Fuels program with cost containment measures for consumer protection.

Value Pricing Feasibility Analysis

- October 2017 - December 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



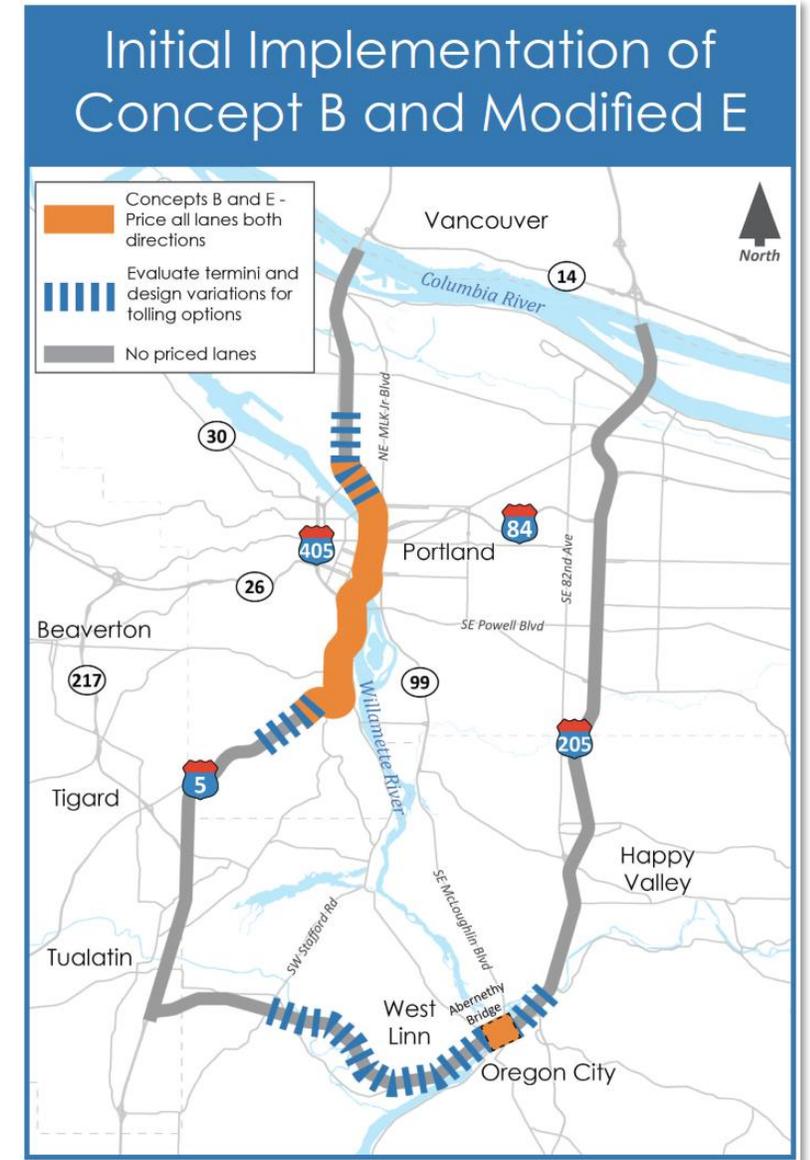
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Recommendations

- Do not implement Priced Lane Concepts A or D
- **Implementation of Concept B as pilot pricing program, coupled with performance monitoring to evaluate success**
- **Consider implementation of Concept E concurrent with Concept B**
- After assessing performance of initial pricing project (assuming successful evaluation), consider implementation of **Concept C in phases with comprehensive system analysis**
- Develop mitigation strategies for low-income and adjacent communities

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September 1, 2020 | 6



Oregon Toll Program

- Systemwide approach starting with I-205 and I-5 Toll Projects
- One tool for regionwide congestion management
- All electronic tolling:
 - ❌ No toll booths
 - ❌ No stopping

