Clackamas County Coordinating Committee

Agenda

Thursday, January 04, 2024
6:45 PM – 8:00 PM

Zoom Link:
https://clackamascounty.zoom.us/j/85998212310?pwd=R1Irb3AyOStaV3llWk4vVW9GVnNrZz09

Or one tap mobile:
+16694449171,,85998212310# US

AGENDA

6:45 p.m. **Pledge of Allegiance**

Welcome & Introductions
Chair Paul Savas & Mayor Brian Hodson, Co-Chairs

Housekeeping **Page 04**
- Approval of November 02, 2023 C4 Minutes

6:50 p.m. **C4 Toll Strategy Subcommittee Updates** **Page 06**
Presenting: Jamie Stasny, ClackCo and Mayor Rory Bialostosky, City of West Linn
- ODOT's I-205 Toll Scenario Presentation
- I-205 Abernethy Tolling Scenarios Breakdown
- Preliminary Draft I-205 Abernathy Net Revenue Tables

7:15 p.m. **Special Subcommittee on Transportation Planning (SSTP)** **Page 24**
Presenting: Trent Wilson, Clackamas Government Affairs
- Gladstone Community Meeting Agenda – Jan. 6, 2024
- SSTP Themes & Main Requests

7:35 p.m. **Legislative Update and 2024 Legislative Session Outlook**
Presenting: Trent Wilson, Clackamas Government Affairs

7:50 p.m. **Updates/Other Business** **Page 30**
- JPACT/MPAC Updates
- 2024 Meeting Schedule and Membership Updates
- Other Business

8:00 p.m. **Adjourn**

General Information

Clackamas County Coordinating Committee

Current Voting Membership

		C4 Exec	C4 Metro	C4 Rural	JPACT	MPAC	R1ACT
Clackamas County	Commissioner Paul Savas	●	●	●	●		●
Clackamas County	Commissioner Ben West		●	●			
Canby	Mayor Brian Hodson	●		●			●
CPOs	Martin Meyers (Redland CPO)	●	●	●			
Estacada	Mayor Sean Drinkwine			●			
Fire Districts	Matthew Silva (Estacada Fire District)	●					
Gladstone	Mayor Michael Milch	●					
Hamlets	Kenny Sernach (Beavercreek Hamlet)			●			
Happy Valley	Council Brett Sherman	●	●		●	●	●
Johnson City	Vacant						
Lake Oswego	Mayor Joe Buck		●		●	●	
Milwaukie	Councilor Rebecca Stavenjord		●			●	
Molalla	Mayor Scott Keyser			●			
Oregon City	Commissioner Adam Marl		●			●	
Portland	Vacant						
Rivergrove	Councilor Doug McLean		●				
Sandy	Mayor Stan Pulliam			●			
Sanitary Districts	Paul Gornick (Oak Lodge Water Services)	●					
Tualatin	Councilor Valerie Pratt		●				●
Water Districts	Sherry French (Clackamas Water District)		●			●	●
West Linn	Mayor Rory Bialostosky		●				
Wilsonville	Mayor Julie Fitzgerald		●				

Current Ex-Officio Membership

MPAC Citizen Rep	Ed Gronke
Metro Council	Councilor Christine Lewis
Port of Portland	Emerald Bogue
Rural Transit	Todd Wood (Canby Area Transit)
Urban Transit	Dwight Brashear (SMART)

Frequently Referenced Acronyms and Short-forms:

Related to the Clackamas County Coordinating Committee (C4)

C4 Metro Subcommittee
C4 I-205 Diversion Subcommittee
CTAC: Clackamas Transportation Advisory Committee (C4 Transportation TAC)

Related to Metro and Metro Committees
JPACT: Joint Policy Advisory Committee on Transportation (Metro)
MPAC: Metro Policy Advisory Committee (Metro)
TPAC: Transportation Policy Advisory Committee (JPACT TAC)
MTAC: Metro Technical Advisory Committee (MPAC TAC)

Related to the Oregon Department of Transportation (ODOT) and Tolling
OTC Oregon Transportation Commission (ODOT policy decision body)
Region 1: ODOT's geographic designation for the metro area + Hood River
R1ACT: ODOT Region 1 Advisory Committee on Transportation
UMO: ODOT's Urban Mobility Office
RTAC: ODOT's Regional Tolling Advisory Committee
STRAC: ODOT's State Tolling Rules Advisory Committee
EMAC: ODOT's Equity Mobility Advisory Committee (for tolling)

General Transportation Acronyms
STIP: State Transportation Improvement Plan (ODOT)
RTP: Regional Transportation Plan (Metro)
TSP: Transportation System Plan (Local – county and cities)
HCT: High Capacity Transit
UPWP: Urban Planning Work Program

General Housing and Land Use Acronyms
H3S: Clackamas County's Health, Housing, and Human Services Department
HACC: Housing Authority of Clackamas County
SHS: Supportive Housing Services (Regionally approved funds for housing services)
OHCS: Oregon Housing and Community Services
LCDC: Land Conservation and Development Commission
DLCD: Department of Land Conservation and Development
UGB: Urban Growth Boundary
UGMA: Urban Growth Management Agreement

Clackamas County Coordinating Committee

Draft Minutes

Thursday, November 2, 2023
Virtual Meeting via Zoom

Attendance:

Members: **Canby:** Brian Hodson, Traci Hensley; **Clackamas County:** Paul Savas, Ben West; **CPOs:** Martin Meyers, Marjorie Steward (Alt); **Fire District:** Matthew Silva; **Gladstone:** Michael Milch; **Hamlets:** Kenny Sernach; **Happy Valley:** Brett Sherman; **Metro:** Christine Lewis; **MPAC Citizen:** Ed Gronke; **Lake Oswego:** Joe Buck; **Oregon City:** Adam Marl; **Sewer District:** Paul Gornick; **Transit:** Dwight Brashear (SMART, Urban), John Serra (TriMet – Alt); Todd Wood (CAT); **Tualatin:** Valerie Pratt; **Water District:** Sherry French (CRW); **West Linn:** Rory Bialostosky; **Wilsonville:** Julie Fitzgerald, Caroline Berry (Alt.)

Staff: Trent Wilson (PGA)
Bryan Hockaday (PGA)

Guests: Vahid Brown (H3S); Adam Brown (H3S); Jamie Stasny (DTD); Karen Buehrig, (DTD); Jaimie Lorenzini (Happy Valley);

The C4 Meeting was recorded and the audio is available on the County's website at http://www.clackamas.us/c4/meetings. Minutes document action items approved at the meeting.

Agenda Item	Action
Approval of October 5, 2023 C4 Minutes	Minutes approved
Housing Dashboard Update	Clackamas goal: make homelessness rare, brief and non-reoccurring. Household data represents individuals in housing. Criteria for admission to services vary to meet broad needs. Additional coordination of these services is needed, and H3S is working to improve. Important to define Recovery Oriented System of Care: coordinated network of community-based services and supports that is person- centered and builds on the strengths and resiliencies of individuals, families, and communities to achieve abstinence and improved health, wellness, and quality of life for those with or at risk of alcohol and drug problems.
SHS Local Funding Opportunities Update	Following the retreat that was attended by many C4 Members, Clackamas H3S has been actively working to improve the distribution of housing funding to cities. We recognize that Clackamas doesn't necessarily want to be leading all the initiatives or placing resource centers in specific communities. We want communities deciding hour programs are structured in their communities and where are service access points in their community in a way that works for each and every jurisdiction in Clackamas County.

	Clarity on how local cities, as well as expediency, is needed to understand how we access this funding.
Regional Transportation Plan (RTP) Update	As a result of the letter sent by C4 to Metro in August, there have been several developments related to RTP. There has been a lot of work by staff to put together a suite of amendments to policies and different action. The RTP now also includes a list of projects that are anticipated to be completed in the next 20 years. The projects are divided between a constraint list and strategic list if more funding were to be available. Having an adopted RTP is essential to keep federal transportation funding flowing. Any plan does not meaningfully address diversion is untenable.
Legislative Update and 2024 Legislative Session Outlook	Unfortunately given the circumstances of the 2023 Legislative Session and the walk-out, there are many issues and bills that didn't move last year. This upcoming Session will be short, but economic forecast remains pretty positive and this availability of money should bring legislators back to the table in 2024. The main topics we can expect being priorities in 2024 are Measure 110, and work is underway now to develop policy proposals. A particular interest is to curb public consumption, particularly on buses and in other public spaces. Another priority will be to address the availability of housing and affordable housing, which is part of the Governor's priorities. Completing funding of the Clackamas County Replacement Courthouse is the other top priority for the 2024 Legislative Short Session. 2025 is when we can anticipate the next state transportation funding package. It could go a couple ways or a combination of both: it will be a list of projects, or it will be launching a bunch of programs for how to build projects in the future. We can expect that the financial constraints and cliffs that we're all facing related to the decline of gas tax revenue will be the key problem to solve. AOC and LOC is working on this, as well. In terms of tolling, we now have seen the initial schedule of community meetings from the Special Committee on Tolling. These are opportunities for C4 to weigh in and make our voices heard. Staff will be developing a framework for C4 to consider on how to talk about our position on tolling.
Updates/Other Business • **JPACT/MPAC Updates** • **Other Business**	JPACT– we heard an update on high capacity transit and RTP. We also mad some revision to a letter to OTC about how to direct some of the funding for the $70 million, and we received some agreement on that. Councilor Lewis will read the letter at tonight's OTC meetings. No formal C4 meeting in December. A member's social will be scheduled instead, and C4 will reconvene Jan. 4, 2024

Adjourned at 8:45 p.m.

C4 Toll Strategy Committee

December 20, 2023

Mandy Putney, ODOT Strategic Initiatives Director (she/her)

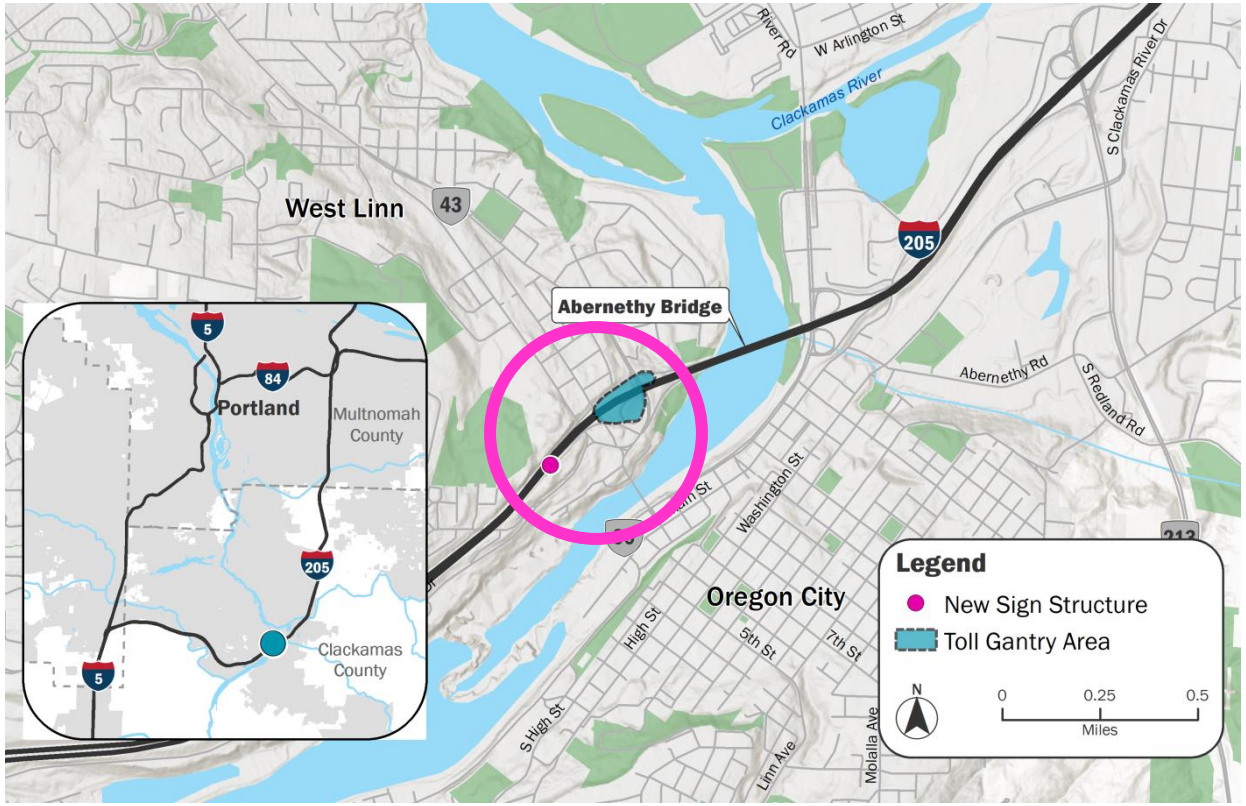
Brent Baker, Senior Vice President, WSP (he/him)

Urban Mobility STRATEGY

Oregon Department of Transportation

Revised I-205 Toll Project Description

- Implementation of tolling at the Abernethy Bridge only
- Toll point and supporting infrastructure located entirely within ODOT right-of-way at the I-205/OR 43 interchange



Revised I-205 Toll Project Purpose and Need

The purpose of the Project is to use variable-rate tolls at the I-205 Abernethy Bridge to provide funding for reconstruction of the bridge and to support congestion management.

- Additional funding is needed for reconstruction of the Abernethy Bridge
- Traffic congestion at Abernethy Bridge and on adjacent I-205 segments affects reliability

I-205 Toll Project Environmental Analysis Process

- Environmental Assessment published February 2023
  - Comment summary and responses report available
- Preparing Supplemental Environmental Assessment for revised project
  - Publish in summer 2024
  - Federal decision expected October 2024

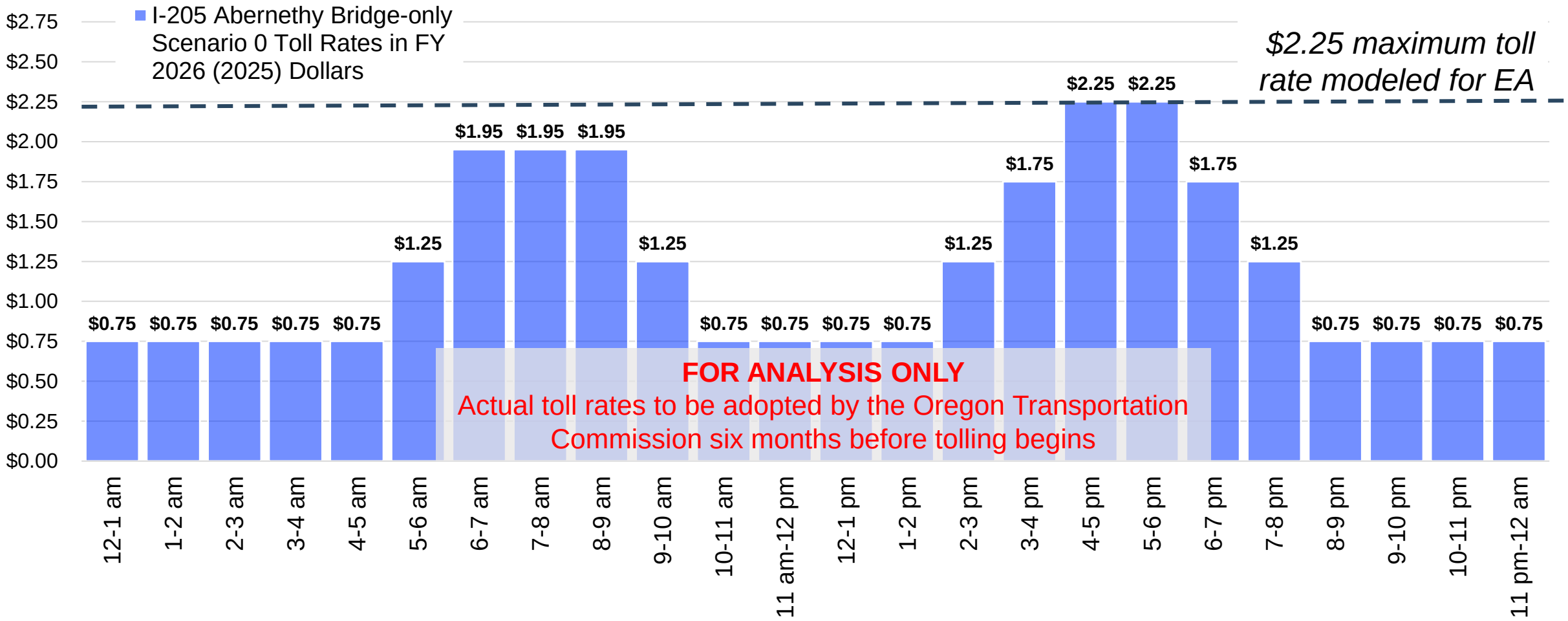
I-205 Scenarios for "Trade-off" Analysis

