Regional Toll Advisory Committee

Meeting #10
September 18, 2023

David Kim, Facilitator

Urban Mobility STRATEGY

Oregon Department of Transportation

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.

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

Agenda

1. Welcome and Workplan Update
2. RMPP Options
3. Projects that Complement the Toll System
4. Public Comment
5. Oregon Toll Program Updates

Welcome

Brendan Finn, ODOT

Review Workplan Update

Meeting Timing	Topic
Meeting 10 (Sept. 18, 2023)	• RMPP options: Review options and evaluation findings and discuss tradeoffs • Nexus projects: Review project development process • Public Transportation Strategy: Discuss list of submitted projects
Meeting 11 (Nov. 13, 2023)	• Nexus projects: Discuss draft list and next steps • Public Transportation Strategy: Review refined list • Abernethy Bridge toll scenario trade offs • Implementation Plan outline

Review Workplan Update

Meeting Timing	Topic
Meeting 12 (Jan. 2024)	• RMPP Proposed Action • Regional Transportation Plan and Oregon Highway Plan goals • Draft monitoring framework (drafted in April 2023) • Final implementation plan
Meeting 13 (March 2024)	• Draft monitoring plan: Discussion • Modeled traffic effects of RMPP
Meeting 14 (May 2024)	• Mitigation for RMPP • Recommendation on long-term monitoring plan

Additional Meeting Topics for 2024

- Toll rate scenarios for RMPP
- Level 2 Traffic and Revenue analysis for RMPP
- Toll revenue allocation, considering nexus and PTS projects
- Recommendation on criteria for allocation of toll revenue
- Recommendation on partnerships and resources ODOT and local public transportation providers should pursue to make public transportation and multimodal travel a viable alternative to driving on I-5 and I-205.
- Recommendation on alignment of RMPP with OHP and RTP goals