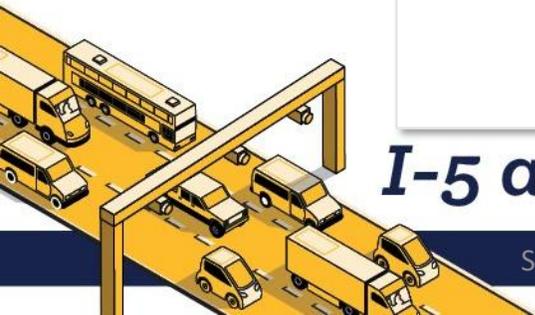


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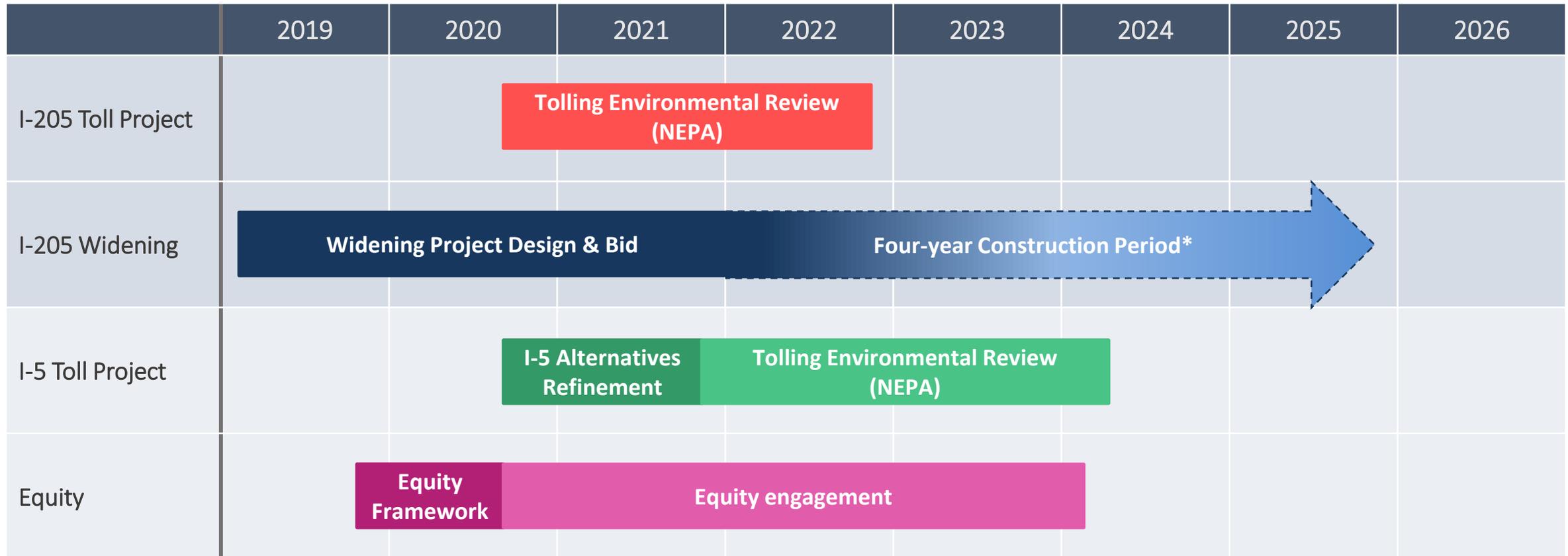




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I-5 and I-205 Projects Schedule



*Construction start dependent on funding availability.

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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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September 1, 2020 | 10

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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September 1, 2020 | 11

Equity and Mobility Advisory Committee (EMAC)

Abe Moland Clackamas County Health and Transportation

Amanda Garcia-Snell Washington County Community Engagement

Bill Baumann Human Services Council

Diana Avelos Leos League of United Latin American Citizens Latino Youth Conference