#	Scenario Description	Trade-off Question	Comments
NB	No Build with IBR Toll	No-action basis of comparison	
0	Abernethy Bridge-only Base Toll Rates	N/A	Targeting $400 M in capital funding
1	Scenario 0 + less variable (flatter) toll rate schedule (peak/off-peak)	Can we generate the same net revenue with a simpler toll rate schedule while balancing traffic and diversion impacts?	Targeting $400 M in capital funding
2	Scenario 0 + higher peak tolls for project area congestion relief	Can tolling Abernethy alone manage congestion in the full project area?	No overnight tolls; may result in very high diversion near Abernethy
3	Scenario 0 + higher tolls for more capital funding	Can we generate more funding without adversely increasing diversion?	Targeting $500 M (+$100 M) in capital funding

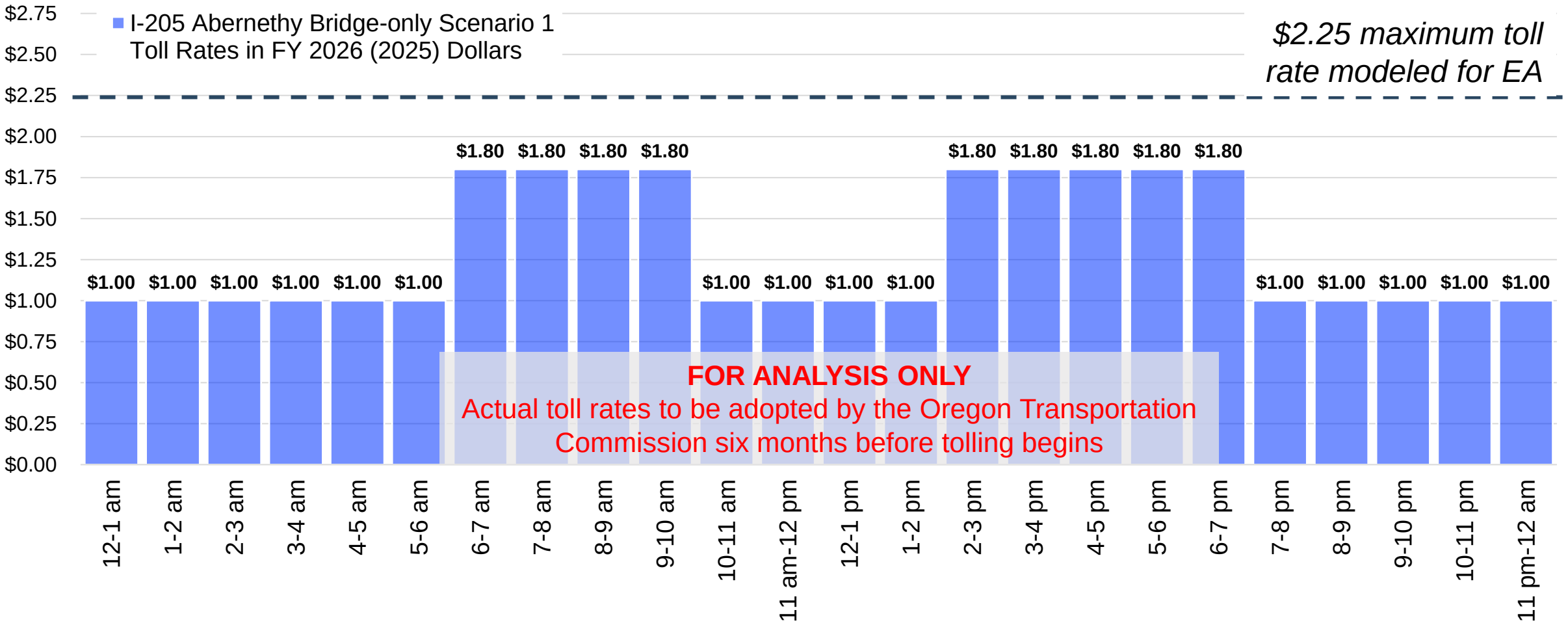
Notes:

- A toll revenue reduction allowance for a low-income toll program is included in all scenarios
- Truck toll multipliers are assumed to be 1.5x (formerly 2.0x) for medium trucks and 2.0x (formerly 4.0x) for heavy trucks

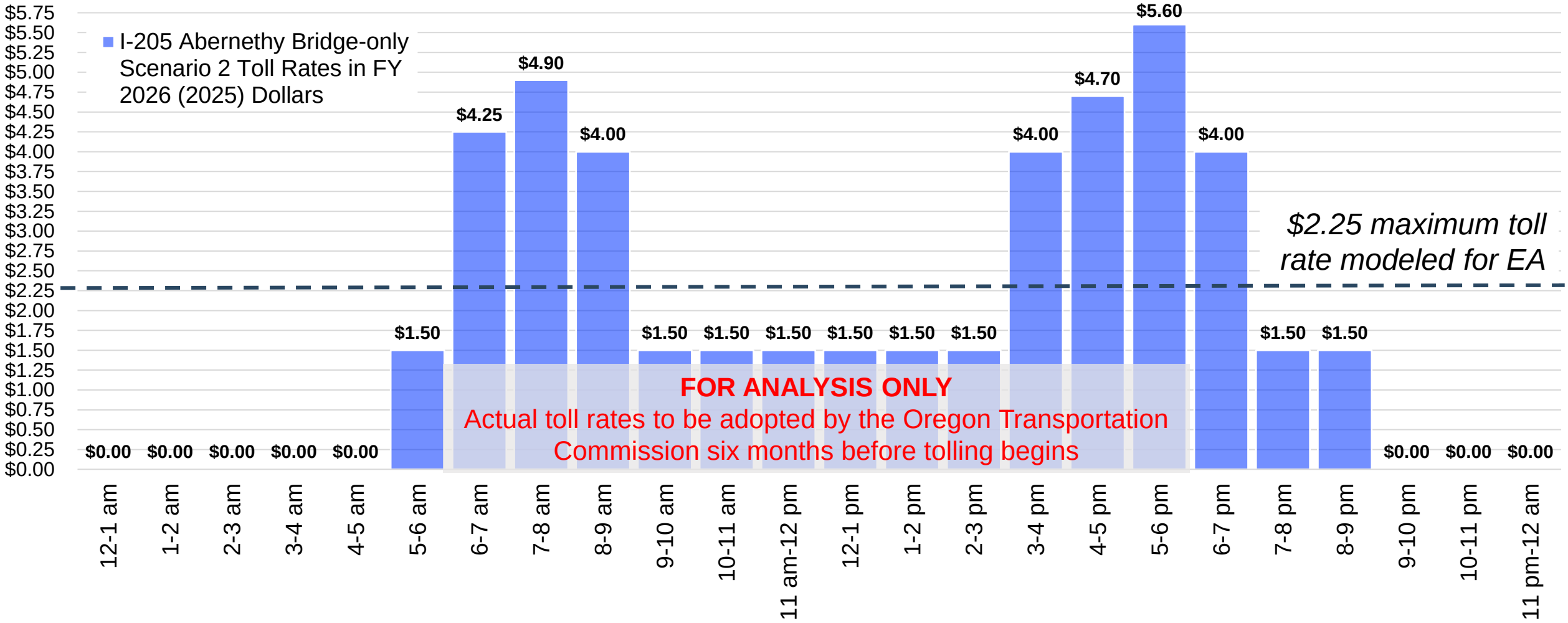
Scenario 0 | Abernethy Bridge-only Base Toll Rates



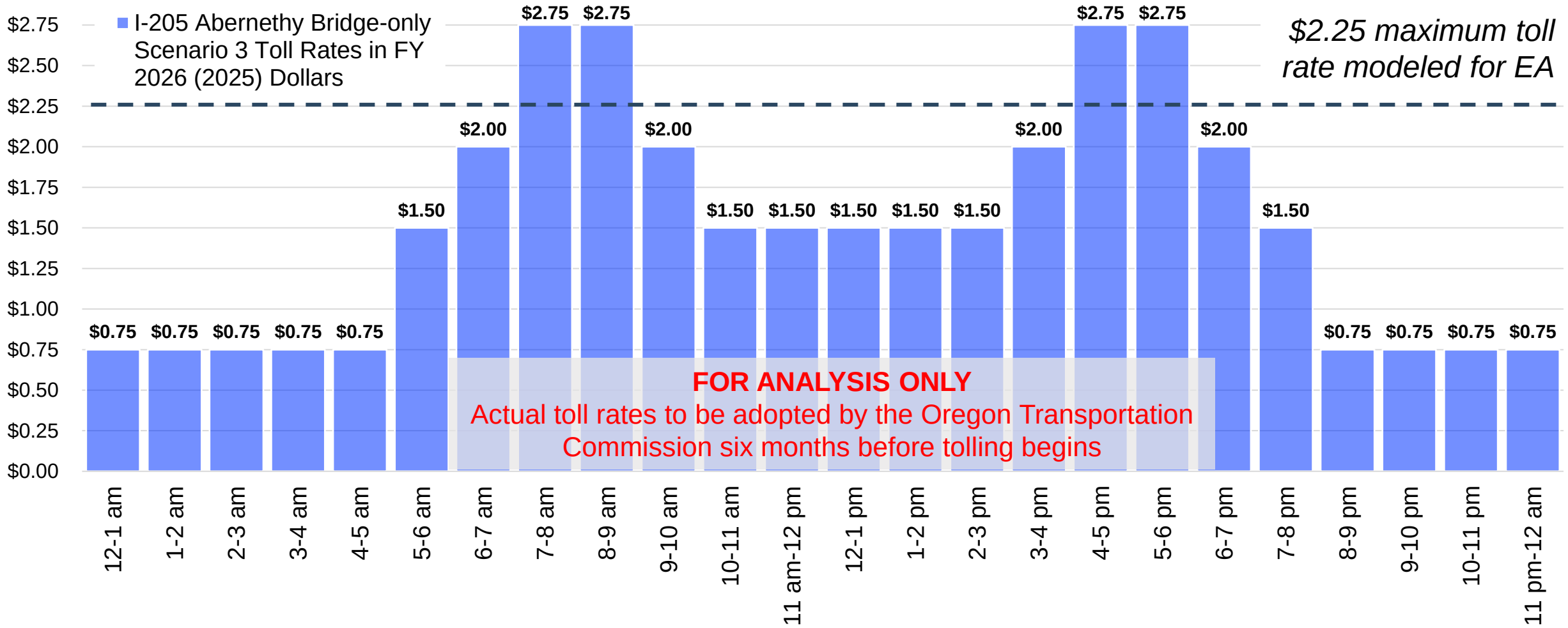
Scenario 1 | Flatter Toll Scenario



Scenario 2 | Higher Peak Toll Scenario



Scenario 3 | Higher Revenue Target Scenario



Summary of Key Findings

Abernethy Bridge Toll

Preliminary Estimates from Raw Assignment Model Results

Scenario	Approximate Average Peak Hour Speeds in I-205 Corridor (2027)	Hours with Stop and Go Traffic in I-205 Corridor (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	Least Diversion	-
Scenario 1	35-40 mph	5	Least 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's materially higher tolls may change travel behavior beyond the choice of route considered in this analysis, which could lower its revenue projection; additional analysis would be needed to refine the revenue estimates.

Toll Revenue Capital Funding Capacity

Scenario	Description	Annual Net Revenue $ Millions (FY 2030)	Funding: Toll Revenue Bonds + TIFIA Loan
Scenario 0	Abernethy Bridge-only Base Toll Rates	$33 M	$369 M
Scenario 1	Scenario 0 + less variable (flatter) toll rate schedule (peak/off-peak)	$33 M	$371 M
Scenario 2	Scenario 0 + higher peak tolls for project area congestion relief	$52 M	$592 M
Scenario 3	Scenario 0 + higher tolls for more capital funding	$42 M	$469 M

Takeaways from I-205 Toll Tradeoff Analysis

- There is no perfect toll rate structure that accomplishes all objectives
- Tradeoffs between congestion relief, diversion, and revenue need to be balanced
- Similar revenue and funding levels can be achieved with different rate structures
- $400 million funding target can be achieved with toll bonds and a TIFIA loan, but Scenario 0 and 1 rates would need to be adjusted
- Tolls at Abernethy Bridge only are not an efficient way to manage project corridor congestion

Next Steps

- Receive input from partner agencies on the financial scenarios and associated tradeoffs.
- OTC decision on which scenario we will move forward with in the I-205 Toll Project Level 2 T&R Study – Expected Jan 2024
- Update Level 2 T&R Study – Results expected mid-2024
- Conduct Level 3 Investment Grade T&R Analysis for I-205 Toll Project prior to setting toll rates – Late 2025

ODOT I-205 Toll Project Financial Rate Scenarios - Key Data from Project Period Analysis by WSP (FY 2026-2060) - December 2023 - Compiled by Mayor Rory Bialostosky

Column A	Column B	Column C	Column D	Column E	Column F	Column G	Column H	Column I	Column J	Column K	Column L
ODOT Tolling Rate/Financial Scenario #	ODOT Scenario Capital Funding "Target" for Abernethy Bridge Project	Actual Capital (Debt Capacity) Generated for Abernethy Bridge Project (in Millions)	Total GROSS Toll Revenue Collected (in Millions)	Ratio - Dollars of Gross Revenue Raised per $1 of Bridge Funding Capacity	Total NET Toll Revenue (in Millions)	**Subtotal Overhead Admin. Costs (in Millions)**	Additional Admin. Cost: Periodic Toll Equipment and Vendor Reprocurement Costs (in Millions)	**Total Forecasted Administrative Costs (in Millions)**	**% of Gross Tolling Revenue Collected Spent on Administrative Costs**	Average Annual Debt Service Payment (in Millions)	Average Annual Administrative Costs (in Millions)
0 (Max. toll $2.25)	$400M	$369.00	$2,686.49	$7.28 per $1	$1,554.64	**$1,131.85**	$169.14	**$1,300.99**	**48.4%**	$24.00	$37.17
1 (Max. toll $1.80)	$400M	$371.00	$2,696.21	$7.27 per $1	$1,580.00	**$1,116.21**	$167.54	**$1,283.75**	**47.6%**	$24.00	$36.68
2 (Max. toll $5.60)	N/A	$592.00	$3,550.74	$6.00 per $1	$2,582.18	**$968.56**	$149.90	**$1,118.46**	**31.5%**	$38.00	$31.96
3 (Max toll $2.75)	$500M	$469.00	$3,199.91	$6.82 per $1	$2,098.45	**$1,101.46**	$167.74	**$1,269.20**	**39.7%**	$30.00	$36.26
The 4 Tolling Financial/Rate Scenarios above were studied by ODOT in late 2023 as part of its I-205 Toll Project. More info on each scenario: ODOT I-205 Toll Project Financial Scenarios Memo, dated December 2023	Source: ODOT Presentation to RTAC, November 27, 2023 - Slide 1	Source: Page 2, ODOT Memorandum to RTAC on 205 Tolling Financial Scenarios (Updated December 14, 2023)	Source: Column 16, December 2023 WSP I-205 Trade-Off Analysis Spreadsheet. Note: This column represents the "adjusted gross revenue", which is the finalized forecasted gross revenue figure after uncollected/lost revenue are subtracted (i.e., unreadable license plates) and a "second invoice" rebilling fee is added in.	Source: Column D divided by Columnn C = Ratio ($Gross per $1 Bridge)	Source: Column 24, December 2023 WSP I-205 Trade-Off Analysis Spreadsheet.	Source: Math Equation: Total GROSS Revenue (Column D) - Total NET Revenue (Column F)	Source: Column 25, December 2023 WSP I-205 Trade-Off Analysis Spreadsheet	Source: Subtotal Overhead Admin. Costs (Column G) + Additional Admin. Cost (Column H)	Source: Math Equation: Total Forecasted Administrative Costs (Column I) divided by the Total GROSS Revenue (Column D) = percentage of gross tolling revenue collected used for administrative expenses	Source: ODOT Net Revenue Addendum, December 2023	Source: Column I divided by 35 years.

