

Wednesday, December 20, 2023
12:00 PM – 1:30 PM

Virtual Meeting:

<https://clackamascounty.zoom.us/j/89072001794?pwd=UHBRdTZnWGx3bWZqYzgrT1lwLzVlZz09>

Telephone option: 1 (253)-215-8782

Agenda

- 12:00 p.m. Welcome & Introductions**
- 12:05 p.m. JPACT Debrief and Updates** ([JPACT Packet 12/14/2024](#))
Reporting: JPAC Members
- 12:20 p.m. Special Subcommittee on Transportation Planning** ([SSTP](#))
- **Wilsonville Community Meeting Debrief – Dec. 14, 2023**
 - **Gladstone Community Meeting Prep – Jan. 6, 2024**
Member Discussion
- 12:40 p.m. ODOT Transportation Funding**
- **Tolling Scenario Options**
Presenting: Mandy Putney, ODOT
- 12:10 p.m. Year in Review and Member Updates**
- **Highlights and Look-Aheads**
Member Discussion

Attachments:

SSTP Gladstone Community Meeting Agenda 1/6/2024	Page 02
SSTP Themes and Main Requests	Page 04
ODOT 1-205 Toll Revenue Scenarios 11/1/2023	Page 06
ODOT Toll Program Implementation Report 11/6/2023	Page 09
RTAC Presentation 11/27/2023	Page 12

Senate Members:

Sen. Lew Frederick, Co-Chair
Sen. Lynn Findley, Co-Vice Chair
Sen. Chris Gorsek

Staff:

Beverly Schoonover, LPRO Analyst
Beth Reiley, LPRO Analyst
Isabel Hernandez, Sr. Committee Assistant
Desi Root, Committee Assistant



House Members:

Rep. Nancy Nathanson, Co-Chair
Rep. Kevin Mannix, Co-Vice Chair
Rep. Jami Cate
Rep. Maxine Dexter
Rep. David Gomberg
Rep. Annessa Hartman
Rep. Rick Lewis

**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

Posted: DEC 14 09:57 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
- Transportation Alternatives
- Diversion Mitigation

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.

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

For ADA accommodation requests, please email employee.services@oregonlegislature.gov or call 1-800-332-2313.

AGENDA (cont.)
January 6, 2024

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/202311/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.

Joint Values on the Proposed Regional Congestion Pricing and Toll Projects within the Portland Metro Region

December 5, 2023

The jurisdictions named here support a functional regional transportation system that prioritizes safety, equity, a vibrant economy, healthy and active communities, climate action, disaster resilience, and the reliable movement of people and goods.

We acknowledge that additional transportation funding is needed to address maintenance and capital projects on the interstate system. We recognize ODOT has been directed to pursue pricing in some form, but also that toll collections have been paused until 2026 in order to better address local concerns. As ODOT continues to advance tolling and explore other funding strategies, the jurisdictions listed here will advocate for the following values to be reflected in any proposed policy or project.

These values are not an endorsement of any proposal to implement tolling or congestion pricing.

To rebuild trust with local communities, ODOT must...

- Be influenced by local voices and jurisdictions ahead of implementation
- Deliver clear benefits to the drivers, communities, and businesses affected by toll corridors
- Prioritize robust and inclusive community engagement
- Incorporate and track commitments made with local and regional partners through transparent and consistent communication

To ensure the transportation system works for Oregonians, the OTC and the State Legislature should direct ODOT to...

- Extend the existing revenue sharing models with local jurisdictions 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
- Provide adequate public transit infrastructure within proposed toll corridors

To ensure the efficient and equitable movement of people and goods, tolling or congestion pricing programs should...

- Decrease diversion into local communities
- Increase safety on and off the interstate system
- Ensure that all tolling or congestion programs are designed with regional implementation and collaboration in mind to avoid disproportionate economic impacts or unfair burdens on people and communities
- Support a regionally balanced transportation system that provides reliable travel times for commuters and employers on and off the tolled corridor
- Establish viable travel alternatives to accommodate mode shifts, including bicycle and pedestrian networks and accessible transit programs in areas with inadequate or no service
- Provide considerations for local trips with few or no alternatives
- Improve transportation system resiliency to natural disasters, such as earthquakes and wildfires
- Improve regional air quality and reduce vehicle pollution, both on and off the interstate system
- Establish a long-term oversight and accountability committee to provide transparency
- Consider recommendations from the Low-income Toll Report and the Equity Mobility Advisory Committee (EMAC)
- Address the land use implications inherent with how tolling will affect local communities