Dr. Philip Wu Oregon Environmental Council

Dwight Brashear SMART

Eduardo Ramos At-large member City of Tigard, lives in Clark County

Fabian Hidalgo Guerrero Causa

Germaine Flentory Beyond Black/Play, Grow, Learn

Ismael Armenta At-large member Oregon Walks

James Paulson WorkSystems Inc Board

John Gardner TriMet

Kari Schlosshauer At-large member Safe Routes Partnership

Michael Espinoza Portland Bureau of Transportation

Park Woodworth Ride Connection

Christine Moses | EMAC Facilitator

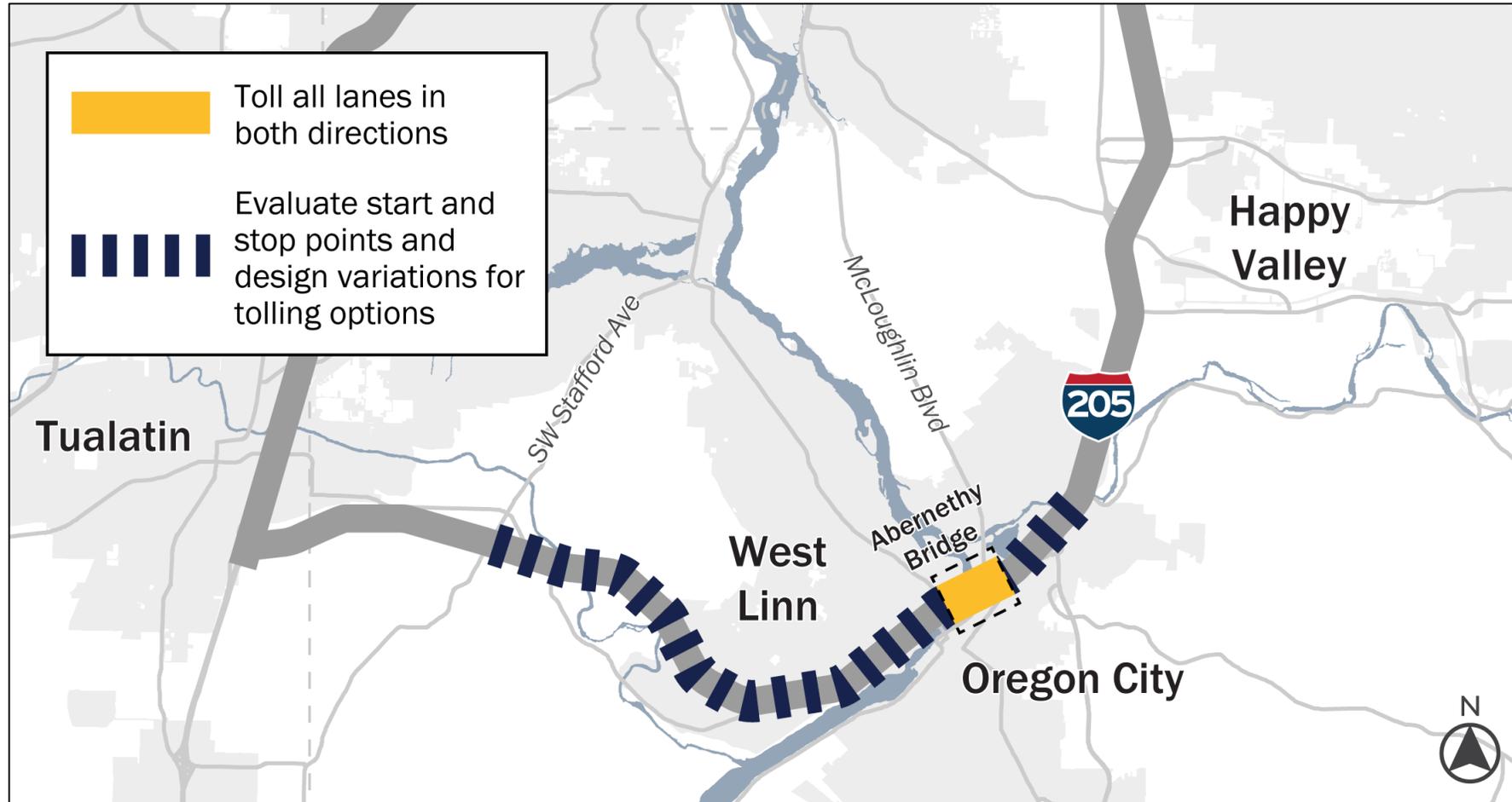
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I-205 Project Area



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Project Updates and Activities

- Outreach to community organizations
- Orientation for engagement liaisons
- Regular communications
 - E-news and news releases
- Equity and Mobility Advisory Committee
- Briefings to local and regional jurisdictions
- Regional Modeling Group – data share