I-205 Trade-Off Analysis | PRELIMINARY DRAFT Taffic and Net Toll Revenue Projections | Scenario 0: Abernethy Bridge-only Base Toll Rates

Annual Toll Trips, Gross Toll Revenue Potential and Net Revenues | FY 2026-2060 | Tolling beginning 01/01/2026

8/22/23, revised 12/8/2023

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
		Registered Account Trips			Unregistered LPT Toll Bill by Mail Trips			Toll Revenue Potential			Less:	Less:		Plus:		Less:	Less:	Less:	Less:	Less:	Less:	Less:		Uses of Net Toll Revenue	
Fiscal Year	Weighted Average Toll per PCE Trip[1]	Annual Toll Trips (millions)[2]	PCE Toll Trips (millions)[3]	Weighted Average Toll per PCE Trip[1]	Annual Toll Trips (millions)[2]	PCE Toll Trips (millions)[3]	**Total Toll Trips (millions)**	Registered Account Customers ($ millions)[4]	Unregistered Pay-by-Mail Customers ($ millions)[5]	**Total Gross Toll Revenue Potential ($ millions)**	Revenue Not Recognized ($ millions)[6]	Unpaid Toll Revenue ($ millions)[7]	**Subtotal: Adjusted Gross Toll Revenue Collected ($ millions)**	Pay-by-Mail Second Invoice Rebilling Fees ($ millions)[8]	**Subtotal: Adjusted Gross Toll Revenue & Fees ($ millions)**	Credit Card Fees ($ millions)[9]	Transponder Purchase and Inventory Costs ($ millions)[10]	State and Consultant Operations Costs ($ millions)	Roadway Toll Systems (RTS) O&M Costs ($ millions)	CSC Back Office System (BOS) Vendor O&M Costs ($ millions)	CSC Operations Vendor O&M Costs ($ millions)	Routine Facility O&M Costs ($ millions)[11]	**Total Net Toll Revenue ($ millions)**	Periodic Toll Equipment R&R and Vendor Reprocurement Costs ($ millions)[12]	Periodic Facility R&R Costs ($ millions)[13]
2026	$1.26	10.70	11.41	$2.84	3.07	3.23	**13.77**	14.42	9.19	**23.61**	(1.14)	(2.23)	**20.24**	1.03	**21.27**	(0.54)	(1.00)	(5.05)	(1.34)	(0.27)	(6.05)	(0.45)	**6.57**	-	-
2027	$1.29	21.87	23.34	$2.87	5.95	6.26	**27.82**	30.07	17.97	**48.05**	(2.13)	(4.39)	**41.53**	2.02	**43.55**	(1.10)	(0.25)	(5.59)	(2.75)	(0.41)	(8.03)	(0.92)	**24.48**	-	-
2028	$1.31	24.98	26.68	$2.89	6.43	6.77	**31.42**	35.03	19.60	**54.63**	(2.04)	(4.89)	**47.71**	2.24	**49.94**	(1.26)	(0.29)	(6.10)	(2.82)	(0.43)	(8.84)	(0.95)	**29.25**	-	-
2029	$1.34	26.88	28.71	$2.92	6.54	6.88	**33.42**	38.42	20.09	**58.51**	(2.11)	(5.04)	**51.36**	2.29	**53.66**	(1.36)	(0.32)	(6.37)	(2.89)	(0.45)	(9.30)	(0.97)	**32.00**	-	(1.06)
2030	$1.36	27.46	29.35	$2.94	6.30	6.63	**33.76**	40.01	19.52	**59.53**	(2.07)	(4.93)	**52.53**	2.23	**54.76**	(1.39)	(0.34)	(6.40)	(2.97)	(0.45)	(9.52)	(0.99)	**32.70**	-	(1.09)
2031	$1.39	28.06	30.00	$2.97	6.06	6.37	**34.12**	41.68	18.93	**60.61**	(2.03)	(4.81)	**53.77**	2.17	**55.94**	(1.42)	(0.36)	(6.43)	(3.04)	(0.45)	(9.79)	(1.02)	**33.44**	-	-
2032	$1.42	28.67	30.67	$3.00	5.81	6.11	**34.48**	43.41	18.31	**61.72**	(1.99)	(4.69)	**55.04**	2.11	**57.15**	(1.45)	(0.37)	(6.46)	(3.12)	(0.46)	(10.04)	(1.04)	**34.21**	-	-
2033	$1.44	29.29	31.34	$3.03	5.55	5.83	**34.84**	45.20	17.66	**62.85**	(1.95)	(4.56)	**56.34**	2.04	**58.39**	(1.48)	(0.39)	(6.53)	(3.19)	(0.47)	(10.46)	(1.07)	**34.79**	-	-
2034	$1.47	29.92	32.03	$3.05	5.29	5.56	**35.21**	47.07	16.97	**64.04**	(1.90)	(4.42)	**57.71**	1.98	**59.69**	(1.51)	(0.41)	(6.42)	(3.27)	(0.46)	(10.49)	(1.10)	**36.03**	(14.56)	(7.03)
2035	$1.50	30.56	32.73	$3.08	5.02	5.27	**35.58**	48.99	16.26	**65.24**	(1.85)	(4.28)	**59.11**	1.91	**61.02**	(1.54)	(0.43)	(6.47)	(3.36)	(0.47)	(10.97)	(1.12)	**36.66**	(20.04)	(7.21)
2036	$1.53	31.21	33.44	$3.11	4.75	4.98	**35.96**	51.00	15.50	**66.51**	(1.80)	(4.13)	**60.57**	1.84	**62.41**	(1.58)	(0.45)	(6.52)	(3.44)	(0.48)	(11.31)	(1.15)	**37.48**	(5.27)	-
2037	$1.56	31.50	33.77	$3.14	4.80	5.03	**36.30**	52.52	15.82	**68.34**	(1.84)	(4.22)	**62.28**	1.86	**64.14**	(1.62)	(0.47)	(6.71)	(3.53)	(0.49)	(11.64)	(1.18)	**38.50**	-	-
2038	$1.58	31.80	34.11	$3.17	4.85	5.09	**36.65**	54.06	16.14	**70.21**	(1.88)	(4.31)	**64.01**	1.88	**65.89**	(1.67)	(0.48)	(6.91)	(3.61)	(0.50)	(12.07)	(1.21)	**39.43**	-	-
2039	$1.61	32.10	34.45	$3.20	4.90	5.15	**37.01**	55.63	16.47	**72.10**	(1.92)	(4.41)	**65.77**	1.90	**67.67**	(1.71)	(0.50)	(7.11)	(3.70)	(0.51)	(12.47)	(1.24)	**40.42**	-	(1.36)
2040	$1.65	32.41	34.80	$3.23	4.96	5.20	**37.37**	57.33	16.82	**74.15**	(1.97)	(4.50)	**67.68**	1.92	**69.59**	(1.76)	(0.52)	(7.32)	(3.80)	(0.53)	(12.88)	(1.27)	**41.52**	-	(1.39)
2041	$1.68	32.72	35.16	$3.26	5.01	5.26	**37.73**	59.06	17.17	**76.23**	(2.02)	(4.61)	**69.61**	1.94	**71.55**	(1.81)	(0.54)	(7.54)	(3.89)	(0.54)	(13.33)	(1.30)	**42.60**	-	-
2042	$1.71	33.04	35.52	$3.30	5.06	5.32	**38.11**	60.86	17.54	**78.41**	(2.06)	(4.71)	**71.63**	1.96	**73.59**	(1.86)	(0.55)	(7.77)	(3.99)	(0.55)	(13.98)	(1.34)	**43.55**	-	-
2043	$1.75	33.36	35.88	$3.33	5.12	5.38	**38.48**	62.70	17.92	**80.62**	(2.11)	(4.82)	**73.69**	1.98	**75.67**	(1.91)	(0.57)	(8.00)	(4.09)	(0.56)	(14.39)	(1.37)	**44.77**	-	-
2044	$1.78	33.69	36.26	$3.36	5.18	5.44	**38.87**	64.58	18.30	**82.88**	(2.16)	(4.93)	**75.79**	2.00	**77.79**	(1.97)	(0.59)	(8.24)	(4.19)	(0.58)	(14.87)	(1.40)	**45.95**	(18.38)	(99.56)
2045	$1.82	34.03	36.64	$3.40	5.23	5.50	**39.26**	66.54	18.69	**85.23**	(2.21)	(5.04)	**77.98**	2.02	**80.00**	(2.02)	(0.61)	(8.49)	(4.30)	(0.59)	(15.48)	(1.44)	**47.06**	(32.41)	(102.05)
2046	$1.85	34.20	36.83	$3.43	5.27	5.54	**39.46**	68.22	19.01	**87.23**	(2.26)	(5.13)	**79.84**	2.03	**81.87**	(2.07)	(0.63)	(8.71)	(4.40)	(0.60)	(16.00)	(1.47)	**47.98**	(13.93)	-
2047	$1.89	34.37	37.02	$3.47	5.30	5.58	**39.67**	69.92	19.33	**89.25**	(2.30)	(5.22)	**81.73**	2.04	**83.77**	(2.12)	(0.65)	(8.96)	(4.51)	(0.62)	(16.55)	(1.51)	**48.85**	-	-
2048	$1.93	34.54	37.22	$3.51	5.33	5.61	**39.87**	71.81	19.69	**91.50**	(2.35)	(5.32)	**83.83**	2.06	**85.89**	(2.17)	(0.67)	(9.21)	(4.63)	(0.64)	(17.06)	(1.55)	**49.96**	-	-
2049	$1.97	34.72	37.42	$3.55	5.37	5.65	**40.08**	73.72	20.05	**93.77**	(2.39)	(5.43)	**85.95**	2.07	**88.02**	(2.23)	(0.69)	(9.47)	(4.74)	(0.65)	(17.59)	(1.59)	**51.06**	-	(1.74)
2050	$2.01	34.89	37.62	$3.59	5.40	5.68	**40.29**	75.66	20.40	**96.07**	(2.44)	(5.53)	**88.09**	2.08	**90.18**	(2.28)	(0.71)	(9.74)	(4.86)	(0.67)	(18.13)	(1.63)	**52.15**	-	(1.78)
2051	$2.05	35.07	37.82	$3.63	5.43	5.72	**40.50**	77.62	20.77	**98.39**	(2.49)	(5.64)	**90.26**	2.09	**92.35**	(2.34)	(0.73)	(10.02)	(4.98)	(0.68)	(18.86)	(1.67)	**53.07**	-	-
2052	$2.10	35.25	38.02	$3.67	5.47	5.76	**40.72**	79.66	21.15	**100.81**	(2.54)	(5.75)	**92.52**	2.11	**94.63**	(2.39)	(0.76)	(10.30)	(5.11)	(0.70)	(19.45)	(1.71)	**54.21**	-	-
2053	$2.14	35.43	38.23	$3.72	5.50	5.80	**40.93**	81.77	21.53	**103.30**	(2.59)	(5.86)	**94.85**	2.12	**96.97**	(2.45)	(0.78)	(10.59)	(5.23)	(0.72)	(20.05)	(1.75)	**55.39**	-	-
2054	$2.18	35.61	38.44	$3.76	5.54	5.84	**41.15**	83.93	21.94	**105.87**	(2.65)	(5.97)	**97.25**	2.13	**99.38**	(2.51)	(0.80)	(10.89)	(5.36)	(0.74)	(20.74)	(1.80)	**56.53**	(23.45)	(11.53)
2055	$2.23	35.79	38.64	$3.81	5.57	5.87	**41.37**	86.17	22.35	**108.52**	(2.70)	(6.09)	**99.72**	2.15	**101.87**	(2.58)	(0.83)	(11.20)	(5.50)	(0.76)	(21.39)	(1.84)	**57.78**	(32.46)	(11.81)
2056	$2.28	35.98	38.86	$3.85	5.61	5.91	**41.59**	88.43	22.77	**111.20**	(2.76)	(6.22)	**102.22**	2.16	**104.38**	(2.64)	(0.85)	(11.52)	(5.64)	(0.77)	(22.16)	(1.89)	**58.92**	(8.63)	-
2057	$2.32	36.17	39.07	$3.90	5.64	5.95	**41.81**	90.73	23.18	**113.92**	(2.82)	(6.34)	**104.76**	2.17	**106.94**	(2.71)	(0.88)	(11.85)	(5.78)	(0.80)	(22.96)	(1.93)	**60.03**	-	-
2058	$2.37	36.36	39.28	$3.94	5.68	5.99	**42.04**	93.06	23.61	**116.67**	(2.87)	(6.46)	**107.33**	2.18	**109.52**	(2.77)	(0.91)	(12.20)	(5.92)	(0.82)	(23.71)	(1.98)	**61.21**	-	-
2059	$2.42	36.55	39.50	$3.99	5.72	6.03	**42.26**	95.45	24.05	**119.49**	(2.93)	(6.59)	**109.97**	2.20	**112.17**	(2.84)	(0.93)	(12.55)	(6.07)	(0.84)	(24.48)	(2.03)	**62.42**	-	(2.23)
2060	$2.46	36.74	39.72	$4.04	5.75	6.07	**42.49**	97.90	24.50	**122.40**	(2.99)	(6.72)	**112.68**	2.21	**114.90**	(2.91)	(0.96)	(12.92)	(6.22)	(0.86)	(25.29)	(2.08)	**63.66**	-	(2.28)
Totals FY 2026-60		######## ##	######## ##		188.47	198.27	**1,304.38**	2,202.65	669.22	**2,871.87**	(78.30)	(178.19)	**2,615.38**	71.11	**2,686.49**	(67.97)	(21.26)	(296.57)	(146.25)	(20.51)	(530.33)	(48.96)	**1,554.64**	(169.14)	(252.15)

Footnotes

[1] Reflects the average revenue per passenger car equivalent (PCE) based on the time-of-day variable weekday and weekend toll schedules.

[2] Annual auto and truck customer toll trips in both travel directions; with a single toll point at Abernethy, toll trips = toll transactions.

[3] Converts truck trips to their passenger car equivalent (PCE) number of trips from toll multiples paid; medium trucks are counted and tolled as 1.5x cars and heavy trucks as 2.0x cars.

[4] Gross toll revenue potential from registered account customers before any adjustments for uncollectible revenue, fees, and credits.

[5] Gross toll revenue potential from unregistered customers identified for a toll bill by mail from their license plate, before adjustments for uncollectible revenue/fees. The revenue from unregistered (non-account) customers assumes an additional toll increment of $2.00 per trip regardless of vehicle type to offset higher collection costs / leakage via payment by mail.

[6] Revenue not recognized can result from unreadable vehicle license plate imagess or the inability to identify the vehicle owner's name and address from a readable license plate image, resulting in unbillable revenue. License plate images are used identify unregistered customers and for registered customers if their transponder pass is not correctly read or missing.

[7] Recognized but unpaid toll revenue after 80 days (two toll billing cycles) from date of travel.

[8] Late payment rebilling fee per invoice assessed to unregistered pay-by-mail customers who don't pay their first invoice within 30 days.

[9] Credit card fees estimated at 2.75% of applicable gross toll revenues collected via bank card; no additional factor currently assumed for any fees related to account balance refunds.

[10] Includes transponder purchase and inventory costs related to free-of-charge distribution of sticker tags transponders by ODOT to registered account customers.

[11] NOT UPDATED; values shown are annual facility operations and maintenance (O&M) costs plus a standard ODOT contigency for unforeseen expenses assumed for a widened I-205.

[12] Includes periodic RTS/CSC/BOS vendor re-procurement costs, system testing and acceptance, as well as periodic RTS equipment repair and replacement (R&R) costs.

[13] Includes periodic roadway and bridge facility major maintenance, repair and replacement (R&R) costs .

Key Assumptions

- These preliminary draft T&R results are based on assignment-only demand modeling that exclude DTA model and other post-processing; also, this analysis assumes no ODOT RMPP.
- Ramp-up reduction factors of 85% (-15%) for the first 24 months and 95% (-5%) for the third 12 months of toll operations are applied to the traffic and revenue forecasts to allow for the time it takes for users to become accustomed to tolling, determine their best travel options and/or obtain a registered account.
- Tolls are assumed to escalate annually by 2.15% in alignment with projected general price inflation.
- For autos, registered account customers are assumed to comprise 75% of all trips in the first year, increasing by 1% per year until reaching a ceiling of 85%.
- For medium and heavy trucks, registered account customers are assumed to comprise 80% of all trips in the first year, increasing by 1% per year until reaching 90%.