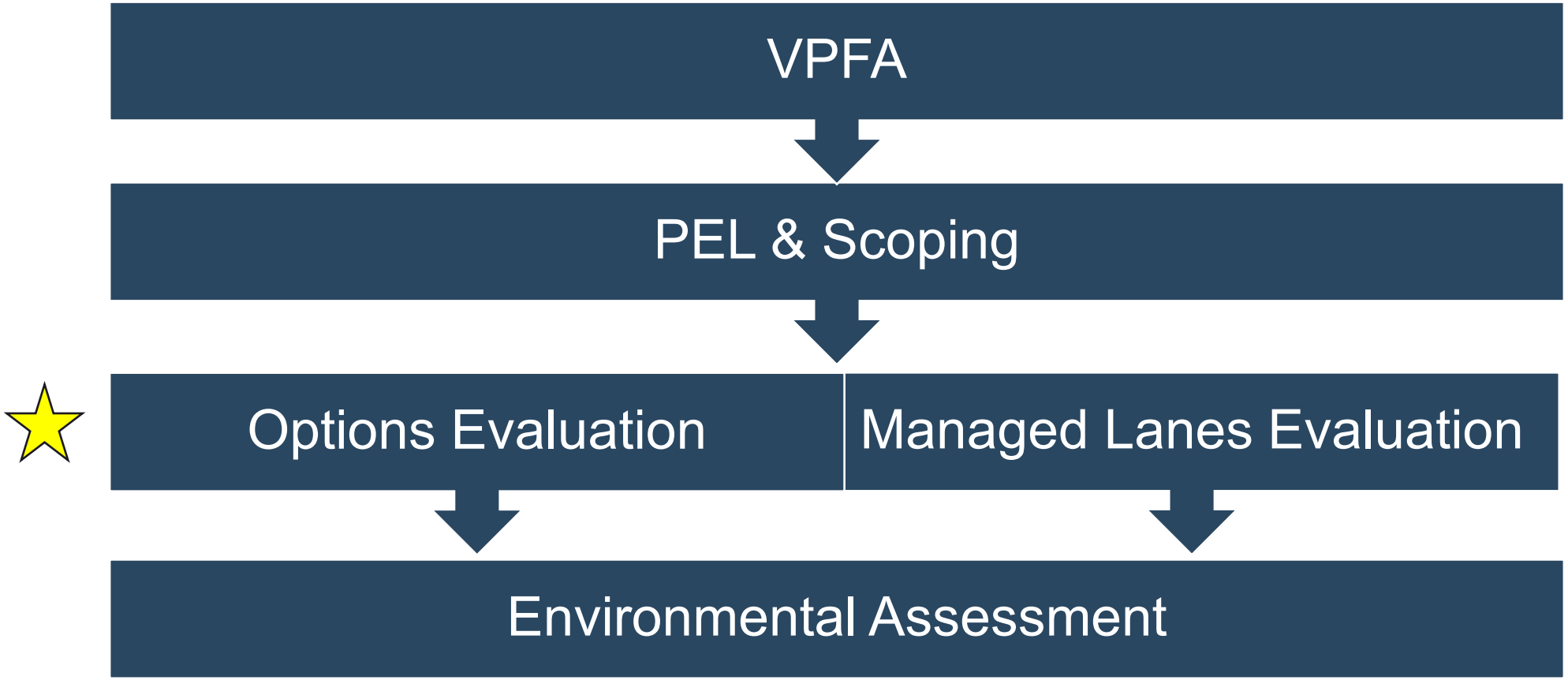
Regional Mobility Pricing Options

David Ungemah, Project Team

Zoie Wesenberg, ODOT

Mandy Putney, ODOT

RMPP Options Development: Process



Could express lanes meet our goals?

David Ungemah, *National Pricing Expert*

Urban Mobility STRATEGY

Oregon Department of Transportation

Managed (Express) Lanes: One Type of Road Pricing

Managed Lanes

Only Managed Lanes Users Pay
Option to Use Priced Managed Lanes or Non-Priced General-purpose Lanes

It's a <u>Lane-Based</u> Choice
Common in the U.S.

Priced Roadways

All Users of Facility Pay
Option to Use Priced Facility or Use a Different Non-Priced Road

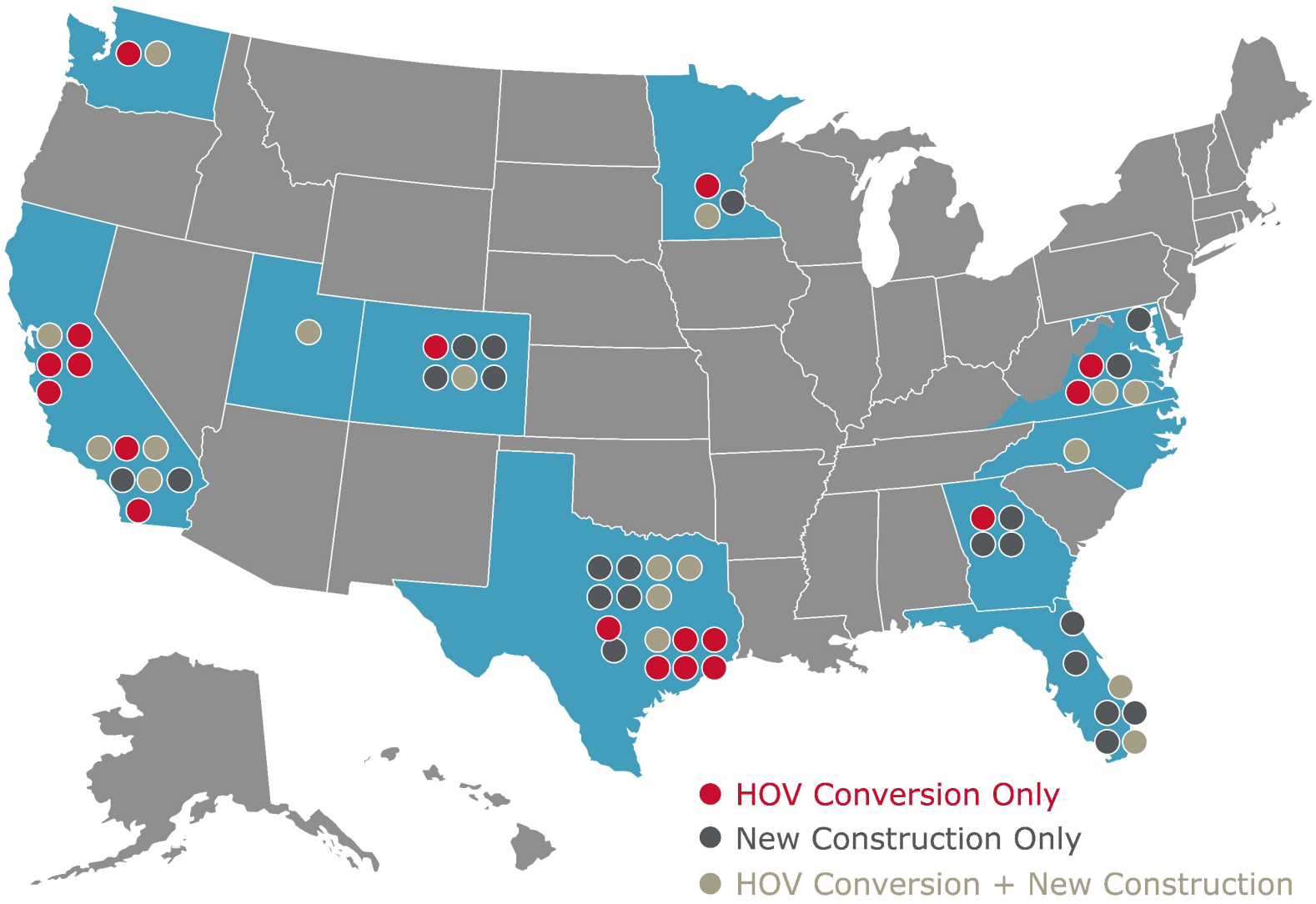
It's a <u>Route-Based</u> Choice
Common on legacy toll roads using static toll rates
Very limited use of variable pricing