CITY OF MILWAUKIE

C4 Toll Strategy Committee

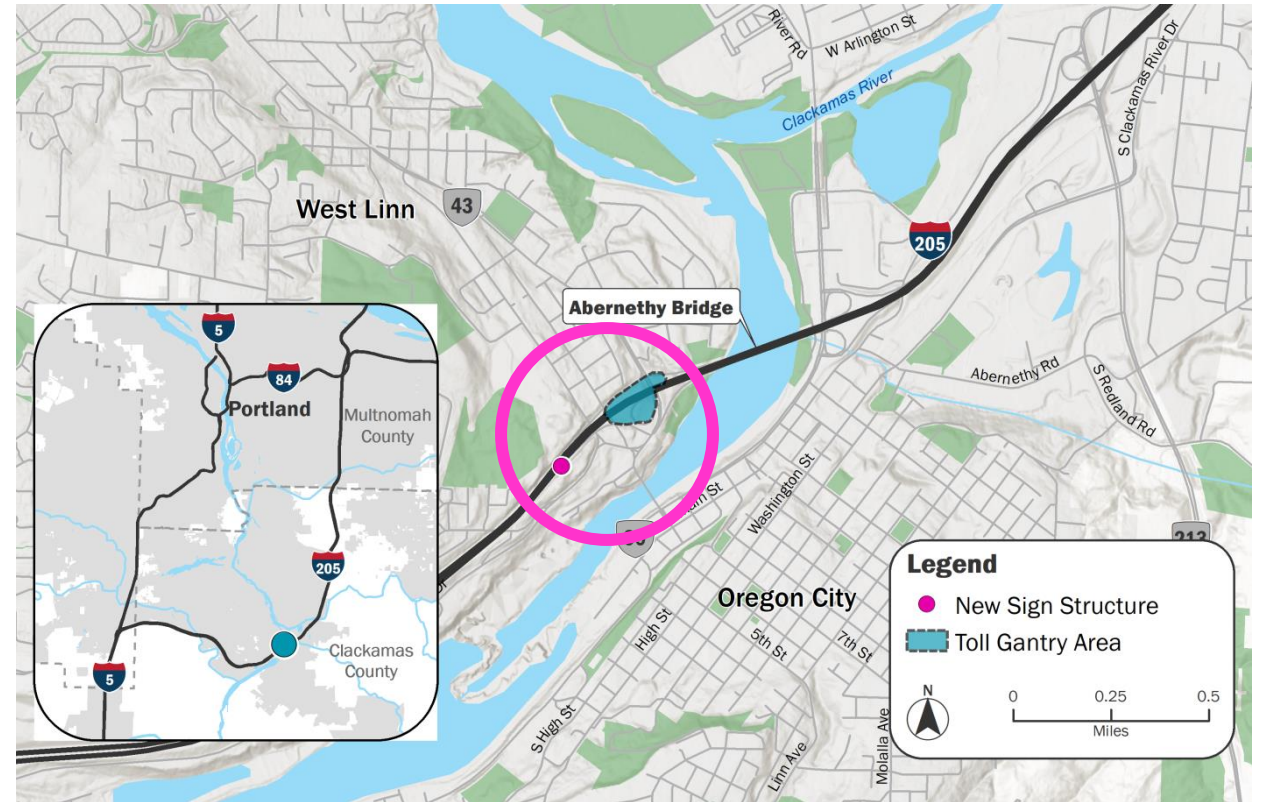
December 20, 2023

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

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

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

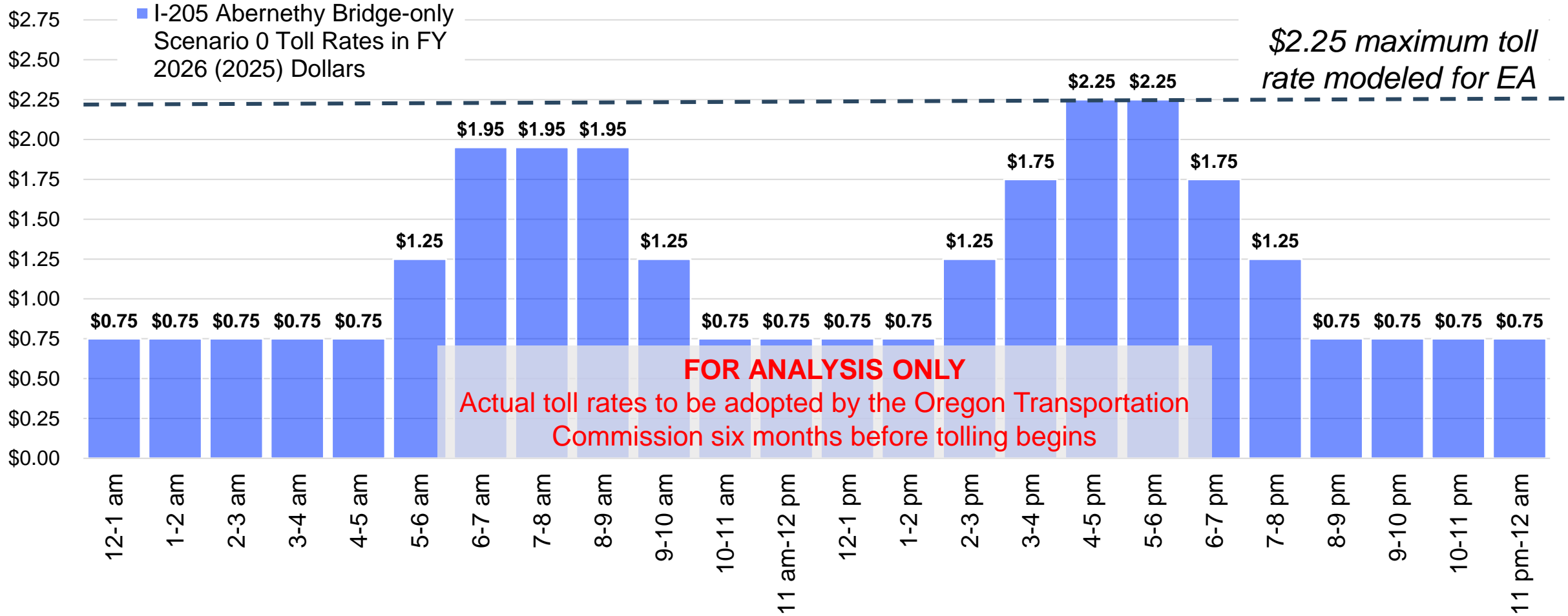
I-205 Scenarios for “Trade-off” Analysis

#	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

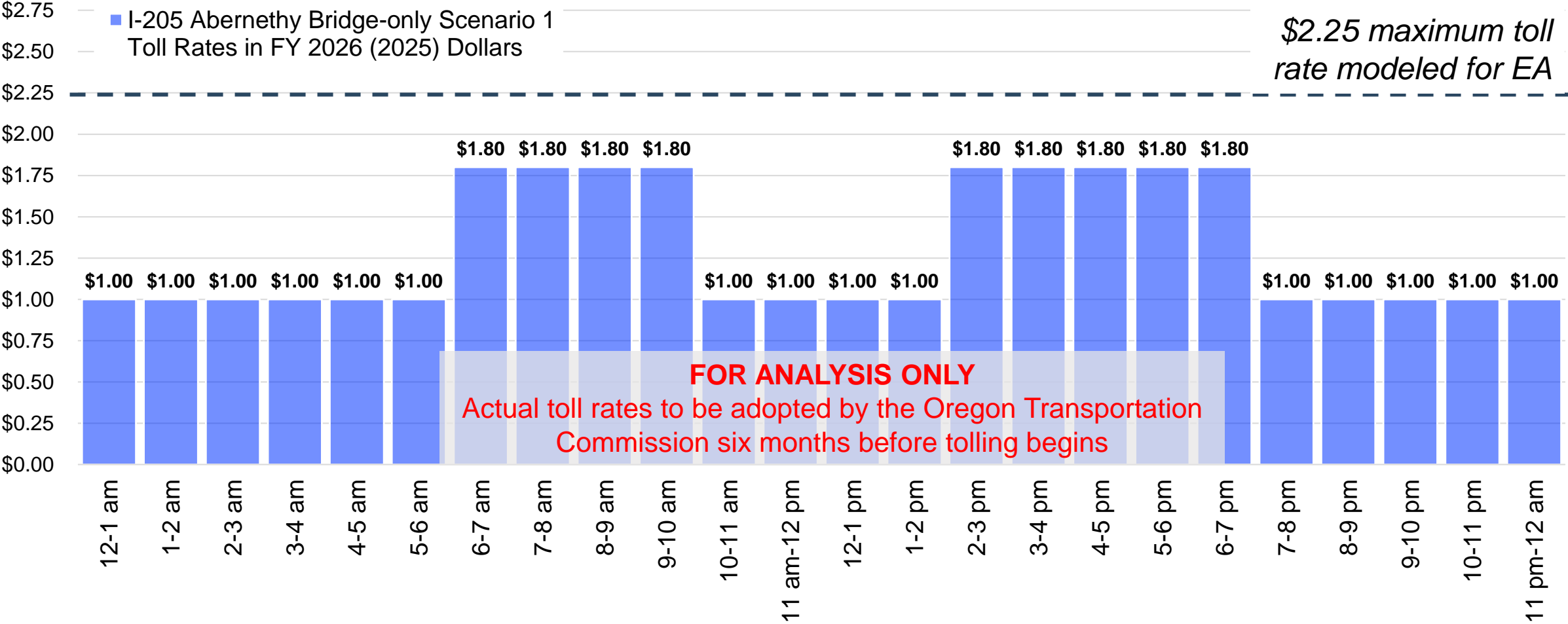
Notes:

- 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

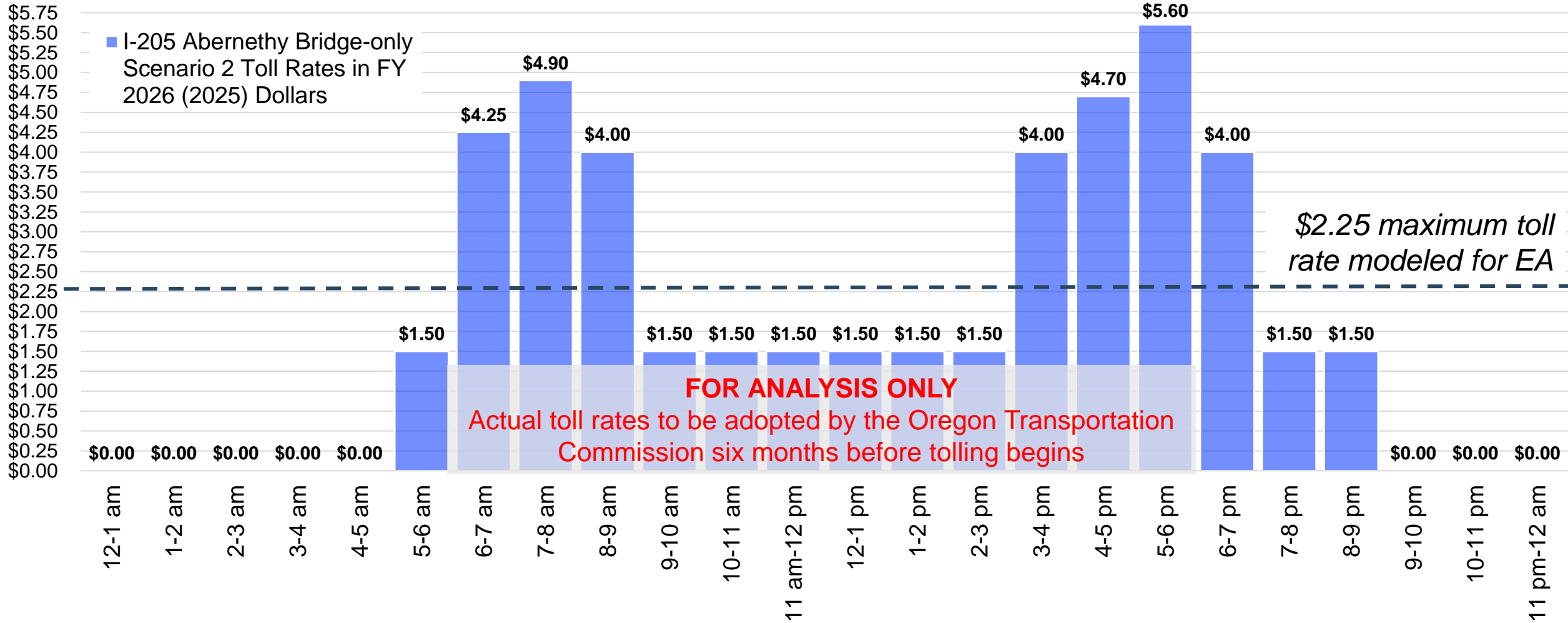
Scenario 0 | Abernethy Bridge-only Base Toll Rates



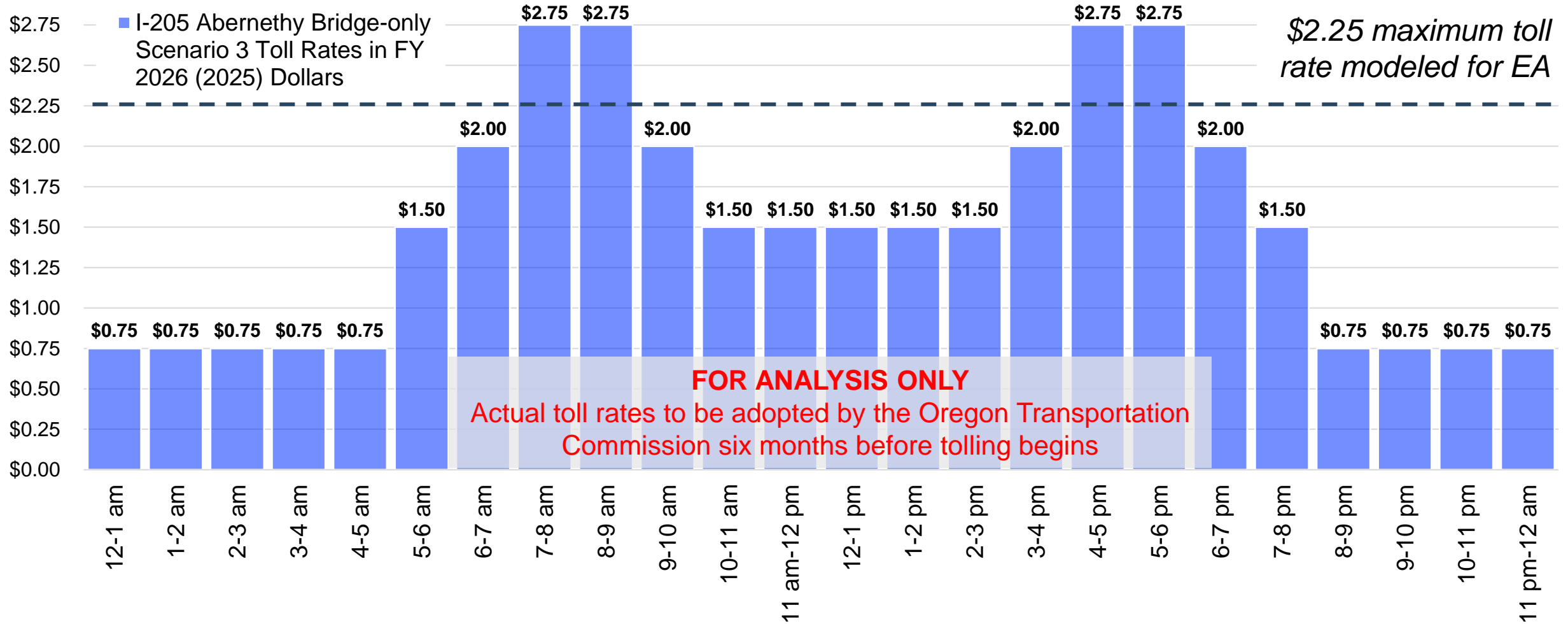
Scenario 1 | Flatter Toll Scenario



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

I-205 Toll Project: Toll Revenue Scenarios

In 2022, a Toll Traffic and Revenue (T&R) study was completed for the I-205 Toll Project which analyzed tolling on both the Abernethy and Tualatin River bridges. The analysis assessed traffic levels and performance in combination with forecasts of the potential gross and net toll revenues. Based on those projections, ODOT concluded that I-205 tolling would provide somewhere between \$500 and \$800 million in construction funding from toll bonds.