I-205 Trade-Off Analysis | PRELIMINARY DRAFT Taffic and Net Toll Revenue Projections | Scenario 1: Scenario 0 + less variable (flatter) toll rate schedule (peak/off-peak)

Annual Toll Trips, Gross Toll Revenue Potential and Net Revenues | FY 2026-2060 | Tolling beginning 01/01/2026

8/22/23, revised 12/8/2023

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
	Registered Account Trips			Unregistered LPT Toll Bill by Mail Trips				Toll Revenue Potential			Less:	Less:		Plus:		Less:	Less:	Less:	Less:	Less:	Less:	Less:		Uses of Net Toll Revenue	
Fiscal Year	Weighted Average Toll per PCE Trip[1]	Annual Toll Trips (millions)[2]	PCE Toll Trips (millions)[3]	Weighted Average Toll per PCE Trip[1]	Annual Toll Trips (millions)[2]	PCE Toll Trips (millions)[3]	**Total Toll Trips (millions)**	Registered Account Customers ($ millions)[4]	Unregistered Pay-by-Mail Customers ($ millions)[5]	**Total Gross Toll Revenue Potential ($ millions)**	Revenue Not Recognized ($ millions)[6]	Unpaid Toll Revenue ($ millions)[7]	**Subtotal: Adjusted Gross Toll Revenue Collected ($ millions)**	Pay-by-Mail Second Invoice Rebilling Fees ($ millions)[8]	**Subtotal: Adjusted Gross Toll Revenue & Fees ($ millions)**	Credit Card Fees ($ millions)[9]	Transponder Purchase and Inventory Costs ($ millions)[10]	State and Consultant Operations Costs ($ millions)	Roadway Toll Systems (RTS) O&M Costs ($ millions)	CSC Back Office System (BOS) Vendor O&M Costs ($ millions)	CSC Operations Vendor O&M Costs ($ millions)	Routine Facility O&M Costs ($ millions)[11]	**Total Net Toll Revenue ($ millions)**	Periodic Toll Equipment R&R and Vendor Reprocurement Costs ($ millions)[12]	Periodic Facility R&R Costs ($ millions)[13]
2027	$1.35	21.13	22.30	$2.94	5.79	6.04	**26.92**	30.11	17.77	**47.88**	(2.11)	(4.34)	**41.42**	1.96	**43.38**	(1.10)	(0.25)	(5.47)	(2.75)	(0.41)	(7.83)	(0.92)	**24.66**	-	-
2028	$1.38	24.14	25.49	$2.97	6.26	6.53	**30.40**	35.06	19.39	**54.44**	(2.02)	(4.84)	**47.58**	2.17	**49.76**	(1.26)	(0.29)	(5.97)	(2.82)	(0.42)	(8.55)	(0.95)	**29.49**	-	-
2029	$1.40	25.98	27.44	$2.99	6.36	6.64	**32.35**	38.43	19.88	**58.30**	(2.09)	(4.99)	**51.22**	2.23	**53.45**	(1.35)	(0.32)	(6.23)	(2.89)	(0.44)	(9.08)	(0.97)	**32.16**	-	(1.06)
2030	$1.43	26.56	28.07	$3.02	6.13	6.40	**32.69**	40.00	19.31	**59.32**	(2.05)	(4.88)	**52.38**	2.17	**54.55**	(1.38)	(0.34)	(6.26)	(2.97)	(0.44)	(9.31)	(0.99)	**32.86**	-	(1.09)
2031	$1.45	27.14	28.70	$3.04	5.90	6.16	**33.05**	41.62	18.73	**60.35**	(2.02)	(4.77)	**53.57**	2.11	**55.68**	(1.41)	(0.36)	(6.30)	(3.04)	(0.45)	(9.64)	(1.02)	**33.47**	-	-
2032	$1.48	27.74	29.35	$3.07	5.66	5.90	**33.40**	43.29	18.11	**61.40**	(1.97)	(4.64)	**54.78**	2.05	**56.83**	(1.44)	(0.37)	(6.33)	(3.12)	(0.45)	(9.89)	(1.04)	**34.19**	-	-
2033	$1.50	28.35	30.00	$3.09	5.41	5.64	**33.76**	45.01	17.46	**62.47**	(1.93)	(4.51)	**56.03**	1.99	**58.02**	(1.47)	(0.39)	(6.39)	(3.19)	(0.46)	(10.18)	(1.07)	**34.86**	-	-
2034	$1.53	28.97	30.67	$3.12	5.16	5.38	**34.13**	46.79	16.77	**63.56**	(1.88)	(4.38)	**57.30**	1.92	**59.23**	(1.50)	(0.41)	(6.28)	(3.27)	(0.45)	(10.29)	(1.10)	**35.93**	(14.33)	(7.03)
2035	$1.56	29.59	31.35	$3.15	4.90	5.10	**34.50**	48.76	16.07	**64.84**	(1.83)	(4.24)	**58.76**	1.86	**60.62**	(1.53)	(0.43)	(6.34)	(3.36)	(0.46)	(10.63)	(1.12)	**36.75**	(19.81)	(7.21)
2036	$1.59	30.23	32.05	$3.18	4.64	4.83	**34.87**	50.88	15.36	**66.24**	(1.79)	(4.10)	**60.36**	1.79	**62.15**	(1.57)	(0.45)	(6.39)	(3.44)	(0.47)	(11.10)	(1.15)	**37.58**	(5.27)	-
2037	$1.62	30.53	32.38	$3.22	4.69	4.88	**35.22**	52.51	15.70	**68.21**	(1.83)	(4.19)	**62.18**	1.81	**64.00**	(1.62)	(0.47)	(6.58)	(3.53)	(0.48)	(11.46)	(1.18)	**38.68**	-	-
2038	$1.66	30.83	32.71	$3.25	4.74	4.94	**35.57**	54.16	16.04	**70.21**	(1.87)	(4.29)	**64.04**	1.83	**65.87**	(1.67)	(0.49)	(6.77)	(3.61)	(0.49)	(11.79)	(1.21)	**39.84**	-	-
2039	$1.69	31.13	33.06	$3.28	4.79	4.99	**35.93**	55.85	16.39	**72.25**	(1.92)	(4.39)	**65.94**	1.85	**67.79**	(1.72)	(0.50)	(6.97)	(3.70)	(0.51)	(12.24)	(1.24)	**40.91**	-	(1.36)
2040	$1.72	31.44	33.40	$3.32	4.85	5.05	**36.29**	57.58	16.75	**74.33**	(1.97)	(4.49)	**67.87**	1.87	**69.74**	(1.76)	(0.52)	(7.18)	(3.80)	(0.52)	(12.64)	(1.27)	**42.05**	-	(1.39)
2041	$1.76	31.76	33.76	$3.35	4.90	5.11	**36.66**	59.34	17.11	**76.45**	(2.01)	(4.59)	**69.84**	1.89	**71.73**	(1.81)	(0.54)	(7.40)	(3.89)	(0.53)	(13.09)	(1.30)	**43.17**	-	-
2042	$1.79	32.08	34.12	$3.38	4.96	5.17	**37.03**	61.14	17.48	**78.62**	(2.06)	(4.70)	**71.86**	1.91	**73.77**	(1.87)	(0.56)	(7.62)	(3.99)	(0.54)	(13.52)	(1.34)	**44.34**	-	-
2043	$1.83	32.40	34.48	$3.42	5.01	5.23	**37.41**	62.97	17.86	**80.83**	(2.11)	(4.81)	**73.91**	1.93	**75.84**	(1.92)	(0.58)	(7.85)	(4.09)	(0.56)	(13.98)	(1.37)	**45.50**	-	-
2044	$1.86	32.73	34.86	$3.45	5.07	5.29	**37.80**	64.99	18.27	**83.26**	(2.16)	(4.92)	**76.18**	1.95	**78.13**	(1.98)	(0.60)	(8.09)	(4.19)	(0.57)	(14.61)	(1.40)	**46.70**	(18.12)	(99.56)
2045	$1.90	33.07	35.24	$3.49	5.13	5.35	**38.20**	67.05	18.69	**85.74**	(2.22)	(5.04)	**78.48**	1.98	**80.46**	(2.04)	(0.62)	(8.33)	(4.30)	(0.58)	(15.10)	(1.44)	**48.05**	(32.15)	(102.05)
2046	$1.94	33.24	35.43	$3.53	5.16	5.39	**38.40**	68.83	19.02	**87.86**	(2.26)	(5.14)	**80.45**	1.99	**82.44**	(2.09)	(0.64)	(8.55)	(4.40)	(0.60)	(15.54)	(1.47)	**49.15**	(13.93)	-
2047	$1.98	33.42	35.63	$3.57	5.20	5.43	**38.61**	70.63	19.36	**90.00**	(2.31)	(5.24)	**82.45**	2.00	**84.45**	(2.14)	(0.66)	(8.80)	(4.51)	(0.61)	(16.20)	(1.51)	**50.03**	-	-
2048	$2.02	33.59	35.83	$3.61	5.23	5.46	**38.82**	72.46	19.70	**92.16**	(2.35)	(5.34)	**84.47**	2.01	**86.48**	(2.19)	(0.68)	(9.05)	(4.63)	(0.63)	(16.77)	(1.55)	**51.00**	-	-
2049	$2.06	33.77	36.03	$3.65	5.26	5.50	**39.03**	74.29	20.05	**94.34**	(2.40)	(5.44)	**86.51**	2.03	**88.53**	(2.24)	(0.70)	(9.30)	(4.74)	(0.64)	(17.35)	(1.59)	**51.97**	-	(1.74)
2050	$2.10	33.95	36.23	$3.69	5.29	5.53	**39.24**	76.15	20.40	**96.55**	(2.45)	(5.54)	**88.57**	2.04	**90.60**	(2.29)	(0.72)	(9.57)	(4.86)	(0.66)	(17.89)	(1.63)	**52.99**	-	(1.78)
2051	$2.15	34.13	36.43	$3.73	5.33	5.57	**39.46**	78.15	20.77	**98.92**	(2.50)	(5.64)	**90.78**	2.05	**92.83**	(2.35)	(0.74)	(9.84)	(4.98)	(0.68)	(18.48)	(1.67)	**54.10**	-	-
2052	$2.19	34.31	36.64	$3.77	5.37	5.61	**39.67**	80.32	21.18	**101.50**	(2.55)	(5.76)	**93.19**	2.06	**95.26**	(2.41)	(0.76)	(10.12)	(5.11)	(0.69)	(19.05)	(1.71)	**55.40**	-	-
2053	$2.24	34.49	36.85	$3.82	5.40	5.65	**39.89**	82.52	21.59	**104.11**	(2.61)	(5.88)	**95.63**	2.08	**97.70**	(2.47)	(0.79)	(10.41)	(5.23)	(0.71)	(19.72)	(1.75)	**56.62**	-	-
2054	$2.29	34.68	37.06	$3.87	5.44	5.69	**40.11**	84.76	22.00	**106.76**	(2.66)	(6.00)	**98.10**	2.09	**100.19**	(2.53)	(0.81)	(10.70)	(5.36)	(0.73)	(20.40)	(1.80)	**57.85**	(23.15)	(11.53)
2055	$2.33	34.86	37.27	$3.92	5.47	5.72	**40.34**	87.02	22.42	**109.43**	(2.72)	(6.12)	**100.60**	2.10	**102.70**	(2.60)	(0.83)	(11.01)	(5.50)	(0.75)	(21.04)	(1.84)	**59.14**	(32.15)	(11.81)
2056	$2.38	35.05	37.48	$3.96	5.51	5.76	**40.56**	89.31	22.84	**112.15**	(2.77)	(6.24)	**103.13**	2.12	**105.24**	(2.66)	(0.86)	(11.32)	(5.64)	(0.76)	(21.80)	(1.89)	**60.31**	(8.63)	-
2057	$2.43	35.24	37.70	$4.01	5.54	5.80	**40.79**	91.63	23.27	**114.89**	(2.83)	(6.37)	**105.69**	2.13	**107.82**	(2.73)	(0.89)	(11.65)	(5.78)	(0.79)	(22.52)	(1.93)	**61.54**	-	-
2058	$2.48	35.44	37.92	$4.06	5.58	5.84	**41.02**	93.97	23.69	**117.66**	(2.89)	(6.49)	**108.28**	2.14	**110.42**	(2.79)	(0.91)	(11.99)	(5.92)	(0.81)	(23.34)	(1.98)	**62.68**	-	-
2059	$2.53	35.63	38.14	$4.11	5.62	5.88	**41.25**	96.49	24.16	**120.66**	(2.95)	(6.63)	**111.08**	2.16	**113.23**	(2.86)	(0.94)	(12.35)	(6.07)	(0.83)	(24.10)	(2.03)	**64.05**	-	(2.23)
2060	$2.58	35.83	38.36	$4.16	5.65	5.92	**41.48**	99.07	24.63	**123.70**	(3.02)	(6.76)	**113.92**	2.17	**116.09**	(2.94)	(0.97)	(12.71)	(6.22)	(0.85)	(24.98)	(2.08)	**65.34**	-	(2.28)
Totals FY 2026-60		######## ##	######## ##		184.39	192.50	**1,268.16**	2,215.58	667.31	**2,882.89**	(78.25)	(177.88)	**2,626.76**	69.45	**2,696.21**	(68.21)	(21.38)	(291.07)	(146.25)	(20.23)	(520.09)	(48.96)	**1,580.00**	(167.54)	(252.15)

Footnotes

[1] Reflects the average revenue per passenger car equivalent (PCE) based on the time-of-day variable weekday and weekend toll schedules.

[2] Annual auto and truck customer toll trips in both travel directions; with a single toll point at Abernethy, toll trips = toll transactions.

[3] Converts truck trips to their passenger car equivalent (PCE) number of trips from toll multiples paid; medium trucks are counted and tolled as 1.5x cars and heavy trucks as 2.0x cars.

[4] Gross toll revenue potential from registered account customers before any adjustments for uncollectible revenue, fees, and credits.

[5] Gross toll revenue potential from unregistered customers identified for a toll bill by mail from their license plate, before adjustments for uncollectible revenue/fees. The revenue from unregistered (non-account) customers assumes an additional toll increment of $2.00 per trip regardless of vehicle type to offset higher collection costs / leakage via payment by mail.

[6] Revenue not recognized can result from unreadable vehicle license plate imagess or the inability to identify the vehicle owner's name and address from a readable license plate image, resulting in unbillable revenue. License plate images are used identify unregistered customers and for registered customers if their transponder pass is not correctly read or missing.

[7] Recognized but unpaid toll revenue after 80 days (two toll billing cycles) from date of travel.

[8] Late payment rebilling fee per invoice assessed to unregistered pay-by-mail customers who don't pay their first invoice within 30 days.

[9] Credit card fees estimated at 2.75% of applicable gross toll revenues collected via bank card; no additional factor currently assumed for any fees related to account balance refunds.

[10] Includes transponder purchase and inventory costs related to free-of-charge distribution of sticker tags transponders by ODOT to registered account customers.

[11] NOT UPDATED; values shown are annual facility operations and maintenance (O&M) costs plus a standard ODOT contigency for unforeseen expenses assumed for a widened I-205.

[12] Includes periodic RTS/CSC/BOS vendor re-procurement costs, system testing and acceptance, as well as periodic RTS equipment repair and replacement (R&R) costs.

[13] Includes periodic roadway and bridge facility major maintenance, repair and replacement (R&R) costs .

Key Assumptions

- These preliminary draft T&R results are based on assignment-only demand modeling that exclude DTA model and other post-processing; also, this analysis assumes no ODOT RMPP.
- Ramp-up reduction factors of 85% (-15%) for the first 24 months and 95% (-5%) for the third 12 months of toll operations are applied to the traffic and revenue forecasts to allow for the time it takes for users to become accustomed to tolling, determine their best travel options and/or obtain a registered account.
- Tolls are assumed to escalate annually by 2.15% in alignment with projected general price inflation.
- For autos, registered account customers are assumed to comprise 75% of all trips in the first year, increasing by 1% per year until reaching a ceiling of 85%.
- For medium and heavy trucks, registered account customers are assumed to comprise 80% of all trips in the first year, increasing by 1% per year until reaching 90%.