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September 1, 2020 | 14

What We've Heard About Tolls Over the Last 3 Years

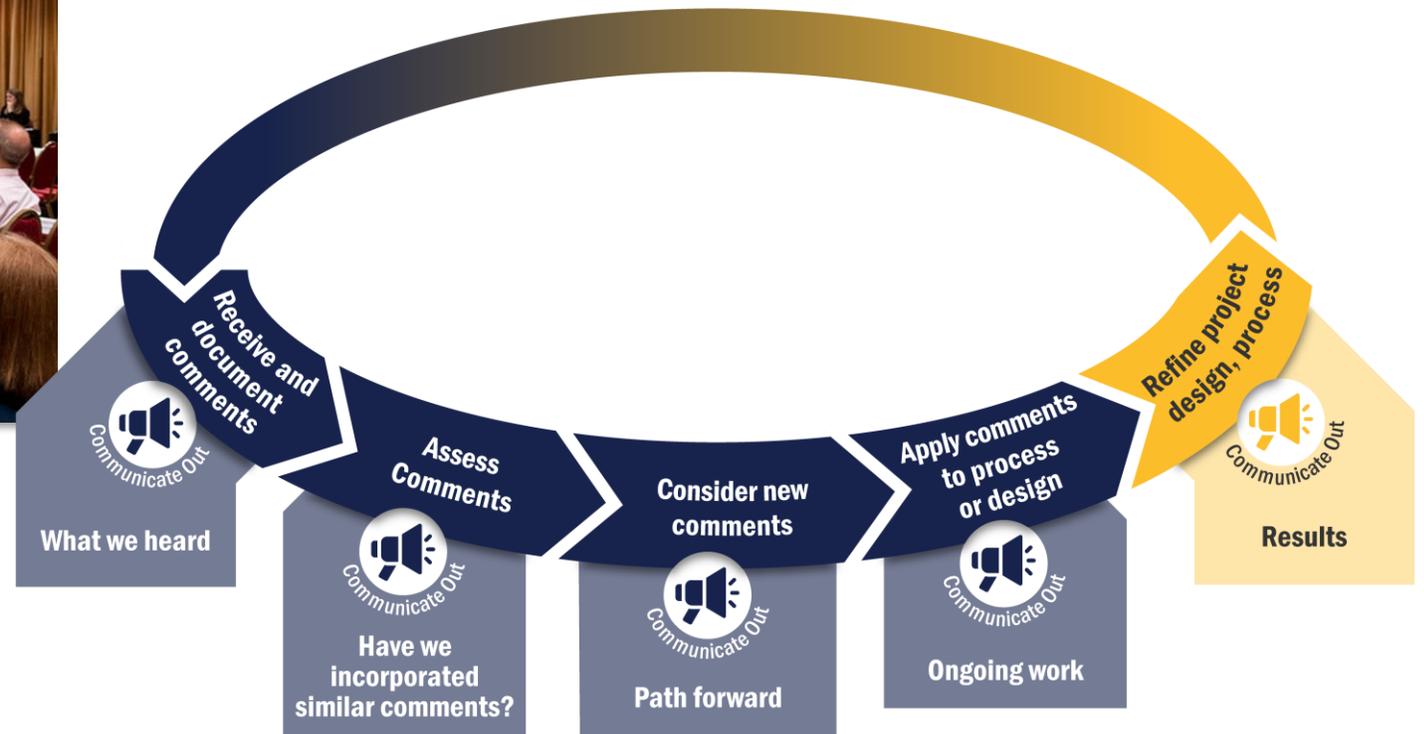
- Tolls must be implemented equitably, including where and how revenue is used
- Questions about operation and effectiveness of modern toll systems
- Opinions about the need for roadway and transportation system expansion
- Tolls are not equitable across all income levels
- Transit service along the I-205 corridor is not robust enough to afford residents of northwest Clackamas County another travel option as an alternative to driving
- Tolls will create additional diversion into communities along the I-205 Corridor
- Concerns about how local trips that use I-205 will be treated



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September 1, 2020 | 15

What Happens to the Input Received – Feedback Loops



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JENNIFER RABBY, WSP



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September 1, 2020 | 17



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I-5 Toll Project: Planning and Environmental Linkages

