

# Regional Toll Advisory Committee Meeting 1 Agenda

<b>Date:</b>	Wednesday, August 24, 2022
<b>Time:</b>	9:00 – 11:30 a.m.
<b>Location:</b>	Hyatt Regency at the Portland Convention Center, 375 NE Holladay St, Portland
<b>Digital Access:</b>	<a href="https://us02web.zoom.us/j/86722404971">https://us02web.zoom.us/j/86722404971</a> To join by phone: 253-215-8782 Webinar ID: 867 2240 4971

## Meeting Objectives

- Develop shared understanding of committee charge, purpose and workplan.
- Seek conceptual agreement on draft committee charter.
- Develop shared understanding of project context and status.
- Review and discuss Oregon Highway Plan Goal 6 amendments and begin discussions on considerations for alignment with toll projects and Regional Transportation Plan.

## Agenda Items

Time	Item	Lead
9 am (10 minutes)	<b>Welcome and agenda review</b>	David Kim, Facilitator
9:10 am (10 minutes)	<b>Committee charge and purpose</b>	Kris Strickler, ODOT Director and Committee Chair
9:20 am (30 minutes)	<b>Member and staff introductions:</b> Name, role, contribution to committee  <i>Objective:</i> Introduce each other to members, staff and the public; hear how members can contribute to committee charge	All
9:50 am (15 minutes)	<b>Review committee charter and workplan</b> ( <i>Discussion</i> )  <i>Objective:</i> Identify proposed additions, areas of support and concerns to reach conceptual agreement.	David Kim, Facilitator
10:05 am (20 minutes)	<b>Project context and status</b> ( <i>Information</i> ) <ul style="list-style-type: none"> <li>• System challenges</li> <li>• Project history and status</li> <li>• Equity Framework</li> <li>• Timeline</li> </ul> <i>Objective:</i> Learn about and understand context for the work ahead.	Mandy Putney, ODOT

*Meeting Agenda*

Regional Toll Advisory Committee meeting #1, Aug. 24, 2022, 9:00 – 11:30 a.m.

Time	Item	Lead
10:25 (10 minutes)	<p><b>Draft Low Income Toll Report</b> (<i>Information</i>)</p> <ul style="list-style-type: none"> <li>• Options for consideration</li> </ul> <p><i>Objective:</i> Understand contents of the report, how comments received will be incorporated and next steps.</p>	Garet Prior, ODOT
10:35 am (10 minutes)	<i>Break</i>	
10:45 (30 minutes)	<p><b>Oregon Highway Plan Goal 6 Amendments</b> (<i>Discussion</i>)</p> <ul style="list-style-type: none"> <li>• Purpose and relationship to Regional Mobility Pricing Project and Regional Transportation Plan</li> <li>• Proposed updates</li> <li>• Feedback to date and initial plans to address</li> </ul> <p><i>Objective:</i> Understand the amendments and discuss considerations for alignment with Regional Transportation Plan and toll projects.</p>	Amanda Pietz, ODOT
11:15 (10 minutes)	<p><b>Public comment</b></p> <p><i>Meeting observers are welcome to provide comment to members of the PAC. Comments or questions will not be responded to by PAC members. Individual comment time limits will be determined by number of people desiring to make comment.</i></p>	Nick Fazio, Project Team
11:25 (5 minutes)	<p><b>Next steps</b></p> <ul style="list-style-type: none"> <li>• Next meeting</li> <li>• Action items</li> </ul>	Kris Strickler, Chair David Kim, Facilitator
11:30 am	Adjourn	

Regional Toll Advisory Committee Meeting Schedule:

*Proposal: Last Monday morning of the month, 9:30 am – Noon*

- Meeting 2 – September 2022
- Meeting 3 – October 2022
- Meeting 4 – November 2022
- Meeting 5 – January 2023

# Urban Mobility Strategy Regional Toll Advisory Committee

## Committee Charter and Protocols -- DRAFT – Aug 18, 2022

### Preamble

Variable rate tolling, also known as congestion pricing or value pricing, is a type of user fee in which a higher price is set for driving on a road when demand is greater, usually in the morning and evening rush hours. One goal is to reduce congestion by encouraging people to travel at less congested times or by other modes, and to provide a more reliable travel time for paying users. Another goal is to raise revenue to pay for the existing system and transportation investments.