I-205 Trade-Off Analysis | PRELIMINARY DRAFT Taffic and Net Toll Revenue Projections | Scenario 2: Scenario 0 + higher peak tolls for project area congestion relief

Annual Toll Trips, Gross Toll Revenue Potential and Net Revenues | FY 2026-2060 | Tolling beginning 01/01/2026

8/22/23, revised 12/8/2023

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
	Registered Account Trips			Unregistered LPT Toll Bill by Mail Trips				Toll Revenue Potential			Less:	Less:		Plus:		Less:	Less:	Less:	Less:	Less:	Less:	Less:		Uses of Net Toll Revenue	
Fiscal Year	Weighted Average Toll per PCE Trip[1]	Annual Toll Trips (millions)[2]	PCE Toll Trips (millions)[3]	Weighted Average Toll per PCE Trip[1]	Annual Toll Trips (millions)[2]	PCE Toll Trips (millions)[3]	**Total Toll Trips (millions)**	Registered Account Customers ($ millions)[4]	Unregistered Pay-by-Mail Customers ($ millions)[5]	**Total Gross Toll Revenue Potential ($ millions)**	Revenue Not Recognized ($ millions)[6]	Unpaid Toll Revenue ($ millions)[7]	**Subtotal: Adjusted Gross Toll Revenue Collected ($ millions)**	Pay-by-Mail Second Invoice Rebilling Fees ($ millions)[8]	**Subtotal: Adjusted Gross Toll Revenue & Fees ($ millions)**	Credit Card Fees ($ millions)[9]	Transponder Purchase and Inventory Costs ($ millions)[10]	State and Consultant Operations Costs ($ millions)	Roadway Toll Systems (RTS) O&M Costs ($ millions)	CSC Back Office System (BOS) Vendor O&M Costs ($ millions)	CSC Operations Vendor O&M Costs ($ millions)	Routine Facility O&M Costs ($ millions)[11]	**Total Net Toll Revenue ($ millions)**	Periodic Toll Equipment R&R and Vendor Reprocurement Costs ($ millions)[12]	Periodic Facility R&R Costs ($ millions)[13]
2027	$2.56	15.89	16.77	$4.14	4.56	4.75	**20.44**	42.92	19.69	**62.61**	(2.44)	(4.91)	**55.26**	1.53	**56.80**	(1.44)	(0.25)	(4.52)	(2.75)	(0.35)	(6.56)	(0.92)	**40.01**	-	-
2028	$2.61	18.11	19.13	$4.19	4.92	5.13	**23.03**	49.85	21.48	**71.33**	(2.34)	(5.48)	**63.51**	1.69	**65.20**	(1.65)	(0.29)	(4.91)	(2.82)	(0.37)	(7.08)	(0.95)	**47.13**	-	-
2029	$2.65	19.45	20.55	$4.24	4.99	5.20	**24.44**	54.53	22.03	**76.56**	(2.43)	(5.66)	**68.47**	1.73	**70.21**	(1.78)	(0.32)	(5.12)	(2.89)	(0.38)	(7.53)	(0.97)	**51.21**	-	(1.06)
2030	$2.70	19.84	20.98	$4.28	4.79	5.00	**24.64**	56.65	21.42	**78.07**	(2.39)	(5.55)	**70.13**	1.68	**71.81**	(1.82)	(0.34)	(5.13)	(2.97)	(0.38)	(7.69)	(0.99)	**52.49**	-	(1.09)
2031	$2.75	20.24	21.41	$4.33	4.60	4.80	**24.84**	58.82	20.77	**79.59**	(2.35)	(5.42)	**71.82**	1.63	**73.45**	(1.86)	(0.35)	(5.15)	(3.04)	(0.39)	(7.85)	(1.02)	**53.80**	-	-
2032	$2.80	20.64	21.85	$4.39	4.40	4.59	**25.05**	61.18	20.12	**81.30**	(2.31)	(5.30)	**73.69**	1.58	**75.28**	(1.90)	(0.37)	(5.16)	(3.12)	(0.39)	(8.02)	(1.04)	**55.27**	-	-
2033	$2.85	21.06	22.29	$4.44	4.20	4.38	**25.26**	63.62	19.43	**83.05**	(2.27)	(5.17)	**75.62**	1.53	**77.15**	(1.95)	(0.39)	(5.20)	(3.19)	(0.40)	(8.32)	(1.07)	**56.62**	-	-
2034	$2.91	21.48	22.75	$4.50	4.00	4.16	**25.47**	66.15	18.71	**84.86**	(2.22)	(5.03)	**77.61**	1.48	**79.08**	(2.00)	(0.41)	(5.08)	(3.27)	(0.38)	(8.26)	(1.10)	**58.58**	(12.22)	(7.03)
2035	$2.96	21.90	23.21	$4.55	3.79	3.94	**25.69**	68.76	17.94	**86.70**	(2.17)	(4.89)	**79.64**	1.42	**81.06**	(2.05)	(0.43)	(5.12)	(3.36)	(0.39)	(8.53)	(1.12)	**60.07**	(17.63)	(7.21)
2036	$3.02	22.34	23.69	$4.61	3.58	3.72	**25.92**	71.46	17.14	**88.60**	(2.12)	(4.74)	**81.74**	1.37	**83.11**	(2.10)	(0.45)	(5.15)	(3.44)	(0.40)	(8.82)	(1.15)	**61.60**	(5.27)	-
2037	$3.07	22.52	23.89	$4.67	3.61	3.75	**26.13**	73.46	17.51	**90.98**	(2.17)	(4.84)	**83.96**	1.38	**85.34**	(2.16)	(0.46)	(5.30)	(3.53)	(0.41)	(9.14)	(1.18)	**63.17**	-	-
2038	$3.13	22.70	24.10	$4.72	3.64	3.79	**26.34**	75.52	17.90	**93.42**	(2.22)	(4.95)	**86.24**	1.39	**87.63**	(2.22)	(0.48)	(5.44)	(3.61)	(0.42)	(9.40)	(1.21)	**64.86**	-	-
2039	$3.19	22.89	24.31	$4.78	3.67	3.82	**26.57**	77.64	18.29	**95.93**	(2.28)	(5.07)	**88.58**	1.40	**89.99**	(2.28)	(0.49)	(5.59)	(3.70)	(0.43)	(9.75)	(1.24)	**66.51**	-	(1.36)
2040	$3.25	23.09	24.53	$4.84	3.71	3.86	**26.79**	79.79	18.69	**98.48**	(2.33)	(5.18)	**90.97**	1.42	**92.38**	(2.34)	(0.51)	(5.75)	(3.80)	(0.44)	(10.02)	(1.27)	**68.26**	-	(1.39)
2041	$3.31	23.28	24.76	$4.90	3.74	3.90	**27.02**	82.03	19.10	**101.14**	(2.38)	(5.30)	**93.45**	1.43	**94.87**	(2.40)	(0.53)	(5.91)	(3.89)	(0.45)	(10.38)	(1.30)	**70.02**	-	-
2042	$3.38	23.48	24.99	$4.96	3.78	3.94	**27.26**	84.34	19.53	**103.87**	(2.44)	(5.43)	**96.00**	1.44	**97.44**	(2.47)	(0.54)	(6.08)	(3.99)	(0.46)	(10.76)	(1.34)	**71.81**	-	-
2043	$3.44	23.69	25.22	$5.02	3.81	3.98	**27.50**	86.70	19.97	**106.67**	(2.50)	(5.56)	**98.61**	1.46	**100.07**	(2.53)	(0.56)	(6.25)	(4.09)	(0.47)	(11.27)	(1.37)	**73.53**	-	-
2044	$3.50	23.90	25.46	$5.09	3.85	4.01	**27.75**	89.21	20.43	**109.64**	(2.56)	(5.69)	**101.39**	1.47	**102.86**	(2.60)	(0.58)	(6.43)	(4.19)	(0.48)	(11.64)	(1.40)	**75.53**	(15.27)	(99.56)
2045	$3.57	24.12	25.71	$5.16	3.89	4.06	**28.00**	91.83	20.91	**112.73**	(2.63)	(5.83)	**104.28**	1.48	**105.76**	(2.68)	(0.60)	(6.62)	(4.30)	(0.49)	(11.97)	(1.44)	**77.67**	(29.21)	(102.05)
2046	$3.64	24.23	25.84	$5.23	3.91	4.08	**28.14**	94.17	21.32	**115.49**	(2.68)	(5.95)	**106.86**	1.49	**108.35**	(2.74)	(0.62)	(6.79)	(4.40)	(0.50)	(12.32)	(1.47)	**79.51**	(13.93)	-
2047	$3.72	24.34	25.97	$5.30	3.93	4.10	**28.27**	96.53	21.74	**118.27**	(2.74)	(6.07)	**109.46**	1.50	**110.96**	(2.81)	(0.64)	(6.97)	(4.51)	(0.51)	(12.75)	(1.51)	**81.26**	-	-
2048	$3.79	24.46	26.09	$5.38	3.95	4.12	**28.41**	98.95	22.17	**121.11**	(2.80)	(6.20)	**112.12**	1.51	**113.63**	(2.87)	(0.66)	(7.16)	(4.63)	(0.53)	(13.14)	(1.55)	**83.09**	-	-
2049	$3.87	24.57	26.23	$5.45	3.97	4.15	**28.54**	101.44	22.61	**124.05**	(2.86)	(6.32)	**114.87**	1.51	**116.38**	(2.94)	(0.68)	(7.36)	(4.74)	(0.54)	(13.54)	(1.59)	**84.99**	-	(1.74)
2050	$3.94	24.69	26.36	$5.53	3.99	4.17	**28.68**	103.98	23.06	**127.04**	(2.92)	(6.46)	**117.66**	1.52	**119.18**	(3.02)	(0.70)	(7.56)	(4.86)	(0.55)	(14.12)	(1.63)	**86.74**	-	(1.78)
2051	$4.02	24.81	26.49	$5.60	4.01	4.19	**28.82**	106.57	23.51	**130.08**	(2.98)	(6.59)	**120.51**	1.53	**122.04**	(3.09)	(0.72)	(7.77)	(4.98)	(0.57)	(14.58)	(1.67)	**88.66**	-	-
2052	$4.10	24.92	26.63	$5.68	4.04	4.22	**28.96**	109.25	23.98	**133.23**	(3.05)	(6.73)	**123.45**	1.54	**124.99**	(3.16)	(0.74)	(7.99)	(5.11)	(0.58)	(15.03)	(1.71)	**90.68**	-	-
2053	$4.19	25.04	26.77	$5.77	4.06	4.24	**29.10**	112.07	24.48	**136.55**	(3.12)	(6.87)	**126.56**	1.55	**128.11**	(3.24)	(0.76)	(8.21)	(5.23)	(0.60)	(15.55)	(1.75)	**92.77**	-	-
2054	$4.27	25.17	26.91	$5.85	4.08	4.27	**29.25**	114.95	24.98	**139.93**	(3.19)	(7.02)	**129.72**	1.56	**131.28**	(3.32)	(0.78)	(8.44)	(5.36)	(0.61)	(16.03)	(1.80)	**94.93**	(19.42)	(11.53)
2055	$4.36	25.29	27.05	$5.94	4.10	4.29	**29.39**	117.91	25.50	**143.41**	(3.26)	(7.17)	**132.99**	1.56	**134.55**	(3.40)	(0.81)	(8.67)	(5.50)	(0.63)	(16.53)	(1.84)	**97.18**	(28.33)	(11.81)
2056	$4.45	25.42	27.19	$6.03	4.13	4.32	**29.54**	120.94	26.03	**146.97**	(3.33)	(7.33)	**136.31**	1.57	**137.88**	(3.49)	(0.83)	(8.91)	(5.64)	(0.64)	(17.07)	(1.89)	**99.41**	(8.63)	-
2057	$4.54	25.54	27.34	$6.12	4.15	4.34	**29.69**	124.00	26.57	**150.57**	(3.40)	(7.48)	**139.68**	1.58	**141.26**	(3.57)	(0.86)	(9.17)	(5.78)	(0.66)	(17.63)	(1.93)	**101.66**	-	-
2058	$4.63	25.67	27.48	$6.21	4.17	4.37	**29.84**	127.16	27.12	**154.28**	(3.48)	(7.65)	**143.15**	1.59	**144.74**	(3.66)	(0.88)	(9.43)	(5.92)	(0.68)	(18.29)	(1.98)	**103.90**	-	-
2059	$4.72	25.80	27.63	$6.30	4.20	4.39	**30.00**	130.39	27.68	**158.07**	(3.56)	(7.81)	**146.70**	1.60	**148.30**	(3.75)	(0.91)	(9.70)	(6.07)	(0.69)	(18.96)	(2.03)	**106.18**	-	(2.23)
2060	$4.81	25.93	27.78	$6.39	4.22	4.42	**30.15**	133.65	28.25	**161.90**	(3.63)	(7.98)	**150.28**	1.61	**151.89**	(3.84)	(0.93)	(9.98)	(6.22)	(0.71)	(19.58)	(2.08)	**108.53**	-	(2.28)
Totals FY 2026-60		794.30	845.59		140.77	146.92	**935.07**	3,047.07	750.10	**3,797.18**	(92.85)	(206.12)	**3,498.21**	52.53	**3,550.74**	(89.83)	(20.83)	(232.43)	(146.25)	(17.13)	(413.13)	(48.96)	**2,582.18**	(149.90)	(252.15)

Footnotes

[1] Reflects the average revenue per passenger car equivalent (PCE) based on the time-of-day variable weekday and weekend toll schedules.

[2] Annual auto and truck customer toll trips in both travel directions; with a single toll point at Abernethy, toll trips = toll transactions.

[3] Converts truck trips to their passenger car equivalent (PCE) number of trips from toll multiples paid; medium trucks are counted and tolled as 1.5x cars and heavy trucks as 2.0x cars.

[4] Gross toll revenue potential from registered account customers before any adjustments for uncollectible revenue, fees, and credits.

[5] Gross toll revenue potential from unregistered customers identified for a toll bill by mail from their license plate, before adjustments for uncollectible revenue/fees. The revenue from unregistered (non-account) customers assumes an additional toll increment of $2.00 per trip regardless of vehicle type to offset higher collection costs / leakage via payment by mail.

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Key Assumptions

- These preliminary draft T&R results are based on assignment-only demand modeling that exclude DTA model and other post-processing; also, this analysis assumes no ODOT RMPP.
- Ramp-up reduction factors of 85% (-15%) for the first 24 months and 95% (-5%) for the third 12 months of toll operations are applied to the traffic and revenue forecasts to allow for the time it takes for users to become accustomed to tolling, determine their best travel options and/or obtain a registered account.
- Tolls are assumed to escalate annually greater than 2.15% in Scenario 2
- For autos, registered account customers are assumed to comprise 75% of all trips in the first year, increasing by 1% per year until reaching a ceiling of 85%.
- For medium and heavy trucks, registered account customers are assumed to comprise 80% of all trips in the first year, increasing by 1% per year until reaching 90%.

I-205 Trade-Off Analysis | PRELIMINARY DRAFT Taffic and Net Toll Revenue Projections | Scenario 3: Scenario 0 + higher tolls for more capital funding

Annual Toll Trips, Gross Toll Revenue Potential and Net Revenues | FY 2026-2060 | Tolling beginning 01/01/2026