Cordon Zones

All Entering / Within Zone Pay
Option to Use Transit / Active Modes or Change Location of Trip

It's a <u>Destination- and Mode-Based</u> Choice
Common in Europe and Asia
Untested in North America but will be implemented in New York

Managed Lanes in the U.S.



California
- SR-91 Orange, 1996
- I-15 San Diego (orig), 1997
- I-680 SB Alameda, 2010
- I-15 San Diego (rebuilt), 2012
- I-110 Los Angeles, 2012
- SR-237 / I-880 San Jose, 2012
- I-10 Los Angeles, 2013
- I-580 Alameda, 2016
- SR-91 Riverside, 2016
- I-680 Contra Costa, 2017
- I-880 Hayward, 2020
- I-15 Riverside, 2021

Colorado
- I-25 Denver, 2006
- I-25 Adams, 2015 / 2020
- US 36 Boulder, 2015
- I-70 Mountains, 2016
- C-470 Littleton, 2020
- I-25 Castle Rock, 2021

Florida
- I-95 Miami, 2008
- I-595 Ft Lauderdale, 2014
- I-95 Ft Lauderdale, 2016
- I-295 Jacksonville, 2017
- I-75 Miami, 2018
- SR 826 Miami, 2019
- I-4 Orlando, 2022

Georgia
- I-85 Atlanta, 2011
- I-75 Atlanta, 2017
- I-85 Atlanta (north), 2018
- I-575 / I-75 Atlanta, 2019

Maryland
- I-95 Baltimore, 2014

Minnesota
- I-394 Minneapolis, 2005
- I-35W Minneapolis, 2009
- I-35E St. Paul, 2015

North Carolina
- I-77 Charlotte, 2019

Texas
- I-10 Houston (orig), 1998
- I-10 Houston (rebuilt), 2009
- I-45 Houston (south), 2012
- I-45 Houston (north), 2012
- US 59 Houston (north), 2013
- US 59 Houston (south), 2013
- US 290 Houston, 2013
- DFW Connector, 2014
- North Tarrant Express, 2014
- I-635 Dallas, 2015
- Loop 1 Austin, 2016
- I-30 Dallas, 2016
- I-35E Dallas, 2017
- I-35W Ft. Worth, 2018
- Midtown Express Dallas, 2018