Oregon House Bill 2017 from the 2017 Legislative session directed the Oregon Transportation Commission (OTC) to seek approval from the Federal Highway Administration (FHWA) by December 2018 to implement variable rate tolls on the I-5 and I-205 corridors, from the Washington state line to their intersection in Oregon. Based on the Value Pricing Feasibility Analysis, which was completed in 2018, OTC sought and received that approval and is now required, per the legislation, to implement variable rate tolls. In 2021, the Oregon Legislature further clarified this direction through passage of HB 3055.

OTC and the Oregon Department of Transportation (ODOT) are now moving forward with variable rate toll projects on I-5 and I-205. Completion of the federal environmental review process must occur before tolls may be collected. In parallel, the Oregon Highway Plan and Oregon Administrative Rules, as state implementing policies, will be amended by OTC to provide guidance for local project planning and establishment of toll rates. In addition, the Regional Transportation Plan is being updated by Metro, as the designated metropolitan planning organization, and will reflect regional priorities related to congestion pricing.

Throughout the planning and environmental review processes, ODOT works with government officials and stakeholders to seek input so that the voices of all those who may be affected can be heard.

### Purpose of Charter

This charter is intended to provide a clear and mutually agreeable statement of the roles and responsibilities of the Regional Toll Advisory Committee (Committee or RTAC) members, ODOT, and project staff. It also identifies the way in which the Committee will operate, including decision-making processes, meeting conduct and communication. Once agreed upon by the Committee, the charter will guide the work and conduct of the Committee in an open and transparent process.

### Purpose of the Committee

The Regional Toll Advisory Committee shall advise the ODOT Director in developing toll projects being planned for the Portland metropolitan area. Committee meetings will provide a forum for members to provide regional perspectives and feedback to ODOT leadership in advance of OTC or ODOT toll-related decisions. Members will be responsible for representing



stakeholder organizations and interests, communicating routinely with their constituencies and providing recommendations to the ODOT Director.

The Regional Toll Advisory Committee shall focus their deliberations on key issues and project-level decisions. This includes:

- Integration of the I-205 Toll Project with the Regional Mobility Pricing Project as well as the 2023 update to the Regional Transportation Plan and 2022 updates to the Oregon Highway Plan and Oregon Transportation Plan
- Centering of equity in process and outcomes
- Monitoring of diversion and funding projects that address diversion impacts
- Providing local input on criteria for allocation of net toll revenue

## Committee Composition

The Committee will be composed of approximately 25 members representing a variety of interests and perspectives, including:

- Oregon Department of Transportation
- Washington Department of Transportation
- Tribal Governments
- City, county, and metropolitan planning organization officials from Oregon and Washington in the four most directly affected counties of Multnomah, Clackamas, Washington and Clark
- Port of Portland
- Highway users
- Advocates for equity, social justice, and environmental justice
- Public transportation
- Active transportation (walking, biking and rolling)
- Environmental quality
- Public health
- Business
- Labor
- Freight

The RTAC will also include an ex officio member representing the Federal Highway Administration.

Committee members will be approved by the ODOT Director. The ODOT Director also will serve as a committee chair so as to hear member discussions directly.

Should a member no longer represent their constituents, agency or organization (through change in office, position or other circumstance), ODOT reserves the right to revisit the committee's standing membership to ensure the committee's representativeness.

## Committee Meetings

The full Committee will meet about 12 times through late 2023. It will be facilitated by a neutral facilitator. Meeting observers are asked to silently observe the meeting. An opportunity for



public comment to the Committee will be provided at each meeting. In addition, a project email address enables the public to provide comment to the Committee.