In June 2023, ODOT indefinitely postponed the Tualatin River Bridge toll and construction of the third lane and other improvements, which reduced the scope of the I-205 Toll Project to a single toll on the Abernethy Bridge. ODOT is conducting additional financial analysis for the reduced scope of the I-205 Toll Project to help pay for current Abernethy Bridge construction.

Toll Traffic and Revenue Studies

Transportation agencies use toll T&R studies to understand future travel demand and to support financial planning. Toll T&R studies are classified into one of three levels of analysis depending on the phase of project development or specific need. For I-205, ODOT has conducted a Level 1 analysis to gain a better understanding of the relative traffic effects and potential revenues under different scenarios in which just the Abernethy Bridge is tolled. These results will inform the next level of analysis, the Level 2. Levels of toll T&R studies include:

Level 1: Sketch	Level 2: Comprehensive	Level 3: Investment – Grade
<ul style="list-style-type: none"> Examines feasibility of tolling and tests high-level alternatives. Usually takes 1-6 months. <i>This analysis for I-205 will allow for comparisons of tradeoffs.</i> 	<ul style="list-style-type: none"> More detailed evaluation of alternatives and toll scenarios that support initial rate setting and policy development. Usually takes 6-8 months but may take longer with multiple iterations. <i>Will be prepared concurrently with the Supplemental Environmental Assessment.</i> 	<ul style="list-style-type: none"> Deeper evaluation of a preferred toll scenario that supports formal rate-setting, informs investors and lenders, helps to obtain a credit rating, and secures financing. Usually takes 12 months. May be refreshed periodically. <i>Will begin as the Environmental Assessment process ends.</i>

I-205 Toll Project Financial Scenarios

To determine what to study in the Level 2 analysis, ODOT conducted a preliminary analysis of several different toll scenarios to understand the relative differences in revenue potential, effects on traffic speeds, hours of congestion, and diversion to arterials. All scenarios assume a toll only at the Abernethy Bridge. The table below compares each toll scenario.

Summary of findings:

Description	Goal	Min. Toll	Max. Toll	Congestion Management Benefits*	Arterial Impacts/ Diversion	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	Limited Diversion	\$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	\$340 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	\$342 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	\$556 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	\$436 million

*For the October 2022 Level 2 T&R, the congestion management benefits are for 2045. For the No Build and the October 2023 Level 1 T&R scenarios, the congestion management benefits are for 2027.

Key takeaways:

- None of the four scenarios were sufficient to generate net revenue of \$400 million using toll bonds only. Securing a TIFIA loan from the federal government, which offers better financing terms than toll bonds, could make any of the scenarios viable. The two scenarios (“base” and “flatter”) would require some upward rate adjustments to reach the \$400 million net revenue target.
- Similar revenue levels can be achieved with different rate structures. A rate schedule with lower rates at peak times can be constructed in a way that generates sufficient revenue, but it will require higher off-peak rates to meet revenue targets.
- 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.

Timeline

The Oregon Transportation Commission will discuss the scenarios in November, which will kick off regional conversations on the tradeoffs in November and December. In January 2024, OTC will provide direction on which scenario to use for a Level 2 T&R study.

November 6, 2023

Oregon Toll Program Implementation Report Outline

Equitable Toll Program Development and Diversion Management and Mitigation Plans

As ODOT works to implement tolls on I-5 and I-205 in the Portland metro region, input from community members and leaders throughout the region continues to shape the Oregon Toll Program. Through this process, we have heard two primary questions raised by elected officials and residents:

- How will ODOT ensure a toll program is equitable and does not cause further harm to low-income families?
- How will tolls on major interstates impact travel on nearby local streets and neighborhoods?

On May 4, 2023, in response to concerns raised by elected officials and region residents, Governor Kotek directed ODOT to delay toll collection until January 1, 2026. The updated timeline provides us more time to develop a toll program that works for Oregonians and the Portland metro region, with public and partner input throughout the process.

Before toll collection can begin in 2026, there are many decisions still to be made to shape the Oregon Toll Program policies, pricing, and design. The Implementation Report will give the public and our partners an update on our efforts and plans to center equity in the Oregon Toll Program and our plans and process to minimize traffic diversion to local streets. It will provide an overview of the key decisions that have been made and how public input has influenced the toll program since 2017. It will also detail how partners and the public will help inform the important decisions ahead.

This outline provides an overview of the contents of the Oregon Toll Program Implementation Report that will be presented to the Oregon Transportation Commission on December 11, and sent to the governor's office by December 15.

Equitable Toll Program Development Plan

The impact of tolls on low-income households is one of the primary concerns we have heard in our work with regional partners and through community engagement.

This section will present our continued efforts to center the voices of community members who have been historically underrepresented in transportation decisions. We will share the work that has been led by the Equity Mobility Advisory Committee (EMAC) to establish a low-income toll program, and we will detail upcoming policy decisions that could impact low-income and underserved communities.

There are many decisions that have not yet been made for the toll program policies or projects. Some of these outstanding decisions include income thresholds for benefits and draft rules for enrollment,

verification processes for the low-income toll program, and toll rate-setting and rate-adjustment processes.

As we continue to develop the Oregon Toll Program, it is critical that ODOT and our partners have the information and analysis they need to make informed recommendations on impactful policy decisions.

The Equitable Toll Program Development Plan will dive into four topic areas:

- **Understanding equity and the needs of our community:** *We are engaging our partners and the region's public as we develop the Oregon Toll Program, with the desire to reflect their input in the program.* This section will focus on equitable engagement and how input received has and will inform decision making.
- **Establishing a low-income toll program:** *While we are one of the last metropolitan areas in the United States to implement tolling, we will be the first in the country to have a low-income toll program on day one of operations.* This section will describe the low-income toll program purpose, development process, next steps, and anticipated outcomes.
- **Developing toll rules for an accessible and equitable toll program:** *We are prioritizing equity as we develop the broader foundational statewide toll rules for the Oregon Toll Program, which will be applicable to all future toll projects in the state.* This section will present an overview of the toll rulemaking policy process, policy decisions already made, and those occurring in the future.
- **Long-term equity commitments and accountability:** *We plan to sustain our equity commitments by establishing and committing to a long-term monitoring and accountability processes.* This section will provide an overview of key accountability considerations, commitments made by the Oregon Transportation Commission, and decision points to establish the accountability process.

Diversion Management and Mitigation Plan

We have heard regional and local partner agencies, residents, and businesses express great concern about traffic diversion from the tolled interstates to adjacent highways and local roads. As we plan, design, and ultimately implement the toll program, our top priority is to significantly improve travel on the tolled interstates and raise revenue for transportation needs, and to do so in a way that minimizes impacts to local communities.