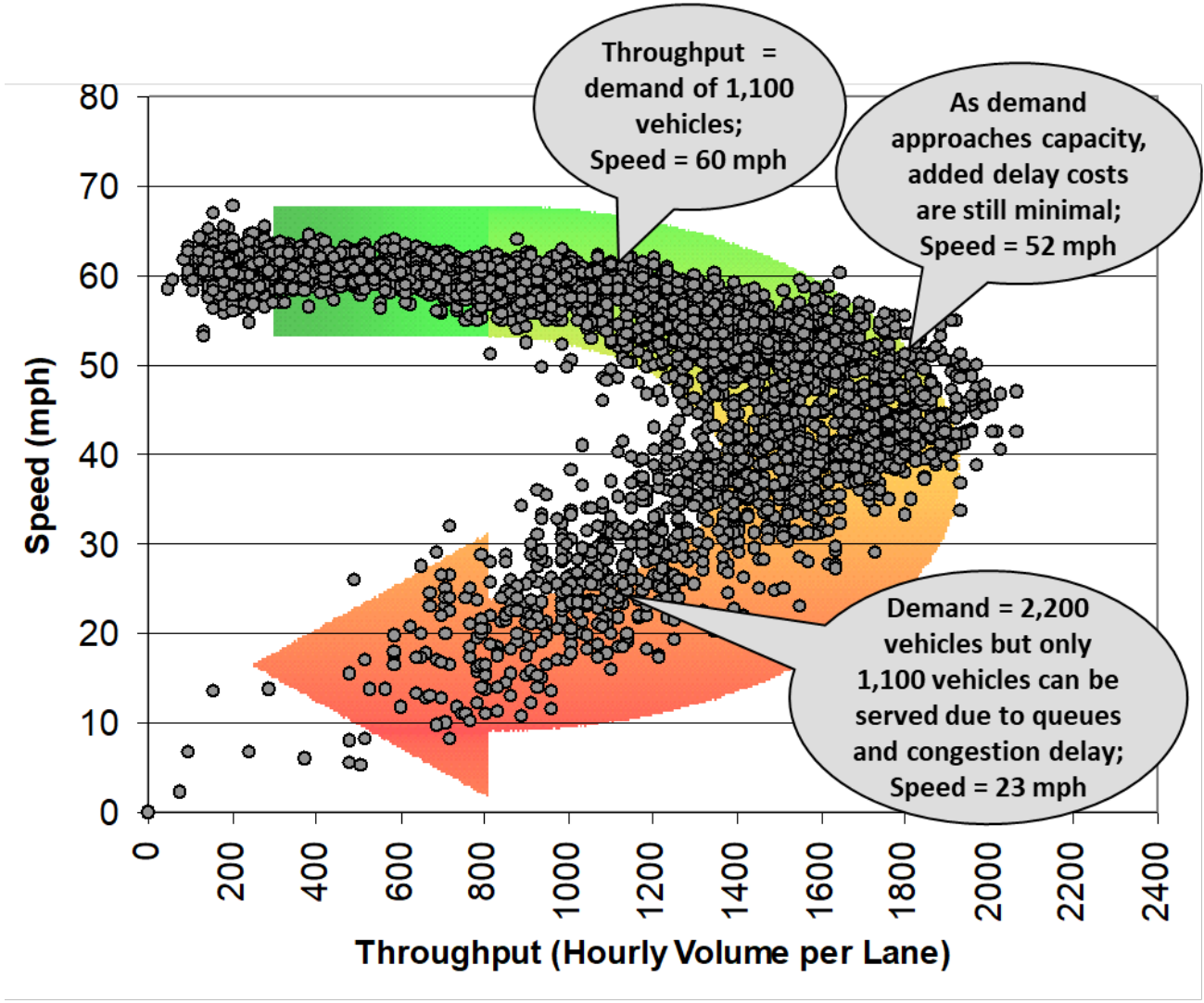
Utah
- I-15 Salt Lake City, 2006

Virginia
- I-495 D.C., 2012
- I-95 D.C., 2014
- I-66 D.C. (in beltway), 2017
- I-64 Norfolk, 2018
- I-395 D.C., 2019

Washington
- SR 167 Seattle, 2008
- I-405 Seattle, 2015

Why do agencies implement managed lanes?

- **Manage demand**
  - Provides reliable travel times for priced managed lane users
- **Generate revenue**
  - Funds some costs of construction
  - Ongoing maintenance and operations