Define questions to be answered during Planning and Environmental Linkages

- North and south toll endpoints
- Alternatives for environmental review

Public and stakeholder engagement

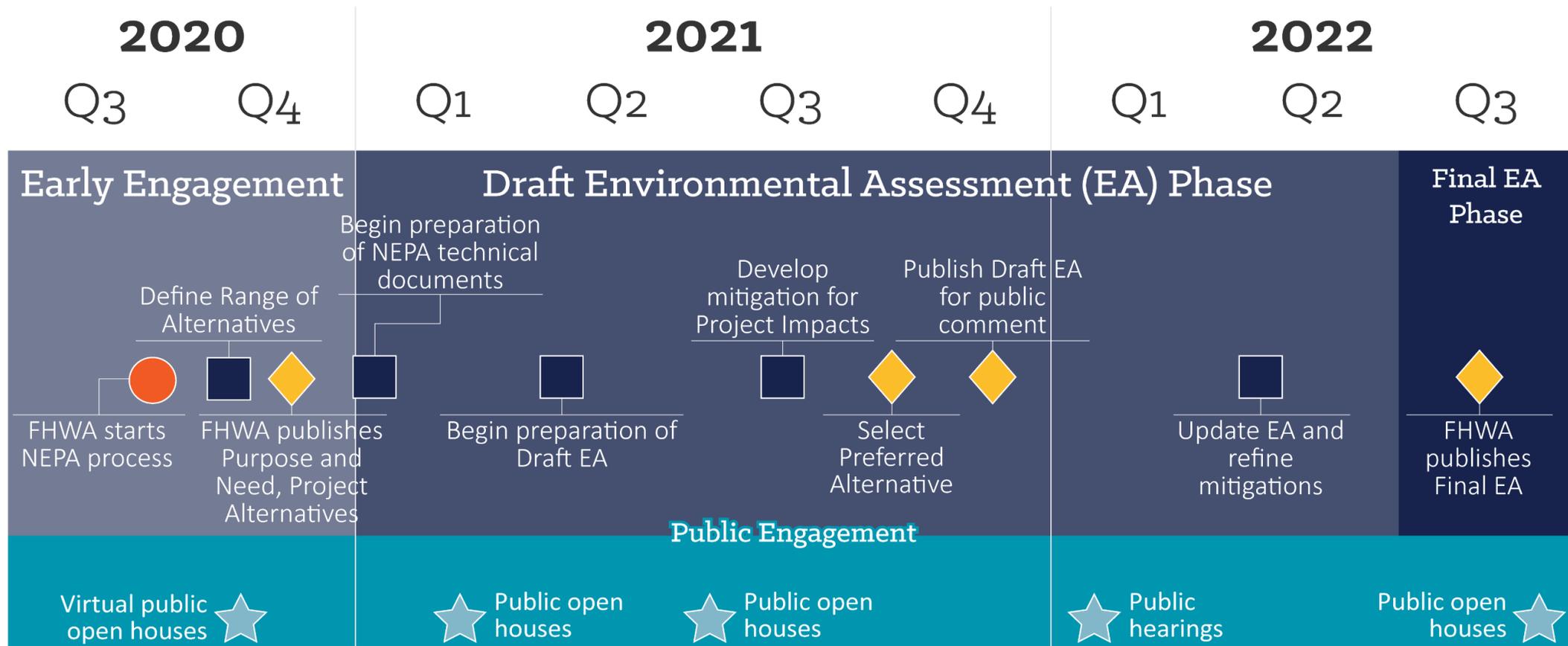
- Fall 2020
- Equity and Mobility Advisory Committee
- Focused outreach to underserved and underrepresented communities



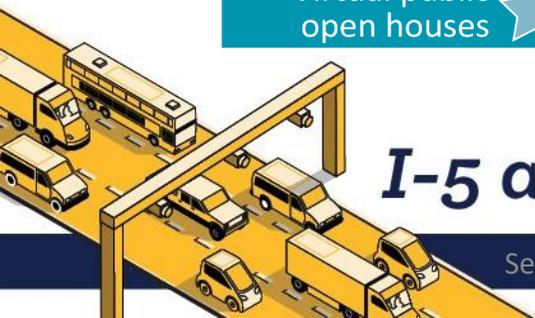
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September 1, 2020 | 18