This section will present our approach to limiting vehicle diversion from the tolled interstates onto the local road network through toll project development and design. A process timeline will be presented that details when and how diversion mitigation will be identified, and when the public and partners will be engaged in that process. The plan will outline our proposed approach to developing the Oregon Toll Program Adaptive Traffic Management Framework, including the preliminary steps we will take to continuously assess the effectiveness of the toll projects. This will include how and when we will initiate a process to identify solutions for any unforeseen traffic impacts. This plan will cover three topic areas:

- **Toll program and project design:** *We aim to avoid and minimize traffic diversion from the tolled interstates to adjacent highways and local roadway network in the first place by (1) setting appropriate toll rates to balance traffic at the lowest fee possible and (2) selecting gantry locations to discourage excessive toll avoidance. If analysis identifies traffic diversion that causes community impacts through the federal environmental analysis and review process, we will work with impacted communities to identify and implement mitigation.* This section will focus on our goal to avoid and minimize diversion early in the development process, such as through identifying appropriate toll rate

structures and toll gantry locations. It will also present our approach to identifying, developing, and vetting required mitigation for harmful diversion.

- **Oregon Toll Program Adaptive Traffic Management Framework:** *After implementing toll projects, we will not “set it and forget it.” We will continue to collaborate with regional partners to assess travel and diversion patterns after tolls begin and into the future. As the toll system begins operation, if we find that it causes any significant traffic diversion impacts to the local community and roadway network, we will work with partners to identify solutions.* This section will present a summary of steps to establish and adjust components of a management program, the toll project, or the toll program as a whole as needed to reflect evolving needs and conditions.
- **Projects that complement the Oregon Toll Program:** *We will continue to collaborate with regional partners to explore other multimodal investments and funding opportunities to expand travel options for those who need to travel on or near the tolled interstates.* This section will present the efforts and next steps to support our partners to identify and refine the list of projects that complement the toll projects.



**Regional Toll
Advisory Committee**

Meeting #11
November 27, 2023

David Kim, Facilitator

 **Urban Mobility**
STRATEGY

 **Oregon**
Department
of Transportation

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Technical Info

- This meeting is being hosted via Zoom webinar and being live-streamed on YouTube.
- RTAC Members are participating in person and virtually.
- For all others watching virtually, video and chat are disabled, and attendees are muted.

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What you say is part of the public record and open to public records requests through the Oregon Public Records and Meetings Law.

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Agenda

- 1 Welcome and Opening Remarks
- 2 Abernethy Bridge Toll Scenario Trade-offs
- 3 Implementation Report
- 4 Public Comment
- 5 Toll Program Updates
- 6 Reflection and Next Steps



Welcome

David Kim, Facilitator
Brendan Finn, ODOT
Kris Strickler, ODOT

Abernethy Bridge Toll Scenario Trade-offs

Travis Brouwer, ODOT
Brent Baker, Project Team

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Trade-offs for an Abernethy Bridge Point Toll

Trade-offs
Peak vs off-peak rates
Revenue generation
Congestion management
Diversion

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What We Heard: Partner and Public Comments

- Set rates low enough that drivers do not significantly divert to local roads
- Desire for \$0 overnight tolls
- Need more information on toll rate assumptions to provide feedback on the Environmental Assessment



I-205 Scenarios for Trade-off Analysis

Scenario 0: Base

- ODOT published an I-205 Toll Project Environmental Assessment in February 2023
- The Environmental Assessment included toll rate assumptions for tolling on both the Abernethy and Tualatin River bridges
- Scenario 0 of this analysis has essentially the same toll rates as the Environmental Assessment without the Tualatin River bridge toll
- Scenario 0 serves as the reference point for comparing Scenarios 1, 2, and 3

I-205 Scenarios for Trade-Off Analysis

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

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

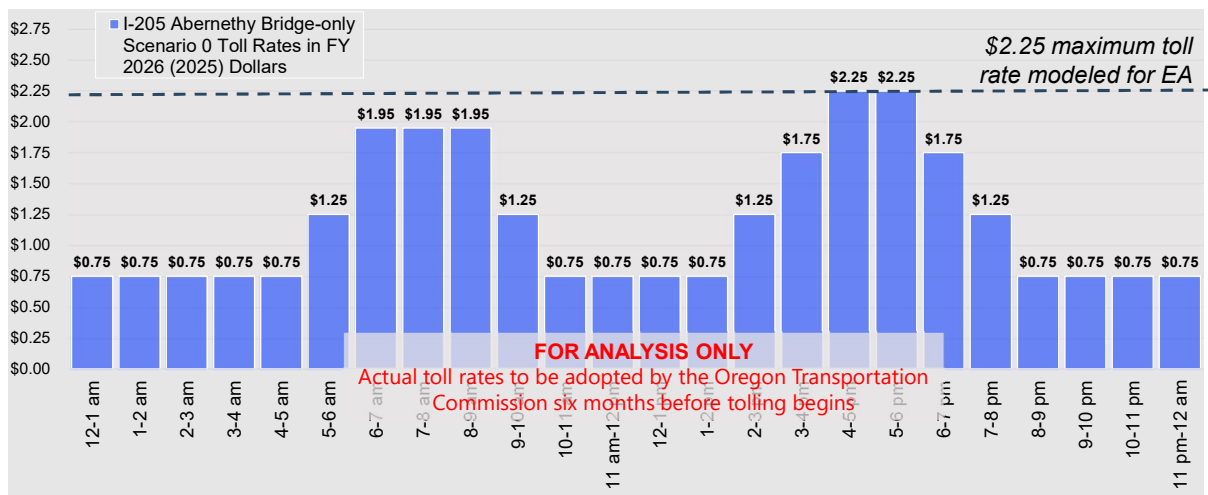


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Scenario 0 | Base Scenario

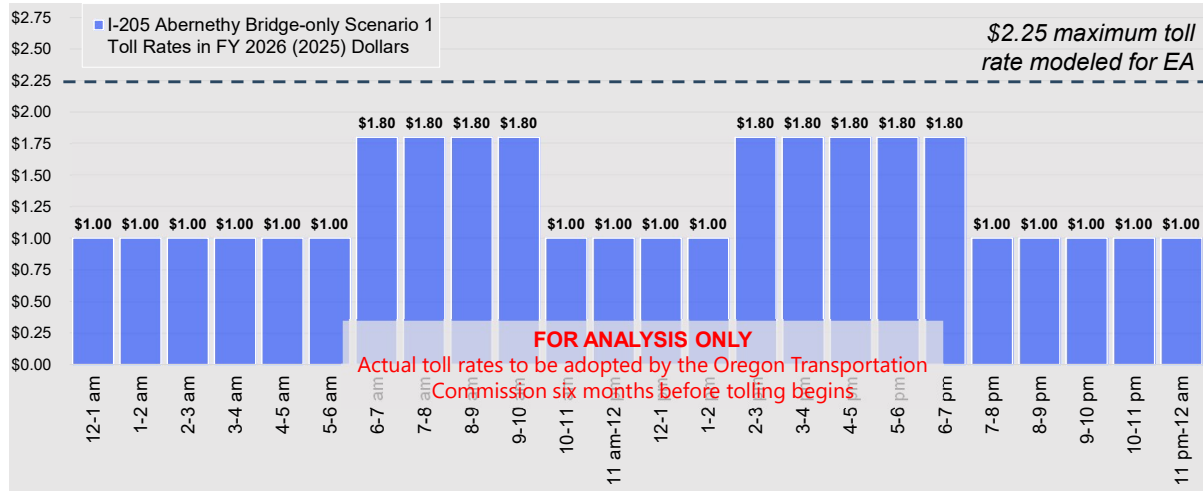


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Scenario 1 | Flatter Toll Scenario