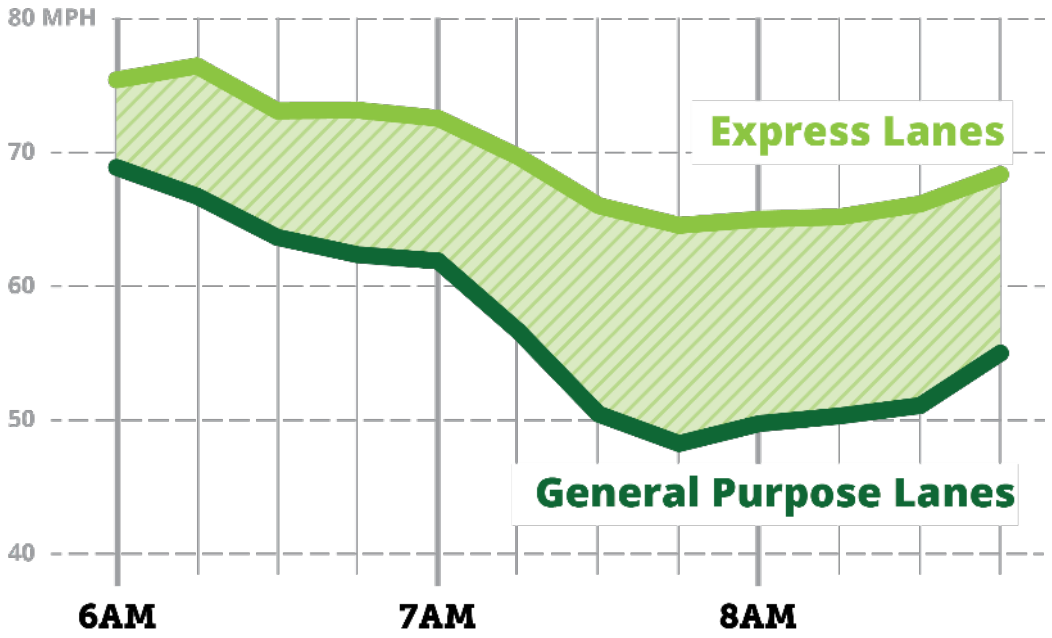


Example: Colorado U.S. 36 Managed Lanes
(build 1 ML in each direction)

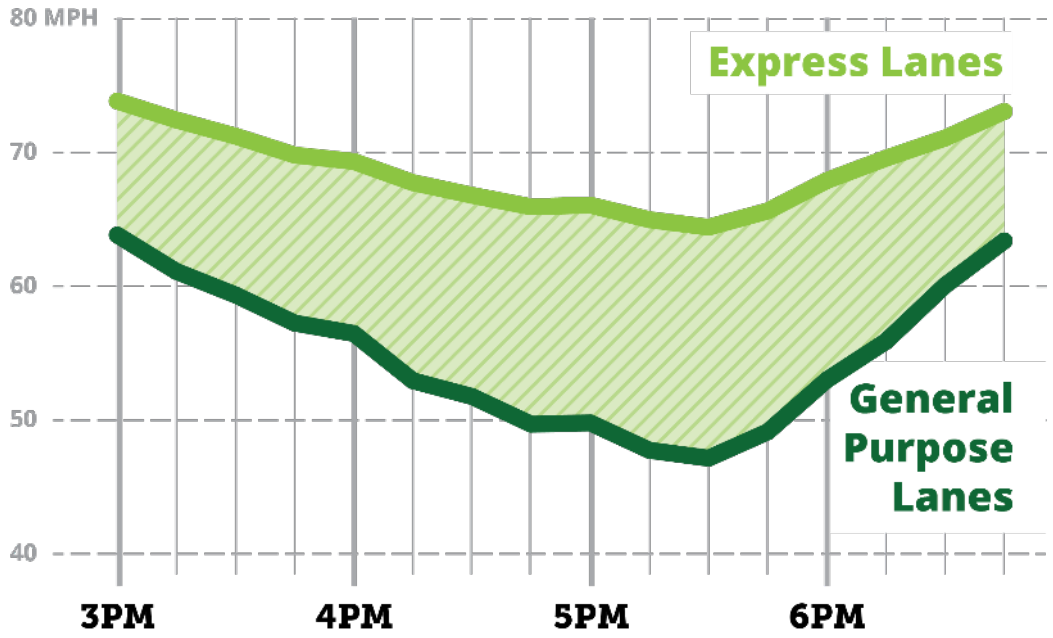
Peak Period Speed Differential

- AM Period – 7 to 16 mph (Westbound)
- PM Period – 10 to 17 mph (Eastbound)