8/22/23, revised 12/8/2023

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
	Registered Account Trips			Unregistered LPT Toll Bill by Mail Trips				Toll Revenue Potential			Less:	Less:		Plus:		Less:	Less:	Less:	Less:	Less:	Less:	Less:		Uses of Net Toll Revenue	
Fiscal Year	Weighted Average Toll per PCE Trip[1]	Annual Toll Trips (millions)[2]	PCE Toll Trips (millions)[3]	Weighted Average Toll per PCE Trip[1]	Annual Toll Trips (millions)[2]	PCE Toll Trips (millions)[3]	Total Toll Trips (millions)	Registered Account Customers ($ millions)[4]	Unregistered Pay-by-Mail Customers ($ millions)[5]	Total Gross Toll Revenue Potential ($ millions)	Revenue Not Recognized ($ millions)[6]	Unpaid Toll Revenue ($ millions)[7]	Subtotal: Adjusted Gross Toll Revenue Collected ($ millions)	Pay-by-Mail Second Invoice Rebilling Fees ($ millions)[8]	Subtotal: Adjusted Gross Toll Revenue & Fees ($ millions)	Credit Card Fees ($ millions)[9]	Transponder Purchase and Inventory Costs ($ millions)[10]	State and Consultant Operations Costs ($ millions)	Roadway Toll Systems (RTS) O&M Costs ($ millions)	CSC Back Office System (BOS) Vendor O&M Costs ($ millions)	CSC Operations Vendor O&M Costs ($ millions)	Routine Facility O&M Costs ($ millions)[11]	Total Net Toll Revenue ($ millions)	Periodic Toll Equipment R&R and Vendor Reprocurement Costs ($ millions)[12]	Periodic Facility R&R Costs ($ millions)[13]
2027	$1.72	19.68	20.77	$3.31	5.50	5.73	**25.18**	35.71	18.96	**54.67**	(2.29)	(4.67)	**47.71**	1.86	**49.56**	(1.25)	(0.25)	(5.24)	(2.75)	(0.39)	(7.47)	(0.92)	**31.28**	-	-
2028	$1.75	22.52	23.77	$3.34	5.95	6.21	**28.47**	41.61	20.72	**62.33**	(2.20)	(5.22)	**54.91**	2.06	**56.97**	(1.44)	(0.29)	(5.71)	(2.82)	(0.41)	(8.21)	(0.95)	**37.13**	-	-
2029	$1.78	24.26	25.62	$3.37	6.06	6.32	**30.31**	45.64	21.28	**66.92**	(2.28)	(5.39)	**59.25**	2.12	**61.36**	(1.55)	(0.32)	(5.97)	(2.89)	(0.43)	(8.78)	(0.97)	**40.45**	-	(1.06)
2030	$1.81	24.82	26.23	$3.40	5.84	6.09	**30.67**	47.59	20.73	**68.32**	(2.25)	(5.29)	**60.78**	2.06	**62.85**	(1.59)	(0.34)	(6.01)	(2.97)	(0.43)	(8.95)	(0.99)	**41.57**	-	(1.09)
2031	$1.85	25.40	26.85	$3.43	5.62	5.86	**31.03**	49.60	20.14	**69.75**	(2.21)	(5.18)	**62.36**	2.01	**64.36**	(1.63)	(0.36)	(6.04)	(3.04)	(0.43)	(9.20)	(1.02)	**42.65**	-	-
2032	$1.88	25.99	27.49	$3.47	5.40	5.63	**31.39**	51.81	19.56	**71.36**	(2.18)	(5.06)	**64.12**	1.95	**66.07**	(1.67)	(0.38)	(6.07)	(3.12)	(0.44)	(9.43)	(1.04)	**43.92**	-	-
2033	$1.92	26.59	28.14	$3.51	5.17	5.39	**31.76**	54.08	18.92	**73.01**	(2.14)	(4.95)	**65.92**	1.89	**67.82**	(1.72)	(0.40)	(6.14)	(3.19)	(0.45)	(9.79)	(1.07)	**45.06**	-	-
2034	$1.96	27.20	28.80	$3.55	4.94	5.14	**32.14**	56.43	18.25	**74.68**	(2.10)	(4.82)	**67.77**	1.83	**69.60**	(1.76)	(0.42)	(6.04)	(3.27)	(0.44)	(9.93)	(1.10)	**46.65**	(13.90)	(7.03)
2035	$2.00	27.82	29.48	$3.59	4.70	4.89	**32.52**	58.86	17.54	**76.40**	(2.05)	(4.69)	**69.66**	1.77	**71.43**	(1.81)	(0.44)	(6.09)	(3.36)	(0.45)	(10.27)	(1.12)	**47.90**	(19.37)	(7.21)
2036	$2.03	28.46	30.16	$3.63	4.45	4.63	**32.90**	61.37	16.77	**78.14**	(2.00)	(4.54)	**71.60**	1.71	**73.31**	(1.85)	(0.46)	(6.15)	(3.44)	(0.46)	(10.60)	(1.15)	**49.20**	(5.27)	-
2037	$2.07	28.77	30.51	$3.66	4.50	4.68	**33.27**	63.27	17.16	**80.43**	(2.05)	(4.65)	**73.73**	1.73	**75.46**	(1.91)	(0.47)	(6.33)	(3.53)	(0.47)	(10.96)	(1.18)	**50.61**	-	-
2038	$2.11	29.09	30.86	$3.70	4.55	4.74	**33.64**	65.21	17.55	**82.76**	(2.10)	(4.76)	**75.90**	1.75	**77.65**	(1.96)	(0.49)	(6.52)	(3.61)	(0.48)	(11.41)	(1.21)	**51.95**	-	-
2039	$2.16	29.41	31.22	$3.74	4.61	4.80	**34.02**	67.32	17.97	**85.29**	(2.16)	(4.88)	**78.25**	1.77	**80.02**	(2.02)	(0.51)	(6.72)	(3.70)	(0.49)	(11.80)	(1.24)	**53.53**	-	(1.36)
2040	$2.20	29.74	31.59	$3.79	4.66	4.86	**34.40**	69.46	18.40	**87.87**	(2.21)	(5.00)	**80.65**	1.79	**82.44**	(2.09)	(0.53)	(6.93)	(3.80)	(0.50)	(12.15)	(1.27)	**55.18**	-	(1.39)
2041	$2.24	30.07	31.97	$3.83	4.72	4.92	**34.79**	71.67	18.84	**90.51**	(2.27)	(5.13)	**83.11**	1.81	**84.92**	(2.15)	(0.55)	(7.14)	(3.89)	(0.52)	(12.64)	(1.30)	**56.73**	-	-
2042	$2.29	30.41	32.35	$3.87	4.78	4.98	**35.19**	73.91	19.29	**93.20**	(2.33)	(5.26)	**85.61**	1.84	**87.45**	(2.21)	(0.57)	(7.36)	(3.99)	(0.53)	(13.03)	(1.34)	**58.43**	-	-
2043	$2.33	30.75	32.74	$3.91	4.84	5.05	**35.59**	76.21	19.74	**95.95**	(2.39)	(5.39)	**88.18**	1.86	**90.03**	(2.28)	(0.59)	(7.59)	(4.09)	(0.54)	(13.52)	(1.37)	**60.06**	-	-
2044	$2.37	31.11	33.13	$3.96	4.90	5.11	**36.00**	78.64	20.23	**98.87**	(2.45)	(5.52)	**90.89**	1.88	**92.77**	(2.35)	(0.61)	(7.83)	(4.19)	(0.56)	(13.98)	(1.40)	**61.86**	(17.67)	(99.56)
2045	$2.42	31.47	33.54	$4.00	4.96	5.18	**36.42**	81.20	20.73	**101.93**	(2.52)	(5.67)	**93.74**	1.90	**95.64**	(2.42)	(0.63)	(8.07)	(4.30)	(0.57)	(14.47)	(1.44)	**63.75**	(31.69)	(102.05)
2046	$2.47	31.65	33.74	$4.05	4.99	5.21	**36.64**	83.37	21.13	**104.50**	(2.57)	(5.78)	**96.15**	1.92	**98.06**	(2.48)	(0.65)	(8.29)	(4.40)	(0.58)	(15.11)	(1.47)	**65.07**	(13.93)	-
2047	$2.52	31.83	33.95	$4.10	5.03	5.25	**36.86**	85.63	21.55	**107.18**	(2.63)	(5.90)	**98.65**	1.93	**100.58**	(2.54)	(0.67)	(8.53)	(4.51)	(0.60)	(15.58)	(1.51)	**66.63**	-	-
2048	$2.57	32.02	34.16	$4.16	5.06	5.29	**37.08**	87.95	21.98	**109.93**	(2.69)	(6.03)	**101.21**	1.94	**103.15**	(2.61)	(0.69)	(8.77)	(4.63)	(0.61)	(16.07)	(1.55)	**68.22**	-	-
2049	$2.63	32.21	34.37	$4.21	5.10	5.33	**37.31**	90.30	22.41	**112.71**	(2.75)	(6.15)	**103.81**	1.95	**105.76**	(2.68)	(0.71)	(9.03)	(4.74)	(0.63)	(16.63)	(1.59)	**69.76**	-	(1.74)
2050	$2.68	32.40	34.59	$4.26	5.13	5.36	**37.53**	92.74	22.86	**115.59**	(2.81)	(6.28)	**106.50**	1.97	**108.47**	(2.74)	(0.74)	(9.29)	(4.86)	(0.64)	(17.16)	(1.63)	**71.42**	-	(1.78)
2051	$2.74	32.59	34.80	$4.31	5.17	5.40	**37.76**	95.21	23.31	**118.53**	(2.87)	(6.42)	**109.24**	1.98	**111.22**	(2.81)	(0.76)	(9.55)	(4.98)	(0.66)	(17.92)	(1.67)	**72.87**	-	-
2052	$2.79	32.78	35.02	$4.37	5.20	5.44	**37.99**	97.72	23.77	**121.49**	(2.93)	(6.55)	**112.01**	1.99	**114.01**	(2.88)	(0.78)	(9.83)	(5.11)	(0.68)	(18.56)	(1.71)	**74.46**	-	-
2053	$2.85	32.98	35.25	$4.42	5.24	5.48	**38.22**	100.36	24.25	**124.61**	(2.99)	(6.69)	**114.93**	2.01	**116.93**	(2.96)	(0.81)	(10.11)	(5.23)	(0.69)	(19.21)	(1.75)	**76.17**	-	-
2054	$2.91	33.18	35.47	$4.48	5.28	5.52	**38.45**	103.10	24.75	**127.85**	(3.06)	(6.83)	**117.95**	2.02	**119.97**	(3.04)	(0.83)	(10.40)	(5.36)	(0.71)	(19.81)	(1.80)	**78.02**	(22.64)	(11.53)
2055	$2.97	33.38	35.70	$4.54	5.31	5.56	**38.69**	105.95	25.27	**131.21**	(3.13)	(6.98)	**121.10**	2.03	**123.13**	(3.12)	(0.86)	(10.70)	(5.50)	(0.73)	(20.44)	(1.84)	**79.95**	(31.64)	(11.81)
2056	$3.03	33.58	35.92	$4.60	5.35	5.60	**38.93**	108.83	25.79	**134.62**	(3.20)	(7.14)	**124.28**	2.05	**126.33**	(3.20)	(0.88)	(11.01)	(5.64)	(0.75)	(21.12)	(1.89)	**81.84**	(8.63)	-
2057	$3.09	33.78	36.15	$4.67	5.39	5.64	**39.17**	111.75	26.32	**138.07**	(3.27)	(7.29)	**127.50**	2.06	**129.56**	(3.28)	(0.91)	(11.34)	(5.78)	(0.77)	(21.90)	(1.93)	**83.65**	-	-
2058	$3.15	33.99	36.39	$4.73	5.43	5.68	**39.41**	114.70	26.85	**141.56**	(3.35)	(7.45)	**130.76**	2.08	**132.84**	(3.36)	(0.94)	(11.68)	(5.92)	(0.79)	(22.70)	(1.98)	**85.46**	-	-
2059	$3.22	34.20	36.62	$4.79	5.46	5.72	**39.66**	117.78	27.40	**145.18**	(3.42)	(7.61)	**134.15**	2.09	**136.24**	(3.45)	(0.97)	(12.02)	(6.07)	(0.81)	(23.46)	(2.03)	**87.43**	-	(2.23)
2060	$3.28	34.41	36.86	$4.85	5.50	5.76	**39.91**	120.96	27.98	**148.93**	(3.50)	(7.77)	**137.66**	2.10	**139.76**	(3.54)	(1.00)	(12.38)	(6.22)	(0.83)	(24.24)	(2.08)	**89.47**	-	(2.28)
Totals FY 2026-60		######## ##	######## ##		177.61	185.41	**1,205.74**	2,683.08	738.06	**3,421.13**	(88.57)	(199.32)	**3,133.25**	66.66	**3,199.91**	(80.96)	(21.81)	(281.72)	(146.25)	(19.73)	(502.04)	(48.96)	**2,098.45**	(164.74)	(252.15)

Footnotes

[1] Reflects the average revenue per passenger car equivalent (PCE) based on the time-of-day variable weekday and weekend toll schedules.

[2] Annual auto and truck customer toll trips in both travel directions; with a single toll point at Abernethy, toll trips = toll transactions.

[3] Converts truck trips to their passenger car equivalent (PCE) number of trips from toll multiples paid; medium trucks are counted and tolled as 1.5x cars and heavy trucks as 2.0x cars.

[4] Gross toll revenue potential from registered account customers before any adjustments for uncollectible revenue, fees, and credits.

[5] Gross toll revenue potential from unregistered customers identified for a toll bill by mail from their license plate, before adjustments for uncollectible revenue/fees. The revenue from unregistered (non-account) customers assumes an additional toll increment of $2.00 per trip regardless of vehicle type to offset higher collection costs / leakage via payment by mail.

[6] Revenue not recognized can result from unreadable vehicle license plate imagess or the inability to identify the vehicle owner's name and address from a readable license plate image, resulting in unbillable revenue. License plate images are used identify unregistered customers and for registered customers if their transponder pass is not correctly read or missing.

[7] Recognized but unpaid toll revenue after 80 days (two toll billing cycles) from date of travel.

[8] Late payment rebilling fee per invoice assessed to unregistered pay-by-mail customers who don't pay their first invoice within 30 days.

[9] Credit card fees estimated at 2.75% of applicable gross toll revenues collected via bank card; no additional factor currently assumed for any fees related to account balance refunds.

[10] Includes transponder purchase and inventory costs related to free-of-charge distribution of sticker tags transponders by ODOT to registered account customers.

[11] NOT UPDATED; values shown are annual facility operations and maintenance (O&M) costs plus a standard ODOT contigency for unforeseen expenses assumed for a widened I-205.

[12] Includes periodic RTS/CSC/BOS vendor re-procurement costs, system testing and acceptance, as well as periodic RTS equipment repair and replacement (R&R) costs.

[13] Includes periodic roadway and bridge facility major maintenance, repair and replacement (R&R) costs .

Key Assumptions

- These preliminary draft T&R results are based on assignment-only demand modeling that exclude DTA model and other post-processing; also, this analysis assumes no ODOT RMPP.
- Ramp-up reduction factors of 85% (-15%) for the first 24 months and 95% (-5%) for the third 12 months of toll operations are applied to the traffic and revenue forecasts to allow for the time it takes for users to become accustomed to tolling, determine their best travel options and/or obtain a registered account.
- Tolls are assumed to escalate annually by 2.15% in alignment with projected general price inflation.
- For autos, registered account customers are assumed to comprise 75% of all trips in the first year, increasing by 1% per year until reaching a ceiling of 85%.
- For medium and heavy trucks, registered account customers are assumed to comprise 80% of all trips in the first year, increasing by 1% per year until reaching 90%.

JOINT COMMITTEE ON TRANSPORTATION
SPECIAL SUBCOMMITTEE ON TRANSPORTATION PLANNING

Oregon State Capitol
900 Court Street NE, Room , Salem, Oregon 97301
Phone: 503-986-1738
Email: jtsstp.exhibits@oregonlegislature.gov

AGENDA

Revision 1 Posted: DEC 18 09:29 AM

SATURDAY

Date: **January 6, 2024**
Time: **1:00 PM**
Location: **Gladstone High School Auditorium, 18800 Portland Ave., Gladstone, OR 97027**

Informational Meeting

Invited Speakers Only

(1:00 - 2:00 pm) **Oregon City, West Linn, and Gladstone Area Tolling Project**

Presentations from local officials and community members on specific issues, which include:
-Congestion Pricing/Demand Management
-Diversion Mitigation
-Alternative Transportation Options
-Mitigating Impacts on Low-Income Families

Presenters TBD

Public Comment

(2:00 - 3:00 pm) **Oregon City, West Linn, and Gladstone Area Tolling Project**
See instructions below to register to provide comment or to submit written comment.

Please note: each person testifying should plan to limit testimony to two minutes if necessary, in order to accommodate as many people as possible. Written testimony is accepted up to 48 hours after the start of the meeting, see note at the end of the agenda.

Please note: agenda focus items have been updated.

AGENDA (cont.)
January 6, 2024

Submit written public comment:
- **Email:** JTSSTP.exhibits@oregonlegislature.gov.
Please specify the meeting date/location in subject line.
- **Mail:** Joint Committee on Transportation Special Subcommittee On Transportation Planning
900 Court Street NE, Room 453, Salem, OR, 97301
- Written comment may be submitted up to 48 hours after the meeting start time.

Register to give public comment during Informational Meeting:
- Register in person at the location noted at the top of the agenda. Registration will open 30 minutes ahead of meeting start time.

Please note:
To view a live stream of the meeting go to:
https://olis.oregonlegislature.gov/liz/2023I1/Committees/JTSSTP/Overview

Language Access Services (interpreter, translation, CART):
- Go to: https://www.oregonlegislature.gov/citizen_engagement/Pages/language-access.aspx
- Request services at least 3 days prior to the scheduled meeting date.
- Closed captioning is available for live and recorded meetings.

- DISCUSSION DRAFT -

Joint Special Subcommittee on Transportation Planning
Community Meetings Themes & Main Requests

SSTP Webpage:
https://olis.oregonlegislature.gov/liz/2023I1/Committees/JTSSTP/Overview

Safety

Themes

- Collisions and crashes on local streets are proven to be more dangerous and fatal than collisions on highways and interstates.
- ODOT has not provided a clear plan for how it will improve safety on local roads when tolling diverts traffic into the communities that are already struggling to address safety and transportation improvement needs.

Main Requests

- What is the plan to ensure mitigation projects are in place so that safety in local communities does not deteriorate?
- Integrity of the Safety Analysis was insufficient for the DRAFT I-205 Environmental Assessment. We ask that ODOT use a safe systems approach when analyzing and recommending safety mitigations for toll projects.
- What is ODOT's plan to improve safety on local systems when tolling will cause additional traffic to divert onto the local systems?
- What is ODOT's plan to address the safety concerns of diversion into the Stafford Area, which includes few to no street lighting, limited road shoulders, and by all intents and purposes has been designed as a rural road but currently managing urban trip numbers?
- How will ODOT ensure the air quality in local communities is not worsening as it implements a plan to divert traffic from the interstate? Will air quality improvements on the interstate come at the expense of local communities and neighborhoods?