## Committee Responsibilities

As described in HB 2017 and referenced in HB 3055, variable rate tolling is designed to relieve congestion on I-5 and I-205 in the Portland metropolitan area. The OTC and ODOT are evaluating tolling projects that will:

- **Manage congestion:** Variable rate tolling can be used to manage demand and encourage more efficient use of the transportation system by shifting trips to less congested times or designated lanes through pricing and/or maximizing the use of other modes to improve roadway reliability.
- **Finance transportation improvements that manage congestion:** Variable rate tolling can be used as a means to finance the construction of roadway improvements that will improve the efficient movement of goods and people.

Existing statutes and rules, as well as the results of public processes since 2017 have resulted in project decisions. During their deliberations, members will accept as resolved the following:

- Planning for variable rate tolling the Portland metropolitan area will proceed to achieve dual goals of managing congestion and financing transportation improvements.
- The I-205 Toll Project will be implemented first and will move ahead separately from the Regional Mobility Pricing Project.
- I-205 tolls will pay for the I-205 Improvements Project.
- If a regional toll system is not implemented, tolls for completion of the I-205 Improvements Project will end once construction bonds are fully repaid.
- All lanes will be tolled.
- The toll program in Oregon will use variable rate tolls based on time of day and will collect tolls electronically.
- Project decisions will be consistent with the Oregon Highway Plan and other related state policies.

When evaluating options and making recommendations, the Committee shall refer to the Oregon Transportation Plan policies and at a minimum consider the following factors:

- **Equity impacts:** Consistency with the adopted Equity Framework and July 2022 recommendations from the Equity and Mobility Advisory Committee, whether the option will disproportionately impact currently or historically underrepresented and underserved households or communities and to what extent mitigation strategies could reduce the impact.
- **Revenue and cost:** To what extent the option will raise sufficient revenue to cover the cost of implementing congestion pricing as well as the ongoing operational expenses, including the costs of maintenance and repairs of the facility.
- **Traffic operations improvements:** To what extent the option will improve the traffic operations of the priced facility, including but not limited to increasing reliability and mitigating congestion.

- **Diversion of traffic:** To what extent the option may cause diversion to other routes and modes that will impact the performance and operations of other transportation facilities, including both roads and public transportation service.
- **Adequacy of public transportation service:** To what extent public transportation service is available to serve as an alternative, non-tolled mode of travel.
- **Impacts on the community, economy, and environment:** Whether and how the option will impact the surrounding community, economy, and/or environment, as well as the freight movement and economy of the state in general.
- **Public input:** To what extent the public supports a particular pricing option as a way to address congestion.
- **Consistency with state and regional law and policy:** Whether the option will comply with existing Oregon Transportation Commission policies, state laws, and regional planning regulations.
- **Feasibility under federal law:** Whether the option is or will be allowable under federal tolling laws.
- **Project delivery schedules:** Whether a pricing option has the potential to alter the expected delivery schedule for a project on the corridor.

The Committee will also serve as a communications link between the technical analysis and stakeholders. Members will convey project-related information to and from respective communities and interest groups, and identify stakeholders and help facilitate contact with those groups and individuals.

## Process and Protocols

While the Committee is advisory and does not have decision-making authority, the Committee will be called upon to provide insight, observations, feedback and recommendations to the ODOT Director. All Committee feedback will be respectfully considered, in addition to technical findings and input received from the broader public. The OTC is the tolling authority in Oregon and will make final decisions about toll projects, policies and rates, and what to submit to FHWA when necessary for approval.

## Committee Recommendation Development Process

All members are encouraged to challenge themselves and each other to think creatively and to approach project development with an open mind. While it is important to identify problems, it is even more important to seek thoughtful solutions that advance the conversation.

The Committee's work will center on providing feedback and recommendations to ODOT Director on an ongoing basis consistent with the project development schedule. Feedback and recommendations will, at a minimum, address the following questions:

- What opportunities exist to accelerate the schedule for delivery of the Regional Mobility Pricing Project to reduce the implementation gap between RMPP and the I-205 Toll Project?
- What partnerships should ODOT and local jurisdictions pursue for long-term monitoring of mitigation strategies to address negative impacts from diversion to neighborhoods, local roads and the broader transportation system?