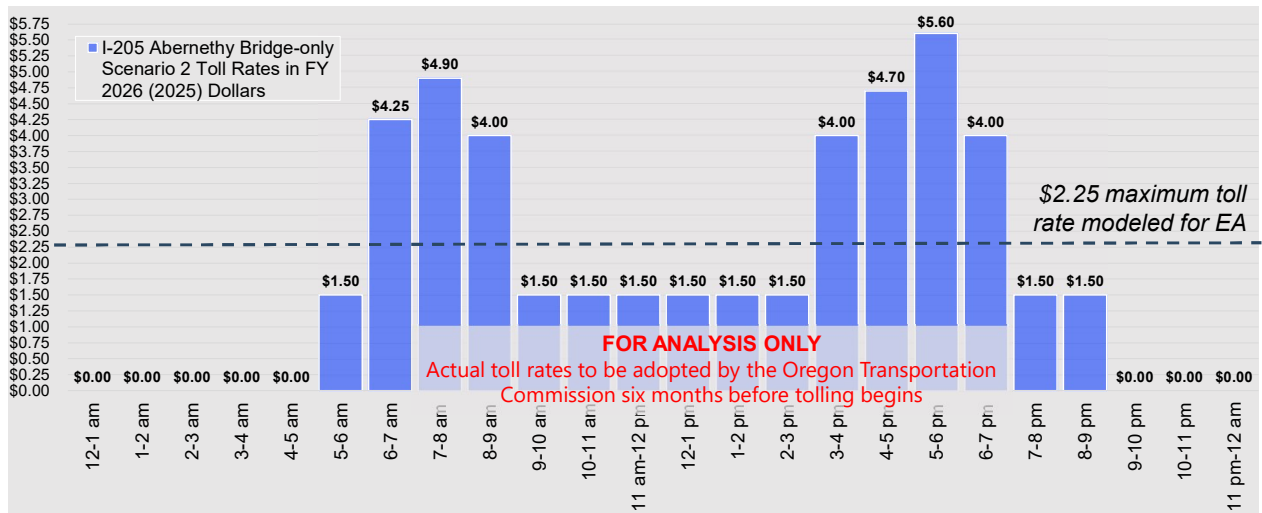


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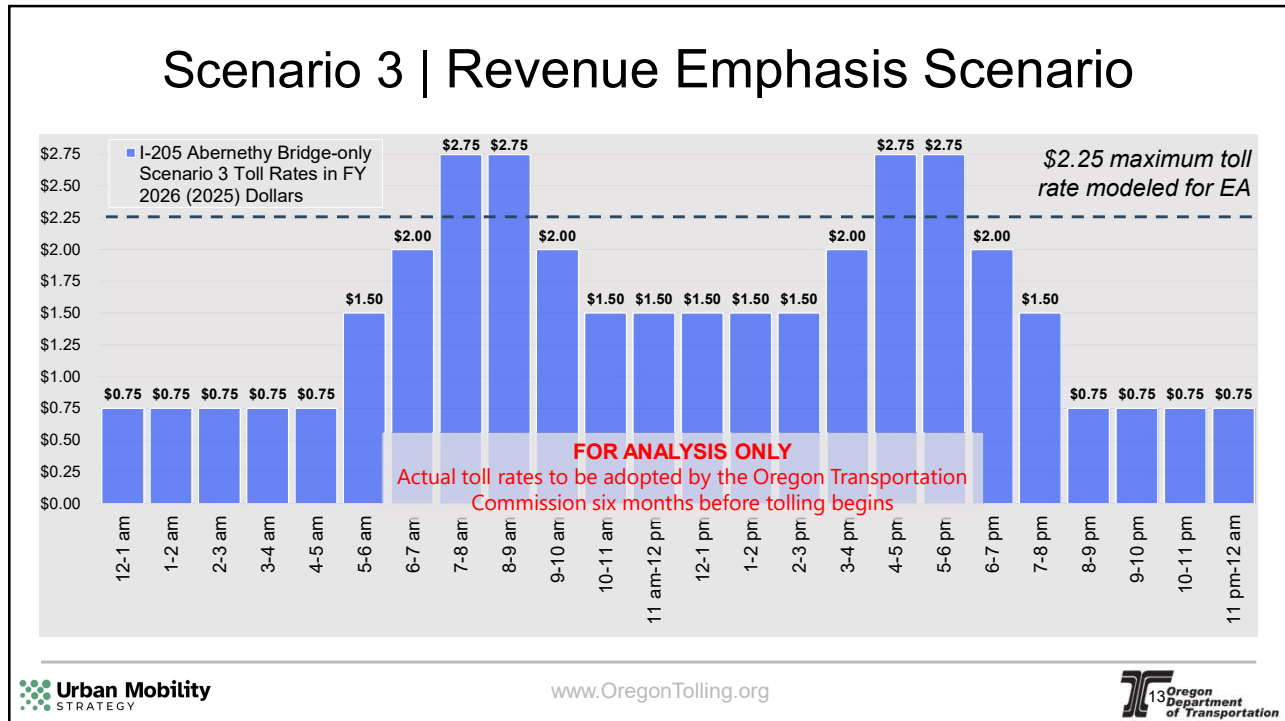
Scenario 2 | Congestion Management Scenario



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Summary of Key Findings

Abernethy Bridge Toll

Preliminary Estimates from Raw 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	Limited Diversion	-
Scenario 1	35-40 mph	5	Limited Diversion	Negligible difference
Scenario 2	45-50 mph	0	Significant Diversion	+50-70%*
Scenario 3	35-40 mph	4	Moderate Diversion	+35-40%

* Scenario 2 tolls may change travel behavior beyond primarily route choice, which could lead to lower revenue for which additional analysis would be needed to estimate

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Toll Revenue Debt Capacity

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



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Takeaways from I-205 Toll Tradeoff Analysis

- There is no perfect toll rate structure that accomplishes all things
- Tradeoffs between congestion relief, diversion, and revenue need to be balanced
- Similar revenue 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 upward
- Toll at Abernethy Bridge is not the best tool to manage congestion on the seven-mile section of I-205



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Next Steps

- Regional conversation about trade-offs and I-205 scenarios and bring input back to OTC – Fall 2023
- OTC decision on which scenario we will move forward with in the I-205 Toll Project Level 2 T&R Study – Early 2024
- Conduct Level 3 Investment Grade T&R Analysis for I-205 Toll Project prior to setting toll rates – Late 2025



Questions?