WESTBOUND
Morning Peak

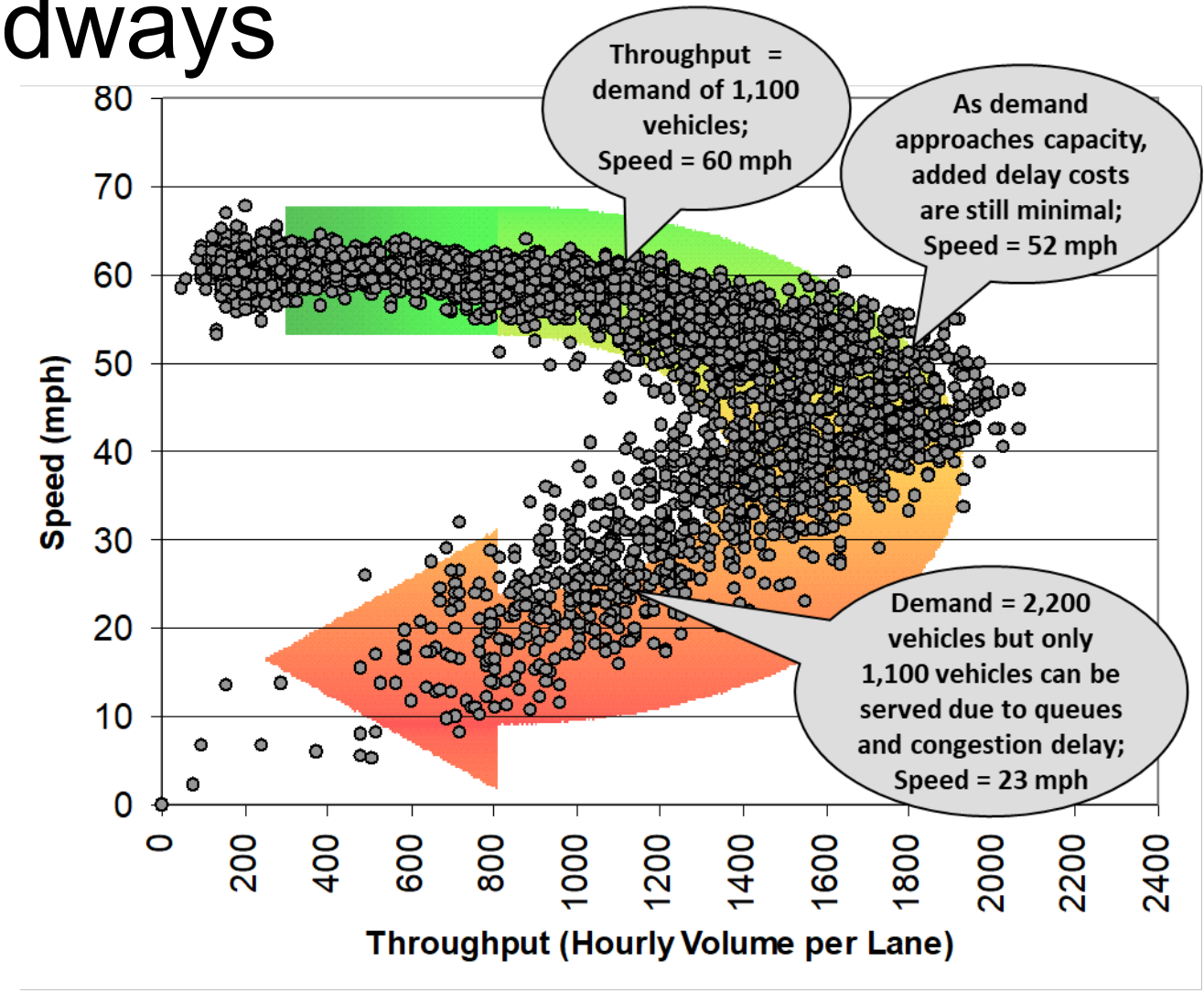


EASTBOUND
Afternoon Peak

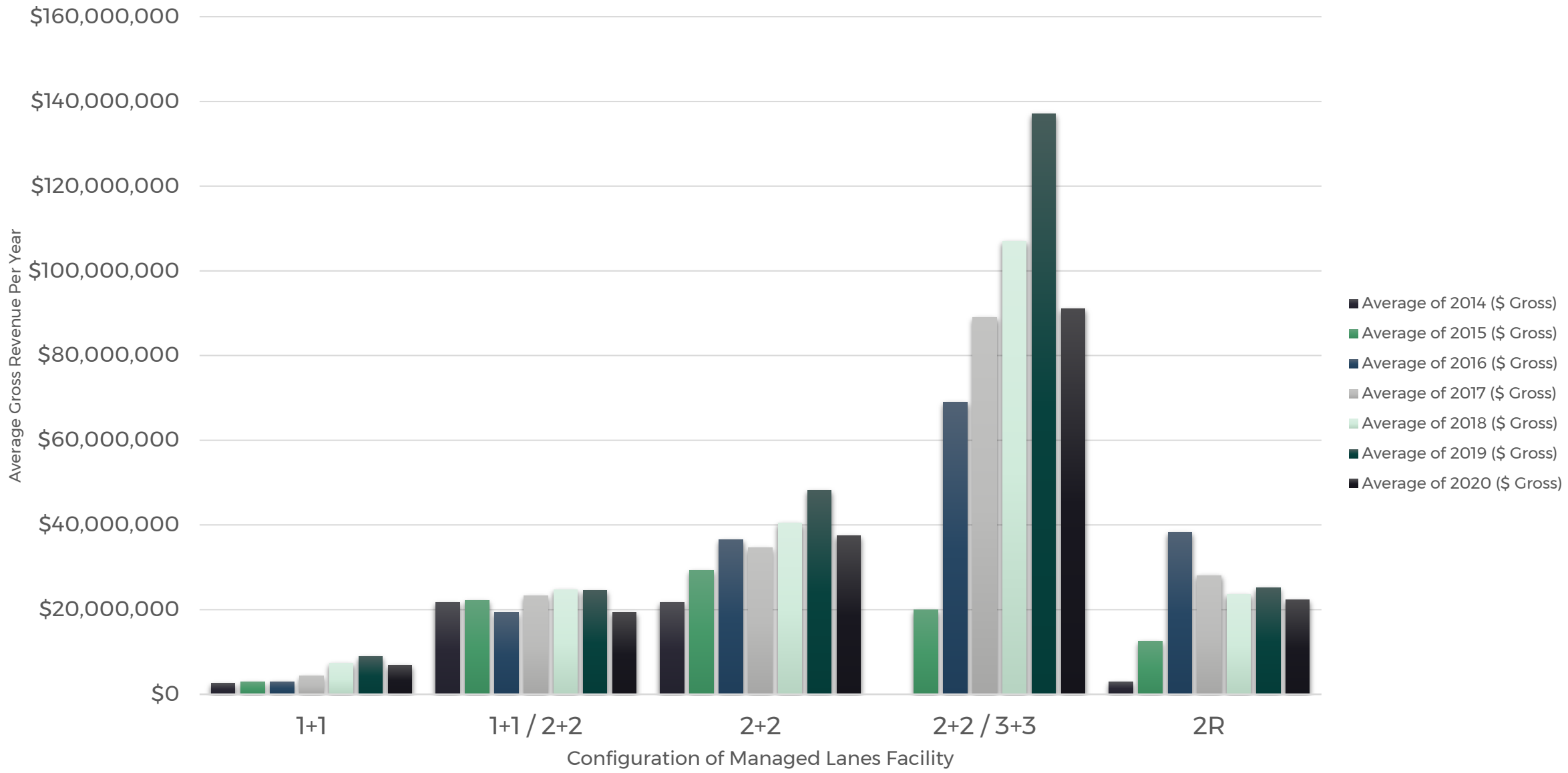


Managed lanes serve fewer travelers than priced roadways

- **1 ML + 3 GPL**
  - ML: 1800 vphpl at 55 mph
  - GPL: 1400 vphpl at 35 mph
  - Total throughput: 6,000 v/hr
- **4 GPL (all priced)**
  - GPL: 1800 vphpl at 55 mph
  - Total throughput: 7,200 v/hr



Average of Managed Lanes GROSS Revenue (2014 - 2020)