I-205 Toll Project: Project Milestones



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I-205 Toll Project Stakeholder and Community Engagement

45 day public comment period
August 3 – September 16, 2020

Desired Outcomes

- Obtain feedback on the Range of Alternatives for environmental review
- Obtain feedback on the purpose and need
- Increase awareness of toll systems (purpose, operations and benefits)
- Share information about how results of Feasibility Analysis informed I-205 Toll Project and ODOT's approach to equity



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September 1, 2020 | 21

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

Provide equitable benefits for all users

- Engage and understand populations who have been historically or currently underserved and underrepresented or negatively impacted by transportation projects
- Engage harder to reach communities
- *Maximize benefits, minimize burdens*
- Equitable and reliable access to jobs, *important community places*
- *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

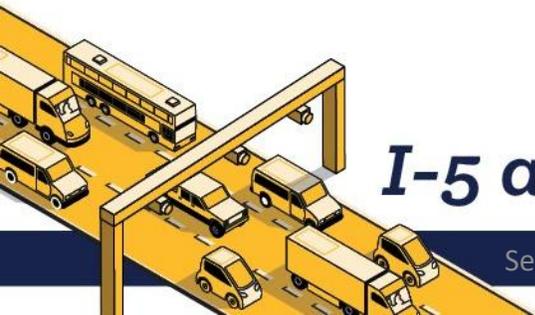
- Toll system design



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I-205 Screening Alternatives Analysis Results

MAT DOLATA, WSP



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Alternatives Analysis Framework for I-205

Feasibility Analysis: 1 alternative advanced for I-205

→ Concept E can manage traffic 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?

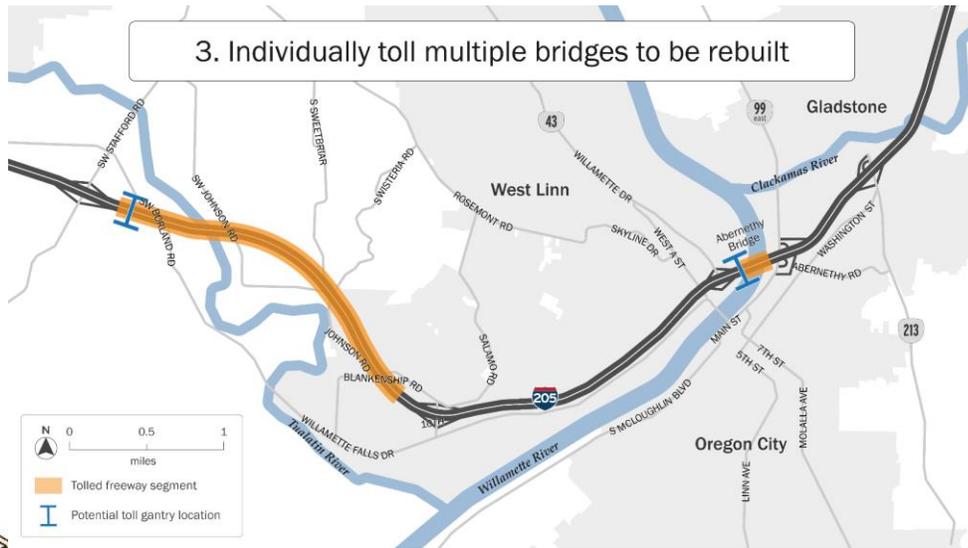
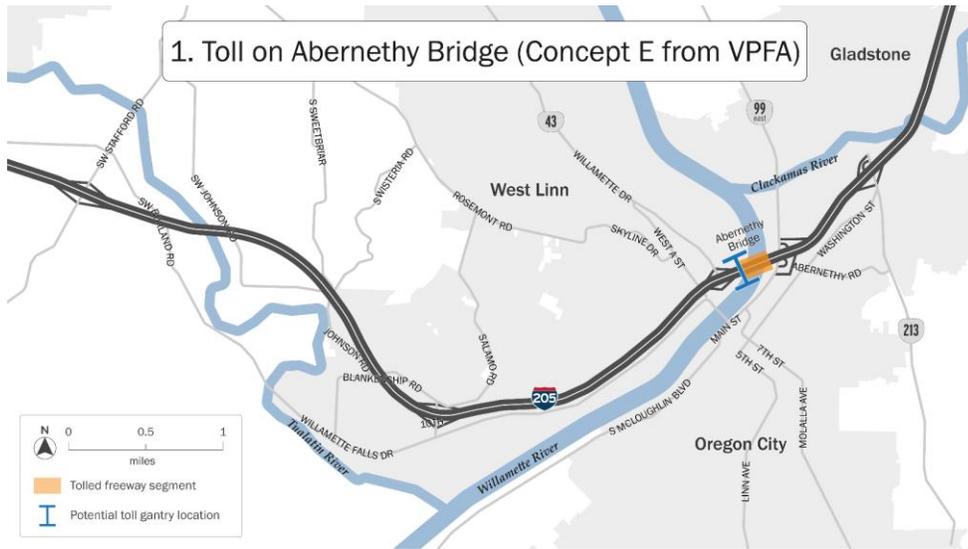
→ 2040 using more refined tools