Discussion:

- Do you agree with the key takeaways? Is there anything missing?
- Should one or more scenarios be removed from the analysis?
- Is there interest in a flatter toll schedule with a lower peak toll combined with a higher off-peak toll?
- What about longer time frame for peak period tolls so that the toll can set to less during off-peak hours?

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Implementation Report

Brendan Finn, ODOT

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Implementation Report Overview

- Requested of ODOT by Governor Kotek
- Due to the Governor on December 15
- **Documents future decision-making process and milestones**
 - Equity
 - Diversion mitigation
- ²¹ • Connects to RTAC charter with diversion mitigation
- Will be reader friendly, action-oriented
- Lists decisions already made

Timeline for input:

- Oct. 23 – Nov. 13: RTAC Staff
- November 8: EMAC (Outline)
- November 9: OTC (Overview)
- November 27: RTAC (Outline)
- December 11: OTC (Final Draft)

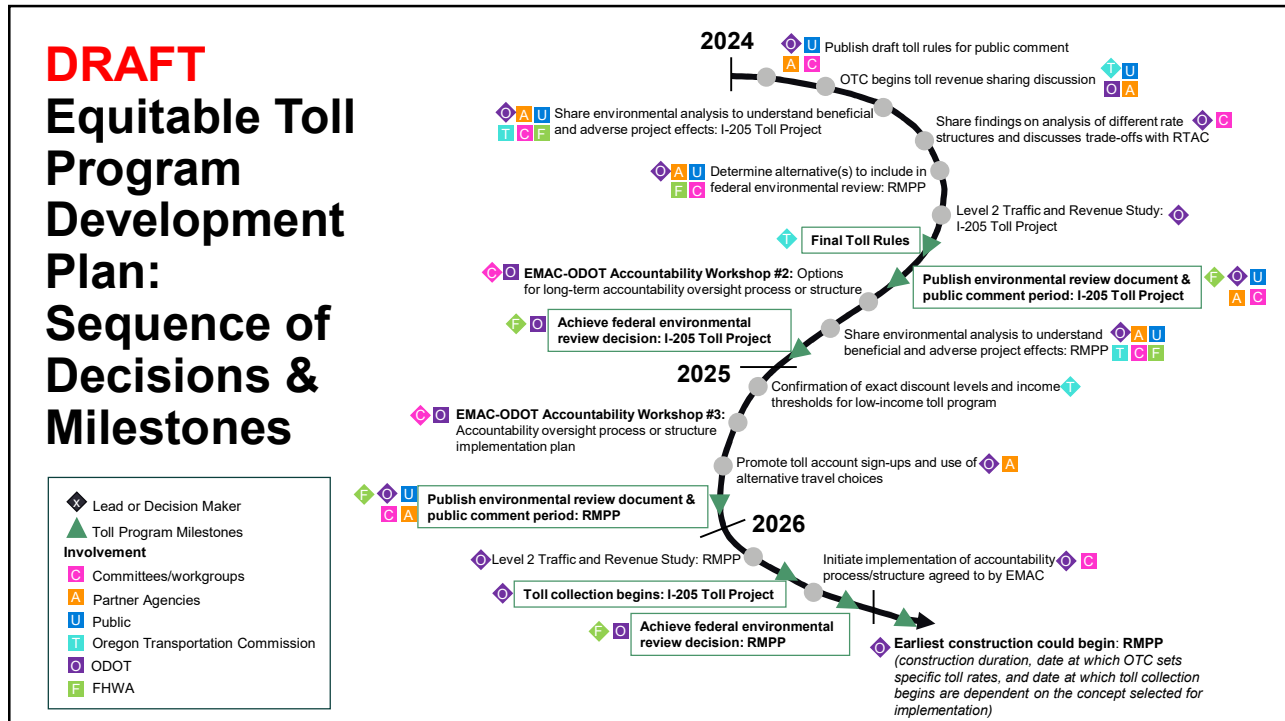
Equitable Toll Program Development Plan

Purpose: Describe ODOT's efforts to center the voices of historically excluded and underserved communities and individuals in decision-making processes

Topic areas include:

- ²² • Understanding equity and the needs of our community
- Establishing a low-income toll program
- Developing toll rules for an accessible and equitable toll program
- Long-term equity commitments and accountability

Primarily covers topics within the scope of the equity framework and equity recommendations developed by EMAC



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Diversion Management and Mitigation Plan

Purpose: Present ODOT’s approach to limiting vehicle diversion from the tolled highways onto the local road network

Topic areas include:

- Toll program and project design
- Oregon Toll Program Adaptive Traffic Management Framework
- Projects that complement the Oregon Toll Program

Covers some topics within the scope of RTAC

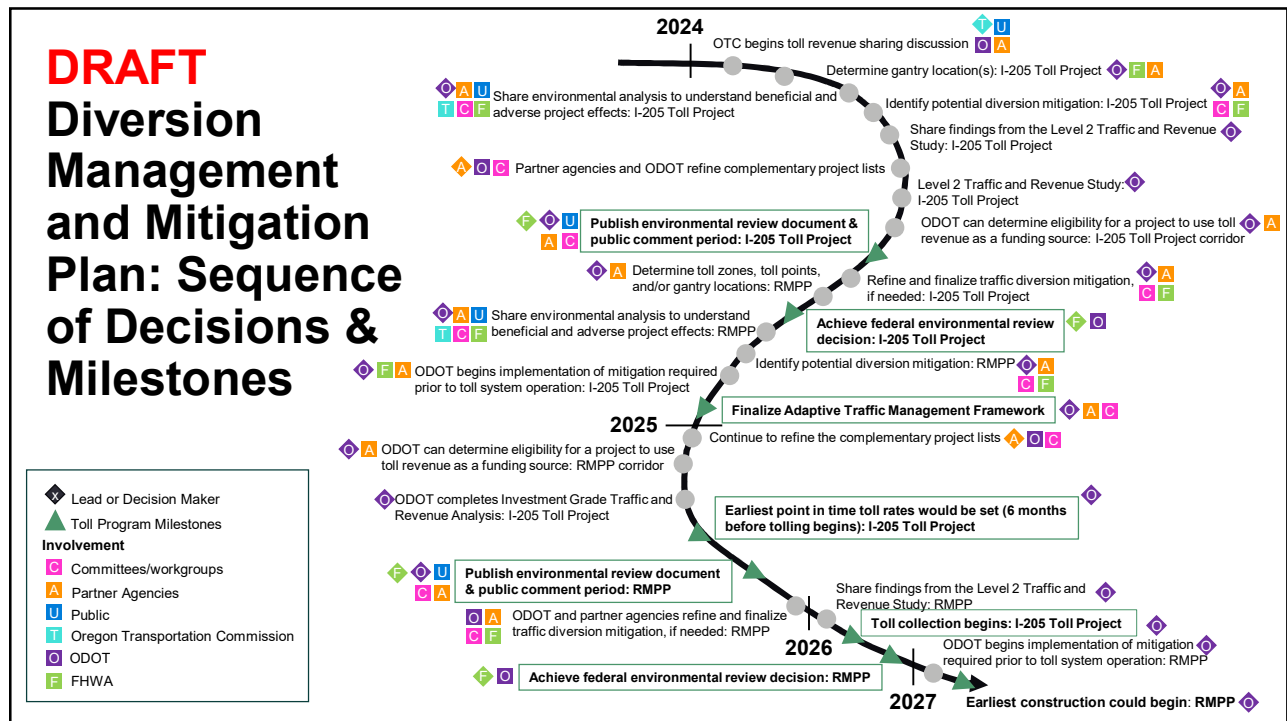
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PTS and Nexus Projects Update