- What partnerships and resources should ODOT and local public transportation providers pursue to make public transportation and multimodal travel a viable alternative to driving on I-5 and I-205?
- Does the committee agree that the proposed action for the Regional Mobility Pricing Project aligns with state goals detailed in the Oregon Highway Plan and regional goals in the 2023 Regional Transportation Plan?
- What feedback should OTC consider when adopting criteria for the allocation of net toll revenue within corridors, consistent with the Oregon Highway Plan and other policies?

At key milestones, straw polls or votes may be taken. The Committee will strive for consensus when possible, while recognizing that consensus may not be achievable and understanding that consensus advice is more powerful to decision-makers.

The Committee will use written recommendations or memorandums to the ODOT Director and staff that describe the range of member perspectives, rationale and considerations when conveying formal advice and to record it for the community's use. Majority and minority opinions may be included.

The Director, serving as the chair, and any ex officio member of the committee will not take part in any votes, but may be asked to provide their insight or expertise in the development of minority or majority statements.

### **Work Plan**

The project team will develop a committee work plan that meets the needs of the community and ODOT. Emergent community priorities and the schedule for the toll projects will inform the work plan. A Committee facilitator and project team will work collaboratively with ODOT to adjust the plan as needed.

### **Meeting Protocols**

- Meetings will be actively facilitated to ensure that discussions are consistent with the Committee charter and to ensure that feedback and recommendations are advanced from the group in a timely manner.
- The facilitator will ensure that all committee members have an equal opportunity to participate. Members agree to give the facilitator permission to keep the group on track and table discussions as needed to keep the group moving.
- The ODOT Director will serve as chair for the Committee. In this role, he will provide input on meeting agendas and act as an active liaison to the Oregon Transportation Commission and ODOT leadership in Region 1 and the Urban Mobility Office.
- Members agree to follow the meeting ground rules as established with the group's facilitator, including:
  - Silence electronics.
  - Be curious and willing to learn and contribute.
  - Ask questions of each other to gain clarity and understanding.



- Express yourself in terms of your preferences, interests, and outcomes you wish to achieve.
  - Listen and speak respectfully and try sincerely to understand the needs and interests of others.
  - Seek common ground.
  - Honor each other by being honest, authentic, and brave.
  - Make space, then take space; be concise. Everyone should have the opportunity to share their ideas.
  - Attend to impact. Good intentions can still cause harm. When someone is hurt, focus on listening and understanding the impact.
- Meetings will be scheduled in advance and attendance is important given the delivery schedules of the projects. Members will make their best effort to attend all meetings. Members will notify the facilitator or designated staff in advance if unable to attend and will provide written comments or vote prior to the meeting.
  - Alternates are allowed when a member cannot attend to represent the interests of the member and provide input on the member's behalf.
  - Should members be absent for more than two consecutive meetings, ODOT reserves the right to reconsider their standing membership in the Committee, and may offer their membership to another party. An alternate member may not routinely replace a standing Committee member.
  - Ex Officio members may choose to participate in conversations, sharing their perspectives and expertise with the group. Ex Officio members will not participate in votes or the development of minority or majority statements.
  - The project will make every effort to ensure meeting materials are finalized at the time of electronic distribution to Committee members, however, there may be instances where updated versions of materials are provided; in these cases, staff will describe the changes. Members will make their best effort to review all materials in advance and come prepared to participate.
  - Committee meetings are open to the public. ODOT will conduct meetings under the provisions of Oregon Public Meetings Law (ORS 192.610-690). When safe to do so, meetings will be held at a location accessible to the members and public. All meetings will be recorded. ODOT will provide needed accommodations under the Americans with Disabilities Act or Civil Rights Title VI when requested.
  - Public notification of Committee meetings will occur at least one week in advance and the agenda and meeting materials will be made available on ODOT's tolling website.
  - During in-person meetings, a printed version of materials will be available to all members at the commencement of the meeting and posted on the website.
  - Time will be reserved at each meeting to hear verbal public comment.