Diversion

Themes

- Local impacts from tolling diversion need to be addressed if we're ever going to build regional support for this approach.
- ODOT says that, "All impacts from tolling will be mitigated." However, the threshold for what will be considered an impact is so unreasonably high. That will means ODOT doesn't actually have a plan to address the impacts that tolling will have on our local neighborhoods, especially those parts of the system with limited or no alternative modes.

Main Requests

- Diversion on I-205 existed before tolling was proposed, caused by both recurring and non-recurring congestion - hence the support to advance the 3rd lane on I-205, improve safety and capacity, and resolve the bottleneck. What is ODOT's plan to reprioritize the bottleneck project between Stafford and Abernethy Bridge?

- Freeways have very low fatality rates and fatality rates on the local system are much higher, so what is ODOT's plan to address the safety and capacity issues that will occur on the local system as a result of tolling only Abernethy Bridge, without resolving the bottleneck?
- There will be roads that do not meet the threshold for being considered a "mitigation," but the increased volume of traffic will still cause safety issues in our communities. How will this committee hold ODOT accountable to make sure that revenue is available to local communities to deal with these additional impacts?

Funding

Themes

- We, as a state - including ODOT, counties and cities, all face a huge financial cliff for maintaining and improving our transportation systems.
- It's time to elevate this conversation to explore multiple funding sources <u>together</u> to secure our transportation future.

Main Requests

- ODOT has communicated tolling is one way to address their funding deficit as a result of the declining gas tax, and yet, counties and cities also benefit from the gas tax in a 50/30/20 split. If ODOT plans to use tolling as recovery mechanism to maintain highways, then it makes sense the same funding would be used to maintain the local road system that modelling shows will bear the brunt of diversion caused by tolling. We ask this committee to advance a recommendation that tolling include a revenue sharing model that is simple and supports improvements both on and off the system.
- HB 2017 provided legislative direction to ODOT to resolve the Bottleneck on I-205 between Stafford and Abernethy Bridge, but their recent funding report "indefinitely postponed" I-205, citing a lack of funding.
    - What authority does ODOT have to subvert legislative direction?
    - How can ODOT cite a lack of funding, while still proposing to toll portions of a bottleneck because they are "congested."
- ODOT has been vague about the potential cost of tolling for road users, and yet they model different scenarios to model revenue forecasts.
    - Can this subcommittee compel ODOT to share this information in a transparent way?
    - What is ODOT's plan to share anticipated toll costs with the public?
- What is ODOT's plan to protect the most vulnerable users, including:
    - Where the interstate does not have alternative modes?
    - When low income residents at or above a certain threshold who are not able to change their travel times (because of job requirements or school drop-off times), but still must rely upon the interstate system?
- What's the plan for generating revenue for the HB 2017 bottleneck projects?
- ODOT has communicated they anticipate a 35%-40% administrative cost to deliver congestion pricing to the state. Does this subcommittee feel that number will pass public muster, and what is ODOT's plan to be transparent about how those administrative funds will be used?

Transparency and Partnerships

Themes

- Regional opposition to tolling continues to grow because of the lack of trust and transparency

- Regional tolling will be a generational policy and funding shift for the state. It requires transparency and accountability. It is critical for this Special Subcommittee to ensure that before any project moves forward, it is accompanied by increased accountability from ODOT.
- We need ODOT to acknowledge that we have a shared revenue problem and that their unwillingness to elevate the concept of toll revenue sharing for the OTC to consider has put the entire program in peril. This should be a system solution, not on ODOT solution.

Main Requests

- The Governor initiated pause on toll collections and this subcommittee was formed because ODOT failed to achieve the public, local, and regional trust to implement this project. To work toward transparency and build public trust we ask this subcommittee to require ODOT to:
  - Incorporate feedback from local voices and jurisdictions prior to implementation
  - Incorporate and track commitments made with local and regional partners through transparent and consistent communication
  - Deliver clear and obvious benefits to the drivers, communities, and businesses affected by toll corridors
  - Conduct real, robust and inclusive community engagement
  - Establish a long-term oversight and accountability committee to provide transparency
  - Extend the existing revenue sharing models with local jurisdictions (similar to or the same as the gas tax sharing model of 50/30/20) to apply to toll revenues
  - Prioritize the completion of the bottleneck projects identified in HB 2017 (2017) and HB 3055 (2021)
  - Explore alternative funding mechanisms beyond pricing to address transportation funding needs
- ODOT continues to model and share assumptions about the outcomes of tolling, but this information is not shared with local agencies when requested. What is ODOT's plan to work with local agencies and local system operators with a goal to understand the true impacts of tolling?
- The RMPP and tolling have so far been presented as a way to solve ODOT's funding problem, not the funding problem of the system at large or – more directly – the system that tolling will burden through congestion management. What is ODOT's plan to work with the region, with locals, and with state legislators to solve system-wide problems?
- Does this subcommittee have the ability to compel ODOT to share Data and Information about proposed tolling? How can this subcommittee work more closely with the OTC to ensure a more transparent process?

Alternative Modes

Themes

- The purpose of RMPP is to encourage mode shifts, but no alternative modes exist along most of the southern portion of I-205.
- This Special Subcommittee must prioritize coverage and frequency of transit where no infrastructure exists before investing in places with existing infrastructure.

Main Requests

- What is ODOT's plan to provide adequate public transit infrastructure within proposed toll corridors?

- How does ODOT intend to implement tolling in a way that supports a regionally balanced transportation system that provides reliable travel times for commuters and employers on and off the tolled corridor using all modes?
- What projects will ODOT implement to establish viable travel alternatives to accommodate mode shifts, including bicycle and pedestrian networks and accessible transit programs in areas with inadequate or no service?
- What is ODOT's plan or willingness to incorporate considerations for local trips with few or no alternatives, and consider "readiness" before implementing tolling?

Clackamas County Coordinating Committee

Public Services Building
2051 Kaen Road
Oregon City, OR 97045
503-655-8581

Memo

Date: January 4, 2024
To: C4 Executive Committee Members
From: Bryan Hockaday, Clackamas County Government Affairs
RE: 2024 Meeting Dates for C4, C4 Metro Subcommittee, and C4 Executive Committee

Please mark your calendars for the following 2024 C4 meeting dates. These dates occur at regular intervals as described below, but are subject to change.

Meeting materials are posted to the C4 Webpage a week in advance:
https://www.clackamas.us/c4

Meeting Details:
**All meetings will occur on Zoom until further notice.*

C4: Meets the 1st Thursday of every month, beginning at 6:45 pm.

C4 Metro Subcommittee: Meets the day before JPACT (3rd Thursdays) every month, which is typically the 3rd Wednesday, at 7:30am

C4 I-205 Tolling Diversion Subcommittee: Meets the 3rd Wednesday of every month, beginning at 12:00 pm.

C4 Executive Committee: Meets the 2nd Monday of every month at 5:30pm

DRAFT 2024 Calendar

Month	C4	C4 Exec	C4 Metro	C4 Tolling
January	4th	8th	17th	17th
February	1st	12th	14th	14th
March	7th	11th	20th	20th
April	4th	8th	17th	17th
May	2nd	13th	15th	15th
June	6th	10th	19th	19th
July	4th	8th	17th	17th
August	1st	12th	21st	21st
September	5th	9th	18th	18th
October	3rd	14th	16th	16th
November	7th	11th	20th	20th
December	5th	9th	18th	18th

Under the Hood of 205 Tolling Finances

A look at ODOT's Analysis of the 205 Tolling Rate Scenarios

Major Takeaways from ODOT Data – Mayor Rory Bialostosky
1/4/2024

205 Toll Project “Purpose” per ODOT

Purpose

The purpose of the Project is to use variable-rate tolls at the I-205 Abernethy Bridge to raise revenue for reconstruction of the bridge and to support congestion management.

https://www.oregon.gov/odot/tolling/Documents/I-205_SupplementalEA_PNPD_Final.pdf

Congestion Management Does Not Happen from Project, Leaving Revenue Generation for Bridge Project as Main Purpose

I-205 Toll Project

Key takeaways:

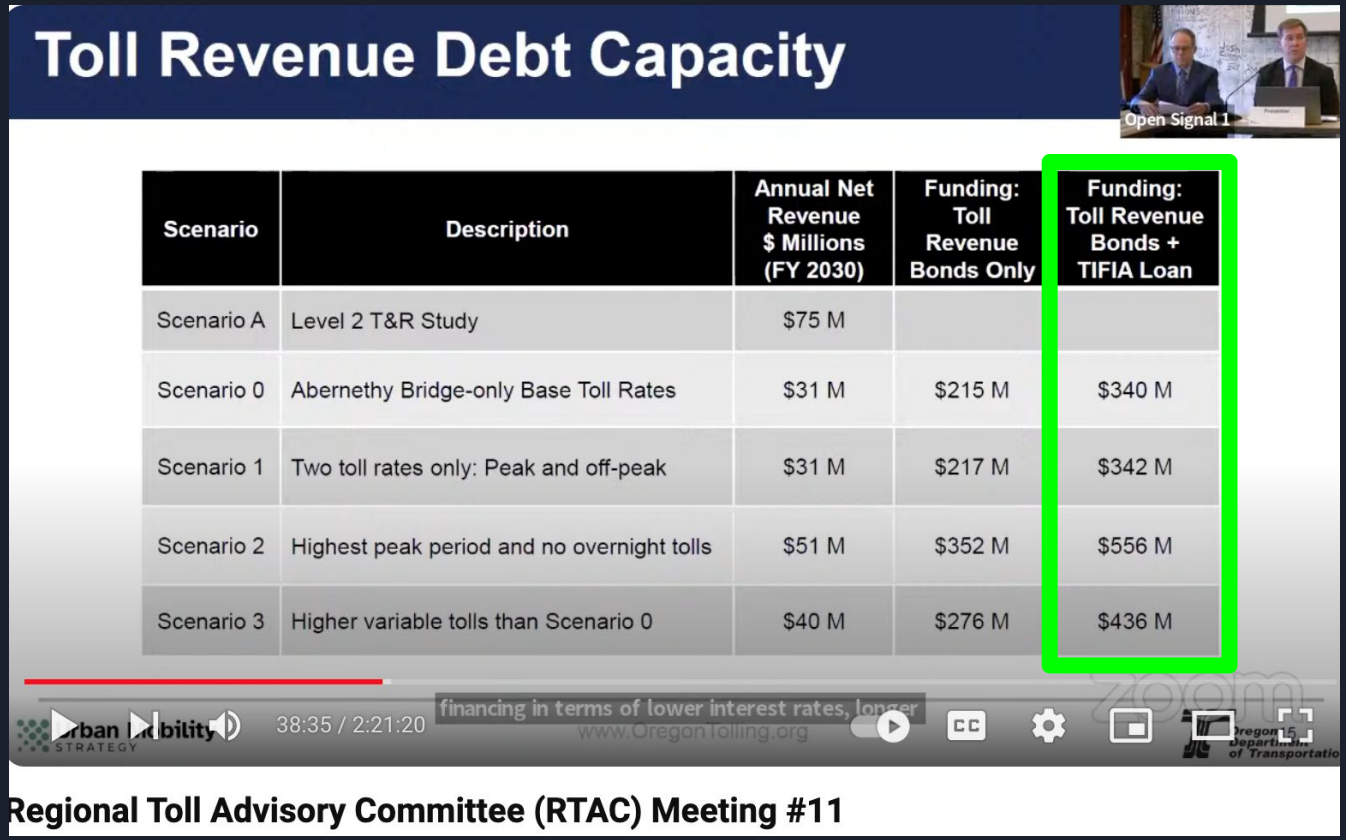
- A point toll at the Abernethy Bridge is not the best tool to manage congestion for this 7-mile corridor of I-205. Without the implementation of the Regional Mobility Pricing Project and/or construction of the missing lane on I-205, toll rates would have to be set at much higher levels to achieve significant long-term congestion relief. The consequences associated with high toll rates would include high levels of diversion and greater financial impacts to customers.

Source: https://www.oregon.gov/odot/tolling/Documents/I-205_TollScenarios_Overview_ODOT_Dec_rev2.pdf

Setting the Stage - November 2023 RTAC

ODOT presents “debt capacity” numbers for tolling. How much funding (debt) for the Abernethy Bridge Project can be generated from tolling revenues, after all other expenses?

Major questions unanswered: What are the gross and net tolling revenues required to generate these funds for the bridge? Led to my PRR.



Scenario	Description	Annual Net Revenue $ Millions (FY 2030)	Funding: Toll Revenue Bonds Only	Funding: Toll Revenue Bonds + TIFIA Loan
Scenario A	Level 2 T&R Study	$75 M		
Scenario 0	Abernethy Bridge-only Base Toll Rates	$31 M	$215 M	$340 M
Scenario 1	Two toll rates only: Peak and off-peak	$31 M	$217 M	$342 M
Scenario 2	Highest peak period and no overnight tolls	$51 M	$352 M	$556 M
Scenario 3	Higher variable tolls than Scenario 0	$40 M	$276 M	$436 M

One more example from ODOT memo that we've seen, with updated Net Toll Revenue Resources numbers.

After public records request, they re-ran the numbers due to an error they found.

Summary of findings:

Description	Goal	Min. Toll	Max. Toll	Congestion Management Benefits*	Arterial Impacts/ Diversion Due to a Toll	Net Toll Revenue Resources (TIFIA + Toll Bonds)
Level 2 T&R Study (Oct. 2022)	Identify potential for construction funding from toll bonds	$0.55	$2.10	45-60 mph average peak speeds 2 hours or less with stop and go traffic		$500 - $800 million
No Build	N/A			30-35 mph average peak speeds 7 hours with stop and go traffic		
Base Scenario (0): 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	$0.75	$2.25	35-40 mph average peak speeds 6 hours with stop and go traffic	Least diversion du to a toll	$369 million
Flatter Tolls (1): Two toll rates only at peak and off-peak hours	Generate same net revenue as the Base Scenario with a simpler toll rate schedule	$1.00	$1.80	35-40 mph average peak speeds 5 hours with stop and go traffic	Least diversion du to a toll	$371 million
Congestion Management (2): Highest peak period toll rates and no overnight tolls	Manage congestion in the entire project area/corridor (Abernethy Bridge to Stafford Road) with peak toll rates	$0.00	$5.60	45-50 mph average peak speeds 0 hours with stop and go traffic	Most diversion du to a toll	$592 million
Revenue Emphasis (3): Higher variable tolls than Scenario 0 to increase net revenue	Increase net revenue	$0.75	$2.75	35-40 mph average peak speeds 4 hours with stop and go traffic	Medium diversion du to a toll	$469 million

Source: https://www.oregon.gov/odot/tolling/Documents/I-205_TollScenarios_Overview_ODOT_Dec_rev2.pdf

I-205 Trade-Off Analysis | PRELIMINARY DRAFT Taffic and Net Toll Revenue Projections | Scenario 0: Abernethy Bridge-only Base Toll Rates

Annual Toll Trips, Gross Toll Revenue Potential and Net Revenues | FY 2026-2060 | Tolling beginning 01/01/2026