- Staff recommendation:
 - Hold the lists until more information is available
 - Refinement is anticipated once outcomes on traffic patterns and funding sources are available

- Toll Projects Complementary Multimodal Investments: Decisions and Milestones to Get There**
- Partner agencies submit lists of complementary projects
 - Oregon Transportation Commission clarify toll revenue use
 - ODOT and Partners define next steps for complementary project list refinement
 - ODOT perform toll impact and benefit analyses and share results
 - Partner agencies determine project implementation timeframes and potential funding sources
 - Partner agencies refine complementary project list as new information is available
 - ODOT work with partner agencies to determine if toll revenue is a viable funding source on a project-by-project basis



Questions?

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Public comment



- We will start with those who are providing public comment in person. Then we will move to those who have raised their hands to comment virtually.



- We will call on you when it is your turn to speak. Please **raise your virtual hand** so the Project Team can unmute you when they call on you.

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To provide comments at any time:

Email oregontolling@odot.oregon.gov with "RTAC Public Comment" in subject line to provide written comments.

Call 503-837-3536 and state "RTAC Public Comment" in your message to provide verbal comments.

Thank you for your participation.

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Project Updates

James Paulson
 Commissioner Nafisa Fai
 Gareth Prior, ODOT
 Zoie Wesenberg, ODOT

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EMAC Report-Out

Low-Income Toll Program

- Presentation from EMAC to OTC on Nov.9

November 8 EMAC Meeting #26

- Tribal engagement in the Oregon Toll Program and Equity Framework
- ³⁰• Draft ODOT Implementation Plan outline
- Toll Program Engagement Updates which included summer 2023 engagement efforts, I-205 Toll Project update, and RMPP Tolling Options Survey Results.

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Statewide Toll Rules Advisory Committee (STRAC) Report-Out

- **Held final meeting on November 17**
- Reviewed and provided feedback on draft rules and fiscal-equity impact statements
- Next steps:
 - 31 • Draft rules with feedback going to OTC for their December 11 meeting
 - Public comment period beginning in April with earliest OTC adoption in June 2024

Low Income Toll Program: Existing Practices

Facility	Geographic extent	Income Level	Benefit
Elizabeth River Bridge Crossings (Hampton Roads, VA)	Hampton Roads region residents (recently expanded, previously limited to a few local cities)	200% of FPL	50% discount; applicable only to the first 10 toll trips per month
San Mateo 101 Express (San Francisco, CA)	San Mateo County residents	200% of FPL	\$100 credit (one-time)
I-10/I-110 Express Lanes (Los Angeles, CA)	Los Angeles County residents	200% of FPL	\$25 credit (one-time)
Central 70 Express Lane (Denver, CO)	Globeville and Elyria-Swansea neighborhood residents	200% of FPL	\$100 credit (one-time)

Low Income Toll Program: Next Steps

OTC Meeting on December 11

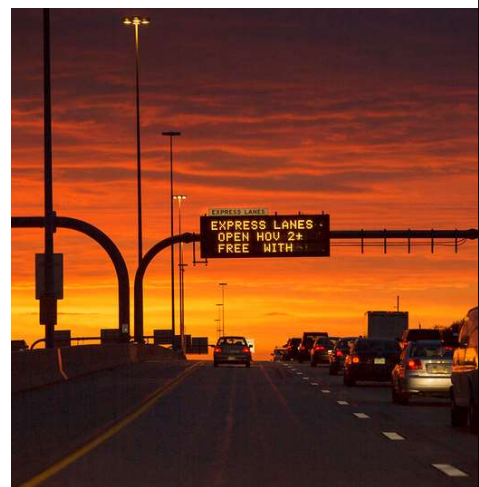
- Commitment to implement a 50% discount for customers whose income is up to 200% Federal Poverty Level (FPL)
- Residents of Oregon and Washington State able to enroll
- The benefit will be a percentage discount
- Commitment to study 10% and 25% discounts for 300% FPL and 400% FPL in further traffic and revenue studies to inform OTC's decision whether to offer this tier

I-205 Express Lanes Analysis

In response to community requests, ODOT is considering two potential express toll lane options for I-205 between Stafford Road and the Abernethy Bridge:

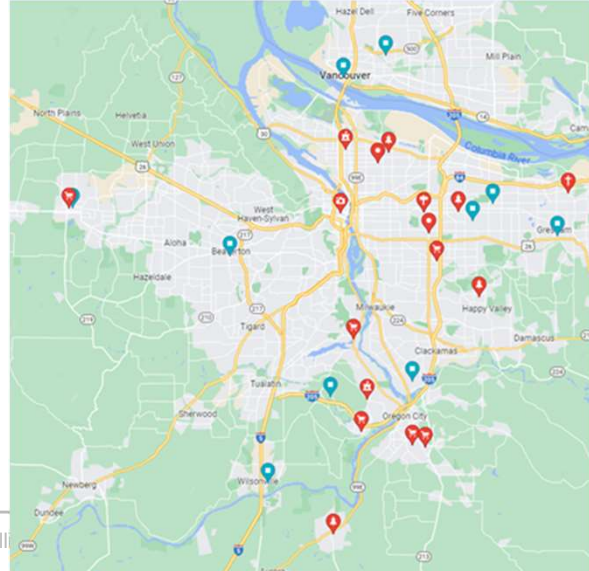
- Revisiting the original design (new lane and other improvements)
- Restriping and reducing shoulder

Analysis will be available in early 2024.



Outcomes from Recent Public Engagement

- **I-205 Toll Project**
 - [Reports](#) from EA public comment period are now posted online and were distributed
- **Regional Mobility Pricing Project:**
 - Report from recent engagement to be finalized by early December.
- **Rulemaking engagement:**
 - [Report](#) recently published on Jan - Oct 2023 engagement
- **Summer 2023 engagement**
 - Increased engagement May – October 2023
 - 28 events reached more than 4,700 people ([see map](#))
 - Planning for winter/spring engagement



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Outcomes from Recent Public Engagement



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Reflection and next steps

- **Next meeting: January 22, 2024**
- Complete meeting evaluation



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