- Meetings will begin and end on time. If agenda items cannot be completed on time, the committee will decide if the meeting should be extended, an additional meeting scheduled, or the discussion continued at the next scheduled meeting.
- Meeting summaries will be produced for each meeting by the project team to reflect group discussion, feedback, areas of agreement and tasks and assignments related to advancement of the group's work. Draft summaries will be distributed, and committee members given the opportunity to clarify or edit the summary to make sure it accurately reflects the meeting.
- Meeting summaries will be published online after Committee members have been provided an electronic copy of the summary for their information or clarification if required.
- Members are asked to silence mobile phones and electronic devices and refrain from personal live streaming or other use of social media during the committee meeting sessions.

### **Communication**

- All records of the committee, including formal documents, discussion drafts, meeting summaries and exhibits, are public records.
- Members will share information with their organizations and/or constituents, gather information from their constituents to help inform committee discussions and encourage their participation in the process.
- Members will not take actions or discuss issues in any way that undermines an open and transparent group process.
- Members will notify designated ODOT staff of all requests from the media. If members do speak with the media, they will clarify that they are speaking as an individual and not speak on behalf of the project or the Committee, nor characterize the points of view of other members.
- The facilitator and supporting staff will be available at and between meetings to address questions, concerns and ideas. The facilitator and staff will respond to all member inquiries in a timely manner.
- The facilitator may contact Committee meeting members between meetings to address any potential areas of concern or conflict that may arise during the committee process.

**Signature Page**

<b>Committee Member Name</b>	<b>Signature</b>	<b>Date</b>
Frank Bubenik City of Tualatin		
Wayne Chow Oregon State Building and Construction Trades Council		
Nafisa Fai Washington County		
Brendan Finn ODOT, Urban Mobility Office		
Carley Francis Washington State Dept. of Transportation		
Jo Ann Hardesty City of Portland		
Andrew Hoan Portland Business Alliance		
Kathy Hyzy City of Milwaukie		
Sarah Iannarone The Street Trust		
Jana Jarvis Oregon Trucking Association		
Anne McEnery-Ogle City of Vancouver		
James Paulson Worksystems, Inc.; EMAC liaison		
Lynn Peterson Metro		
Matt Ransom SW Washington Regional Transportation Council		
Curtis Robinhold Port of Portland		
Richard Rylander Clark County, WA		
Vivian Satterfield Verde		
Paul Savas Clackamas County		
JC Vannatta TriMet		
Jessica Vega Pederson Multnomah County		
Julie Wilkie Ride Connection		
Kasi Woidyla Virginia Garcia Memorial Health Center		
TBD Tribal government		
TBD Washington business		
TBD City from E. Multnomah County		



**Non voting members**

<b>Name</b>	<b>Signature</b>	<b>Date</b>
Keith Lynch FHWA, Ex Officio		
Kris Strickler Oregon Dept of Transportation, Chair		
<b>Facilitator</b>	<b>Signature</b>	<b>Date</b>
David Kim		

DRAFT



## Regional Toll Advisory Committee Summary Work Plan

<b>Meeting</b>	<b>Month</b>	<b>Meeting Topics</b>
1	Aug 24, 2022	<ul style="list-style-type: none"> <li>• Committee charge and purpose, review charter</li> <li>• Project history, overview, and status</li> <li>• Discussion of Oregon Highway Plan Toll Amendment policies and Low Income Toll Report findings</li> </ul>
2	Sept 2022	<ul style="list-style-type: none"> <li>• Charter adoption</li> <li>• Introduction of Regional Mobility Pricing Project (RMPP) concept for National Environmental Policy Act (NEPA) analysis</li> <li>• Discuss alignment of RMPP and Portland Metro Regional Transportation Plan (RTP)</li> </ul>
3	Oct 2022	<ul style="list-style-type: none"> <li>• Toll projects and program schedule presentation</li> <li>• Opportunities on closing schedule gap between 205 Toll Project and RMPP discussion</li> </ul>
4	Nov 2022	<ul style="list-style-type: none"> <li>• Discuss I-205 Toll Project's draft environmental assessment findings</li> </ul>
	Dec 2022	No meeting
5	Jan 2023	<ul style="list-style-type: none"> <li>• Rate setting rulemaking process overview, update, and discussion</li> <li>• Recommendation on closing schedule gap between 205 Toll Project and RMPP</li> </ul>
6	Feb 2023	<ul style="list-style-type: none"> <li>• Information on work to-date for transit and congestion pricing analysis and planning between ODOT and partners</li> <li>• Constitutional constraints and current law for toll revenue</li> </ul>
7	Mar 2023	<ul style="list-style-type: none"> <li>• RMPP traffic impacts and benefits and local transportation plans, including transit plans.</li> </ul>
8	Apr 2023	<ul style="list-style-type: none"> <li>• Discussion of draft monitoring plans for diversion</li> <li>• Discussion of opportunities to advance transit and congestion pricing</li> </ul>
9	May 2023	<ul style="list-style-type: none"> <li>• Recommendation on long term diversion monitoring</li> <li>• Recommendation on opportunities to advance transit and congestion pricing</li> </ul>
10	June 2023	<ul style="list-style-type: none"> <li>• Discuss RMPP draft NEPA assessment findings</li> <li>• Discussion of options for criteria for allocation of net toll revenue</li> <li>• Rate setting rulemaking update and discussion</li> </ul>