Preferred Alternative: 1 alternative

→ Refine project and identify impacts and mitigation



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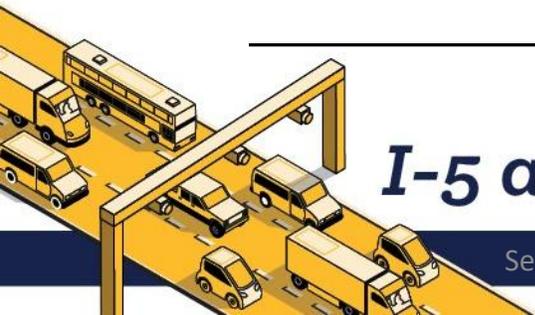


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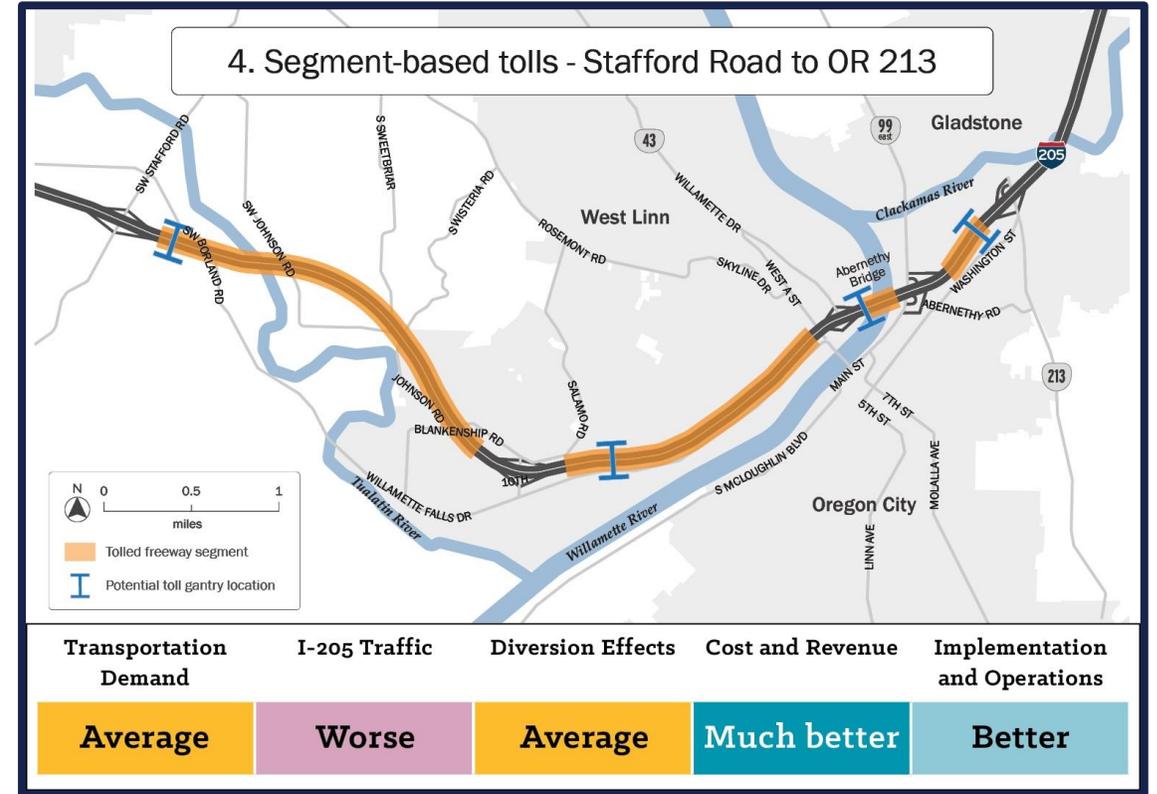
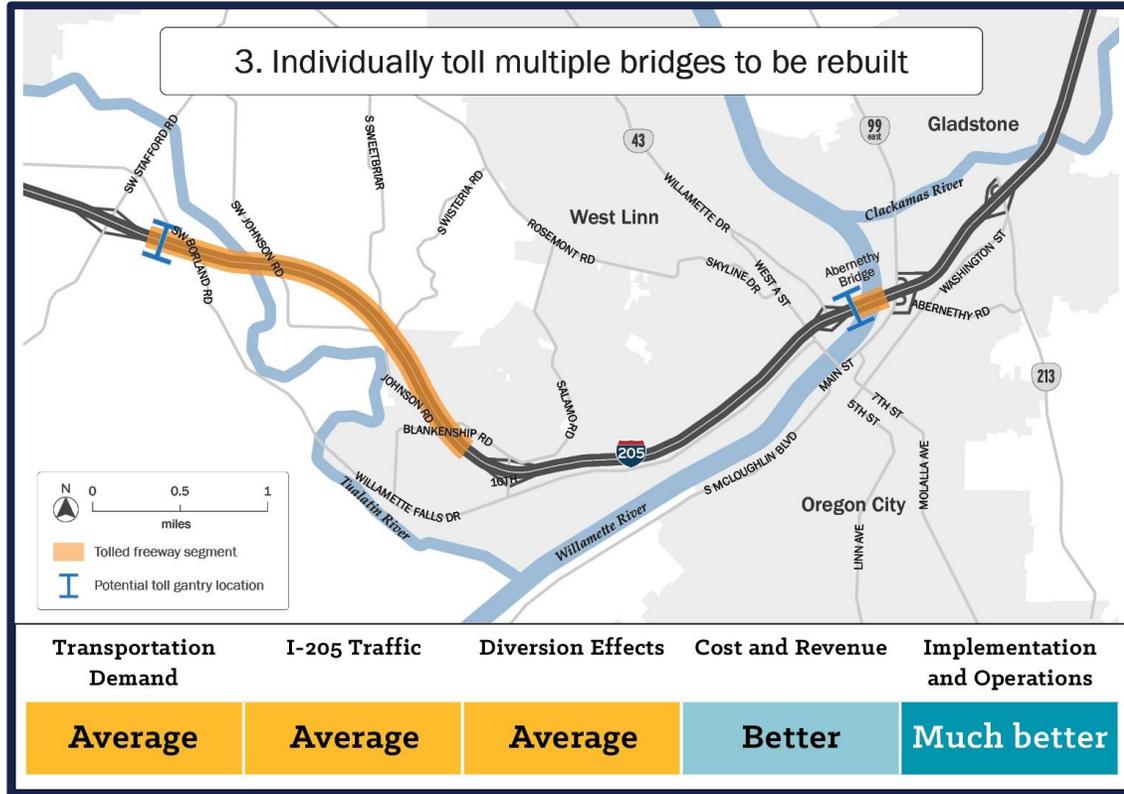
Performance Comparison Summary

	Transportation Demand	I-205 Traffic	Diversion Effects	Cost and Revenue	Implementation and Operations
Alternatives 1 & 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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Initial Recommendations for Further Study



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What's Next?

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September 1, 2020 | 30

Have your say!

Online open house and online survey (English and Spanish)

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Webinars

- ✓ August 12: Noon-1pm
- ✓ August 18: 4-5 pm
- ✓ August 20: 6:30-7:30 pm

Submit comments

- Email: oregontolling@odot.state.or.us
- Voicemail: 503-837-3536



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September 1, 2020 | 31

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