8/22/23, revised 12/8/2023

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
	Registered Account Trips			Unregistered LPT Toll Bill by Mail Trips				Toll Revenue Potential			Less:	Less:		Plus:		Less:	Less:	Less:	Less:	Less:	Less:	Less:		Uses of Net Toll Revenue	
Fiscal Year	Weighted Average Toll per PCE Trip[1]	Annual Toll Trips (millions)[2]	PCE Toll Trips (millions)[3]	Weighted Average Toll per PCE Trip[1]	Annual Toll Trips (millions)[2]	PCE Toll Trips (millions)[3]	Total Toll Trips (millions)	Registered Account Customers ($ millions)[4]	Unregistered Pay-by-Mail Customers ($ millions)[5]	Total Gross Toll Revenue Potential ($ millions)	Revenue Not Recognized ($ millions)[6]	Unpaid Toll Revenue ($ millions)[7]	Subtotal: Adjusted Gross Toll Revenue Collected ($ millions)	Pay-by-Mail Second Invoice Rebilling Fees ($ millions)[8]	Subtotal: Adjusted Gross Toll Revenue & Fees ($ millions)	Credit Card Fees ($ millions)[9]	Transponder Purchase and Inventory Costs ($ millions)[10]	State and Consultant Operations Costs ($ millions)	Roadway Toll Systems (RTS) O&M Costs ($ millions)	CSC Back Office System (BOS) Vendor O&M Costs ($ millions)	CSC Operations Vendor O&M Costs ($ millions)	Routine Facility O&M Costs ($ millions)[11]	Total Net Toll Revenue ($ millions)	Periodic Toll Equipment R&R and Vendor Reprocurement Costs ($ millions)[12]	Periodic Facility R&R Costs ($ millions)[13]
2026	$1.26	10.70	11.41	$2.84	3.07	3.23	13.77	14.42	9.19	23.61	(1.14)	(2.23)	20.24	1.03	21.27	(0.54)	(1.00)	(5.05)	(1.34)	(0.27)	(6.05)	(0.45)	6.57	-	-
2027	$1.29	21.87	23.34	$2.87	5.95	6.26	27.82	30.07	17.97	48.05	(2.13)	(4.39)	41.53	2.02	43.55	(1.10)	(0.25)	(5.59)	(2.75)	(0.41)	(8.03)	(0.92)	24.48	-	-
2028	$1.31	24.98	26.68	$2.89	6.43	6.77	31.42	35.03	19.60	54.63	(2.04)	(4.89)	47.71	2.24	49.94	(1.26)	(0.29)	(6.10)	(2.82)	(0.43)	(8.84)	(0.95)	29.25	-	-
2029	$1.34	26.88	28.71	$2.92	6.54	6.88	33.42	38.42	20.09	58.51	(2.11)	(5.04)	51.36	2.29	53.66	(1.36)	(0.32)	(6.37)	(2.89)	(0.45)	(9.30)	(0.97)	32.00	-	(1.06)
2030	$1.36	27.46	29.35	$2.94	6.30	6.63	33.76	40.01	19.52	59.53	(2.07)	(4.93)	52.53	2.23	54.76	(1.39)	(0.34)	(6.40)	(2.97)	(0.45)	(9.52)	(0.99)	32.70	-	(1.09)
2031	$1.39	28.06	30.00	$2.97	6.06	6.37	34.12	41.68	18.93	60.61	(2.03)	(4.81)	53.77	2.17	55.94	(1.42)	(0.36)	(6.43)	(3.04)	(0.45)	(9.79)	(1.02)	33.44	-	-
2032	$1.42	28.67	30.67	$3.00	5.81	6.11	34.48	43.41	18.31	61.72	(1.99)	(4.69)	55.04	2.11	57.15	(1.45)	(0.37)	(6.46)	(3.12)	(0.46)	(10.04)	(1.04)	34.21	-	-
2033	$1.44	29.29	31.34	$3.03	5.55	5.83	34.84	45.20	17.66	62.85	(1.95)	(4.56)	56.34	2.04	58.39	(1.48)	(0.39)	(6.53)	(3.19)	(0.47)	(10.46)	(1.07)	34.79	-	-
2034	$1.47	29.92	32.03	$3.05	5.29	5.56	35.21	47.07	16.97	64.04	(1.90)	(4.42)	57.71	1.98	59.69	(1.51)	(0.41)	(6.42)	(3.27)	(0.46)	(10.49)	(1.10)	36.03	(14.56)	(7.03)
2035	$1.50	30.56	32.73	$3.08	5.02	5.27	35.58	48.99	16.26	65.24	(1.85)	(4.28)	59.11	1.91	61.02	(1.54)	(0.43)	(6.47)	(3.36)	(0.47)	(10.97)	(1.12)	36.66	(20.04)	(7.21)
2036	$1.53	31.21	33.44	$3.11	4.75	4.98	35.96	51.00	15.50	66.51	(1.80)	(4.13)	60.57	1.84	62.41	(1.58)	(0.45)	(6.52)	(3.44)	(0.48)	(11.31)	(1.15)	37.48	(5.27)	-
2037	$1.56	31.50	33.77	$3.14	4.80	5.03	36.30	52.52	15.82	68.34	(1.84)	(4.22)	62.28	1.86	64.14	(1.62)	(0.47)	(6.71)	(3.53)	(0.49)	(11.64)	(1.18)	38.50	-	-
2038	$1.58	31.80	34.11	$3.17	4.85	5.09	36.65	54.06	16.14	70.21	(1.88)	(4.31)	64.01	1.88	65.89	(1.67)	(0.48)	(6.91)	(3.61)	(0.50)	(12.07)	(1.21)	39.43	-	-
2039	$1.61	32.10	34.45	$3.20	4.90	5.15	37.01	55.63	16.47	72.10	(1.92)	(4.41)	65.77	1.90	67.67	(1.71)	(0.50)	(7.11)	(3.70)	(0.51)	(12.47)	(1.24)	40.42	-	(1.36)
2040	$1.65	32.41	34.80	$3.23	4.96	5.20	37.37	57.33	16.82	74.15	(1.97)	(4.50)	67.68	1.92	69.59	(1.76)	(0.52)	(7.32)	(3.80)	(0.53)	(12.88)	(1.27)	41.52	-	(1.39)
2041	$1.68	32.72	35.16	$3.26	5.01	5.26	37.73	59.06	17.17	76.23	(2.02)	(4.61)	69.61	1.94	71.55	(1.81)	(0.54)	(7.54)	(3.89)	(0.54)	(13.33)	(1.30)	42.60	-	-
2042	$1.71	33.04	35.52	$3.30	5.06	5.32	38.11	60.86	17.54	78.41	(2.06)	(4.71)	71.63	1.96	73.59	(1.86)	(0.55)	(7.77)	(3.99)	(0.55)	(13.98)	(1.34)	43.55	-	-
2043	$1.75	33.36	35.88	$3.33	5.12	5.38	38.48	62.70	17.92	80.62	(2.11)	(4.82)	73.69	1.98	75.67	(1.91)	(0.57)	(8.00)	(4.09)	(0.56)	(14.39)	(1.37)	44.77	-	-
2044	$1.78	33.69	36.26	$3.36	5.18	5.44	38.87	64.58	18.30	82.88	(2.16)	(4.93)	75.79	2.00	77.79	(1.97)	(0.59)	(8.24)	(4.19)	(0.58)	(14.87)	(1.40)	45.95	(18.38)	(99.56)
2045	$1.82	34.03	36.64	$3.40	5.23	5.50	39.26	66.54	18.69	85.23	(2.21)	(5.04)	77.98	2.02	80.00	(2.02)	(0.61)	(8.49)	(4.30)	(0.59)	(15.48)	(1.44)	47.06	(32.41)	(102.05)
2046	$1.85	34.20	36.83	$3.43	5.27	5.54	39.46	68.22	19.01	87.23	(2.26)	(5.13)	79.84	2.03	81.87	(2.07)	(0.63)	(8.71)	(4.40)	(0.60)	(16.00)	(1.47)	47.98	(13.93)	-
2047	$1.89	34.37	37.02	$3.47	5.30	5.58	39.67	69.92	19.33	89.25	(2.30)	(5.22)	81.73	2.04	83.77	(2.12)	(0.65)	(8.96)	(4.51)	(0.62)	(16.55)	(1.51)	48.85	-	-
2048	$1.93	34.54	37.22	$3.51	5.33	5.61	39.87	71.81	19.69	91.50	(2.35)	(5.32)	83.83	2.06	85.89	(2.17)	(0.67)	(9.21)	(4.63)	(0.64)	(17.06)	(1.55)	49.96	-	-
2049	$1.97	34.72	37.42	$3.55	5.37	5.65	40.08	73.72	20.05	93.77	(2.39)	(5.43)	85.95	2.07	88.02	(2.23)	(0.69)	(9.47)	(4.74)	(0.65)	(17.59)	(1.59)	51.06	-	(1.74)
2050	$2.01	34.89	37.62	$3.59	5.40	5.68	40.29	75.66	20.40	96.07	(2.44)	(5.53)	88.09	2.08	90.18	(2.28)	(0.71)	(9.74)	(4.86)	(0.67)	(18.13)	(1.63)	52.15	-	(1.78)
2051	$2.05	35.07	37.82	$3.63	5.43	5.72	40.50	77.62	20.77	98.39	(2.49)	(5.64)	90.26	2.09	92.35	(2.34)	(0.73)	(10.02)	(4.98)	(0.68)	(18.86)	(1.67)	53.07	-	-
2052	$2.10	35.25	38.02	$3.67	5.47	5.76	40.72	79.66	21.15	100.81	(2.54)	(5.75)	92.52	2.11	94.63	(2.39)	(0.76)	(10.30)	(5.11)	(0.70)	(19.45)	(1.71)	54.21	-	-
2053	$2.14	35.43	38.23	$3.72	5.50	5.80	40.93	81.77	21.53	103.30	(2.59)	(5.86)	94.85	2.12	96.97	(2.45)	(0.78)	(10.59)	(5.23)	(0.72)	(20.05)	(1.75)	55.39	-	-
2054	$2.18	35.61	38.44	$3.76	5.54	5.84	41.15	83.93	21.94	105.87	(2.65)	(5.97)	97.25	2.13	99.38	(2.51)	(0.80)	(10.89)	(5.36)	(0.74)	(20.74)	(1.80)	56.53	(23.45)	(11.53)
2055	$2.23	35.79	38.64	$3.81	5.57	5.87	41.37	86.17	22.35	108.52	(2.70)	(6.09)	99.72	2.15	101.87	(2.58)	(0.83)	(11.20)	(5.50)	(0.76)	(21.39)	(1.84)	57.78	(32.46)	(11.81)
2056	$2.28	35.98	38.86	$3.85	5.61	5.91	41.59	88.43	22.77	111.20	(2.76)	(6.22)	102.22	2.16	104.38	(2.64)	(0.85)	(11.52)	(5.64)	(0.77)	(22.16)	(1.89)	58.92	(8.63)	-
2057	$2.32	36.17	39.07	$3.90	5.64	5.95	41.81	90.73	23.18	113.92	(2.82)	(6.34)	104.76	2.17	106.94	(2.71)	(0.88)	(11.85)	(5.78)	(0.80)	(22.96)	(1.93)	60.03	-	-
2058	$2.37	36.36	39.28	$3.94	5.68	5.99	42.04	93.06	23.61	116.67	(2.87)	(6.46)	107.33	2.18	109.52	(2.77)	(0.91)	(12.20)	(5.92)	(0.82)	(23.71)	(1.98)	61.21	-	-
2059	$2.42	36.55	39.50	$3.99	5.72	6.03	42.26	95.45	24.05	119.49	(2.93)	(6.59)	109.97	2.20	112.17	(2.84)	(0.93)	(12.55)	(6.07)	(0.84)	(24.48)	(2.03)	62.42	-	(2.23)
Totals FY 2026-60		######## ## ######## ##			188.47	198.27	**1,304.38**	2,202.65	669.22	**2,871.87**	(78.30)	(178.19)	**2,615.38**	71.11	**2,686.49**	(67.97)	(21.26)	(296.57)	(146.25)	(20.51)	(530.33)	(48.96)	**1,554.64**	(169.14)	(252.15)

Footnotes

Data I analyzed is totals data for the project period from this row. One spreadsheet from each scenario was obtained through a public records request, as you've seen in the packet.

Major Findings

ODOT Tolling Rate/Financial Scenario #	Funding Resources (Loans/Bonds) Generated for Abernethy Bridge Project (in Millions)	Total GROSS Toll Revenue Collected (in Millions)	Ratio - Dollars of Gross Revenue Raised per $1 of Bridge Funding Capacity
0 (Max. toll $2.25)	$369.00	$2,686.49	$7.28 per $1
1 (Max. toll $1.80)	$371.00	$2,696.21	$7.27 per $1
2 (Max. toll $5.60)	$592.00	$3,550.74	$6.00 per $1
3 (Max toll $2.75)	$469.00	$3,199.91	$6.82 per $1

Sources : December 2023 WSP I-205 Trade-Off Analysis Spreadsheets; also December 2023 ODOT Toll Scenarios Memorandum (for Aber. Bridge Project Funding Data, see also slide 5 for same)

Major Findings... Visualized.

Administrative Costs – ~$1 Billion+

ODOT Tolling Rate/Financial Scenario #	**Subtotal Overhead Admin. Costs (in Millions)**	Additional Admin. Cost: Periodic Toll Equipment RR and Vendor Reprocurement Costs (in Millions)	**Total Forecasted Administrative Costs (in Millions)**
0 (Max. toll $2.25)	**$1,131.85**	$169.14	**$1,300.99**
1 (Max. toll $1.80)	**$1,116.21**	$167.54	**$1,283.75**
2 (Max. toll $5.60)	**$968.56**	$149.90	**$1,118.46**
3 (Max toll $2.75)	**$1,101.46**	$167.74	**$1,269.20**

Source: December 2023 WSP I-205 Trade-Off Analysis Spreadsheets (Subtotal Admin Calculation = Total Gross - Total Net)

Aber. Bridge Project Funding versus Customer Service Center + State/Consultant Costs

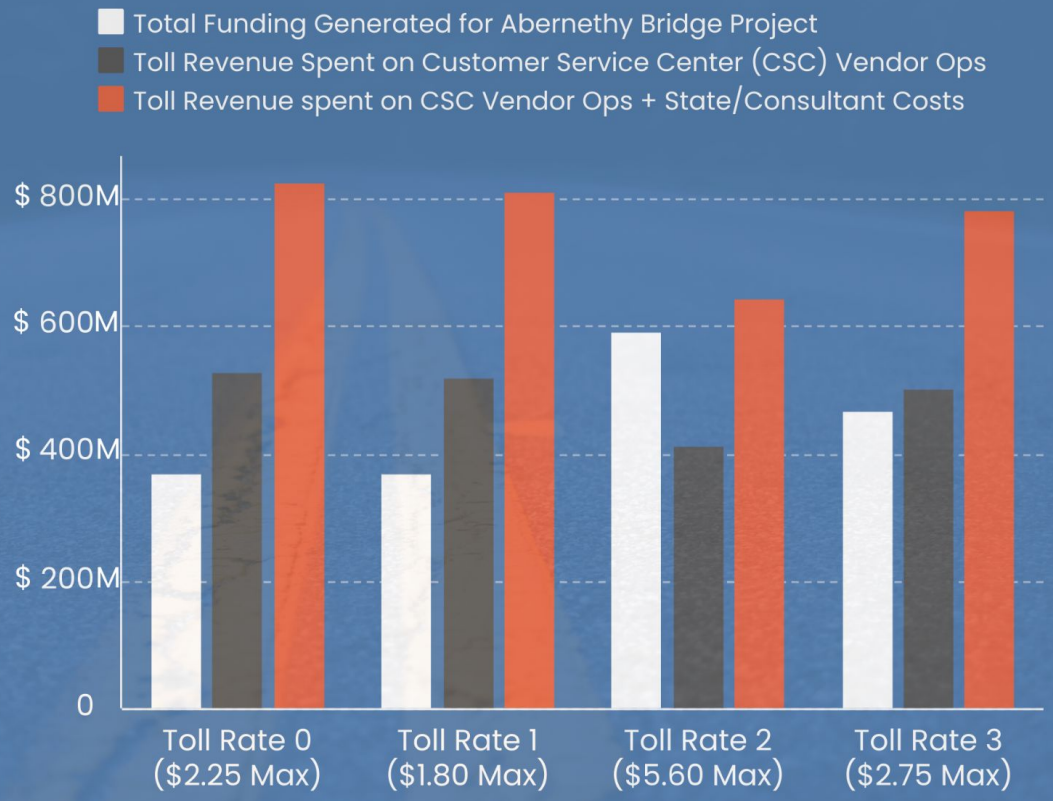
ODOT Tolling Rate/Financial Scenario #	Funding Resources (Loans/Bonds) Generated for Abernethy Bridge Project (in Millions)	Total Toll Revenue Spent on Customer Service Center (CSC) Vendor Operations (in Millions)	Total Toll Revenue Spent on CSC Ops + State/Consultant Operating Costs (in Millions)
0 (Max. toll $2.25)	$369.00	$530.00	$826.00
1 (Max. toll $1.80)	$371.00	$520.00	$811.00
2 (Max. toll $5.60)	$592.00	$413.00	$645.00
3 (Max. toll $2.75)	$469.00	$502.00	$783.00

Sources : December 2023 WSP I-205 Trade-Off Analysis Spreadsheets; also December 2023 ODOT Toll Scenarios Memorandum (for Aber. Bridge Project Funding Data, see also slide 5 for same). Data rounded down to nearest million.

I-205 Toll Project Revenue Projections

Source data provided by the Oregon Department of Transportation via public records request

Visualization by the City of West Linn



Parting Message: Tolling is Grossly Inefficient, and…

About 25% of I-205 trips in the API are through trips, and about **75% are local trips**, meaning they enter and/or exit I-205 at one of the five interchanges in the API.

ODOT I-205 Environmental Assessment, Section 3-1, Page 37

ODOT data shows that 75% of trips on I-205 are local…

Local communities are not the only ones who benefit from the Abernethy Bridge… It benefits the state. Should our communities bear billions in costs for this system?

Questions?