<b>Meeting</b>	<b>Month</b>	<b>Meeting Topics</b>
11	July 2023	<ul style="list-style-type: none"> <li>• Portland Metro Regional Transportation Plan (RTP) and Oregon Highway Plan (OHP) plan policies</li> <li>• Refinement of draft options for criteria for allocation of net toll revenue</li> </ul>
	Aug 2023	No meeting
12	Sept 2023	<ul style="list-style-type: none"> <li>• Recommendation on RMPP alignment with RTP and OHP plan policies</li> <li>• Recommendation on options for criteria for allocation of net toll revenue</li> </ul>

**Note: The table reflects the discussion topics directly related to the questions in the charter. For all meetings, informational items will also be on the agenda.**

# Regional Toll Advisory Committee Membership

## Member roster

RTAC Member	Organization
Frank Bubenik	City of Tualatin
Wayne Chow	Oregon State Building and Construction Trades Council
Nafisa Fai	Washington County
Brendan Finn	ODOT, Urban Mobility Office
Carley Francis	Washington State Dept. of Transportation
Jo Ann Hardesty	City of Portland
Andrew Hoan	Portland Business Alliance
Kathy Hyzy	City of Milwaukie
Sarah Iannarone	The Street Trust
Jana Jarvis	Oregon Trucking Association
Anne McEnery-Ogle	City of Vancouver
James Paulson	EMAC Liaison
Lynn Peterson	Metro
Matt Ransom	SW Washington Regional Transportation Council
Curtis Robinhold	Port of Portland
Richard Rylander	Clark County, WA
Vivian Satterfield	Verde
Paul Savas	Clackamas County
JC Vannatta	TriMet
Jessica Vega Pederson	Multnomah County
Julie Wilkie	Ride Connection
Kasi Woidyla	Virginia Garcia Memorial Health Center
TBD	Tribal Government
TBD	Greater Vancouver Chamber of Commerce
TBD	East Multnomah County City
Keith Lynch	FHWA (ex officio)
Kris Strickler	ODOT Director serving as chair

Updated: Aug. 18, 2022

## Tolling Projects Resources

### Planning descriptions

#### Equity

Equity acknowledges that not all people, or all communities, are starting from the same place due to historic and current systems of oppression. Equity is the effort to provide different levels of support based on an individual's or group's needs in order to achieve fairness in outcomes. Equity actionably empowers communities most impacted by systemic oppression and requires the redistribution of resources, power, and opportunity to those communities.<sup>1</sup>

"Equity" for transportation projects is the just allocation of burdens and benefits within a transportation system. For the purposes of ODOT's toll projects, equity is described in two ways: process equity and outcome equity.<sup>2</sup>

- *Process equity* means that the planning process, from design through to post-implementation monitoring and evaluation, actively and successfully encourages the meaningful participation of individuals and groups from historically excluded and underserved communities.
- *Outcome equity* means that the toll projects will acknowledge existing inequities and will strive to prevent historically excluded and underserved communities from bearing the burden of negative effects that directly or indirectly result from the toll projects, and will further seek to improve overall transportation affordability, accessible opportunity, and community health.

#### Equity Framework Communities

The Oregon Toll Program recognizes past land-use and transportation investments in the Portland metro area— including highway investments—have resulted in negative cultural, health, economic, and relational impacts to local communities and populations. These projects have resulted in displacement and segregation and have disproportionately affected: people experiencing low-income or economic disadvantage; Black, indigenous and people of color (BIPOC); older adults and children; persons who speak non-English languages, especially those with limited English proficiency; persons living with a disability; and other populations and communities historically excluded and underserved by transportation projects.

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<sup>1</sup> "Diversity, Equity, and Inclusion Action Plan." State of Oregon (2021). Originally adopted in June 2020 for the State of Oregon Equity Framework in COVID-19 Response and Recovery.

<sup>2</sup> I-205 and I-5 Toll Projects' Equity Framework, Updated December 3, 2020

## **Regional Mobility Pricing Project (RMPP)**

The purpose of the RMPP is to use congestion pricing on Interstate-5 (I-5) and Interstate-205 (I-205) to manage traffic congestion on these facilities in the Portland, Oregon metropolitan area in a manner that will generate revenue for transportation system investments.

The RMPP is studying tolling all lanes on 55 route miles of interstate highways, from the I-5 Boone Bridge in Wilsonville north to the Columbia River on both I-5 and I-205. Toll rates would vary based on time of day, vehicle class, trip length, and method of payment. Tolls would be applied to all segments of the two interstate facilities, but with accommodations to address equity, tolling impact concerns, and other issues.

The RMPP is presently in a pre-NEPA U.S. Department of Transportation Planning and Environmental Linkages (PEL) phase, which will continue through fall 2022. Next, the Federal Highway Administration and ODOT will conduct an in-depth analysis of project benefits and burdens as part of a NEPA analysis from winter 2022 into 2023.

## **I-205 Toll Project**

The purpose of the Project is to use variable-rate tolls on the I-205 Abernethy Bridge and Tualatin River Bridges to raise revenue for construction of planned improvements on I-205 from Stafford Road to OR 213 and to manage congestion.

ODOT is currently analyzing the traffic and environmental effects of the I-205 Toll Project in 2027 and 2045 and will publish the results in a document called an "environmental assessment." The assessment will compare two alternatives: (1) Tolling and building the remainder of the I-205 Improvements Project after the Abernethy Bridge (Build Alternative) and (2) not tolling and not building additional improvements after the Abernethy Bridge (No Build Alternative). Results of the draft environmental assessment are expected to be released for public review and comment in late fall 2022.

# **Background materials**

Please see links below for further information on Oregon's tolling programs.

## **[ODOT Urban Mobility Strategy](#)**

### **Oregon Toll Program**

[Fact Sheet](#)

[Oregon Tolling FAQs](#)

[Toll Projects' Equity Framework \(December 2020\)](#)

[Draft Low-Income Toll Report \(July 2022\)](#)

[Equity and Advisory Mobility Committee: Recommendations to the Oregon Transportation Commission \(July 2022\)](#)

### **Oregon Highway Plan Amendment**



[Draft amendment](#)

[Oregon Highway Plan Amendment website](#)

**Value Pricing Feasibility Analysis (2018)**

[Oregon Application to FHWA: Value Pricing Feasibility Analysis and Proposed Implementation](#)

**Regional Mobility Pricing Project**

[RMPP Project website](#)

**I-205 Toll Project**

[I-205 Project website](#)

**Related Regional Projects**

[I-5 Rose Quarter Project](#)

[Interstate Bridge Replacement Program](#)

[I-205 Improvements Project](#)

[I-5 Boone Bridge and Seismic Improvement Project](#)

*Consistent with the requirements of 23 U.S.C. 168, the information in this document, and the public and agency input received, may be adopted or incorporated by reference into a future environmental review process to meet the requirements of the National Environmental Policy Act.*