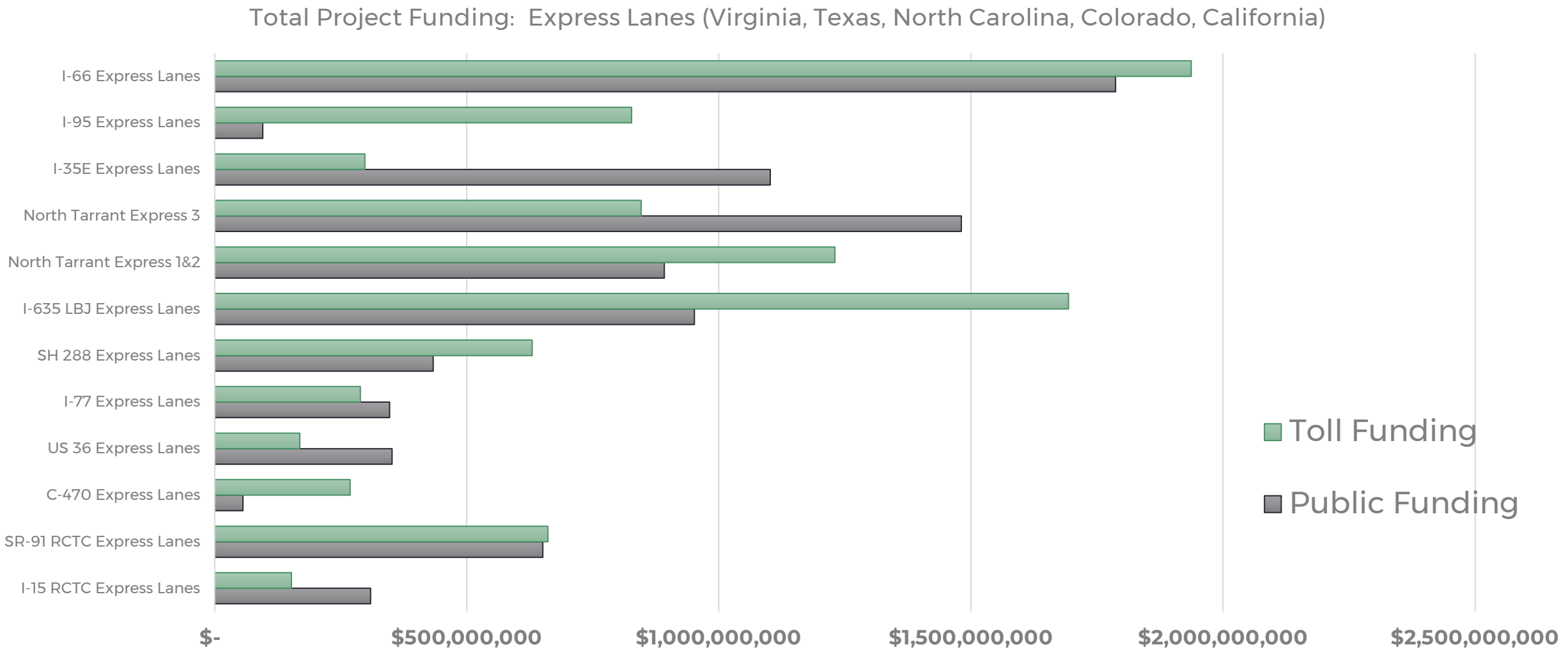


https://www.fhwa.dot.gov/ipd/tolling_and_pricing/project_profiles/

Financing Managed Lanes

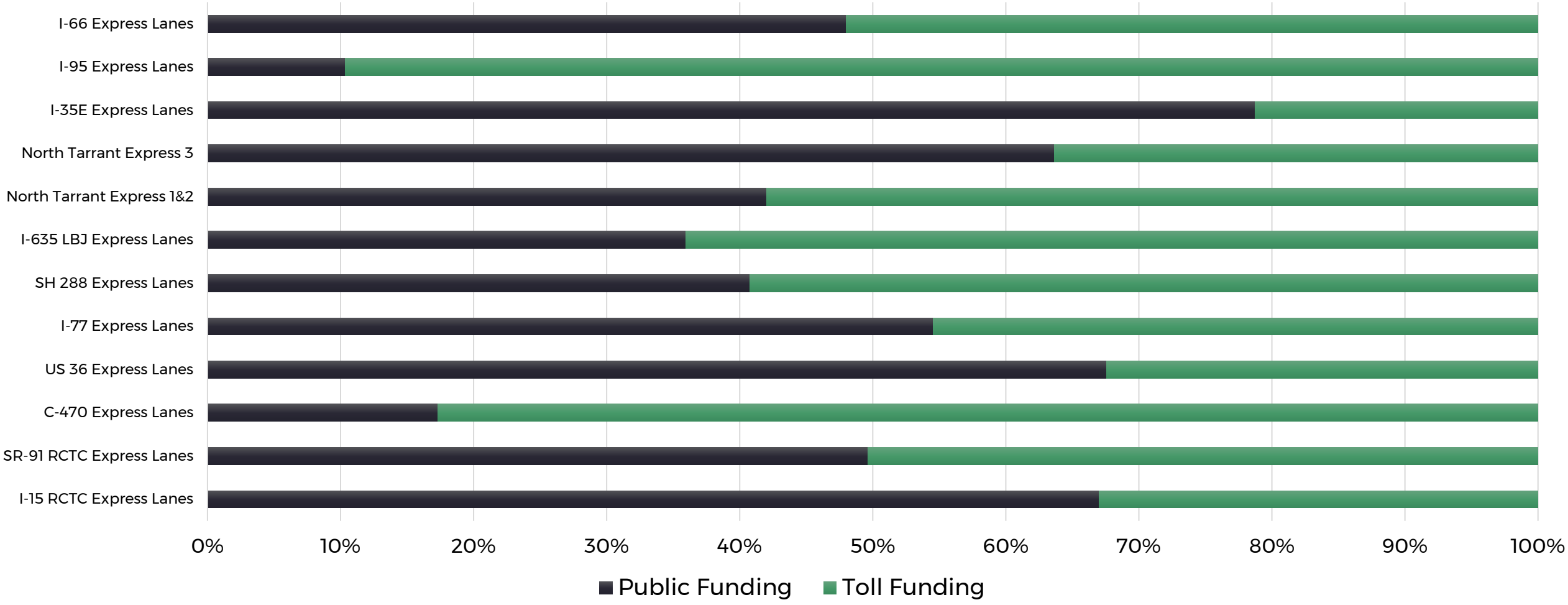
Facility	Corridor Length (mi)	ML Lane Miles	ML Config	GP Config
I-15 RCTC Express Lanes	14.5	48.2	2+2	3+3
SR-91 RCTC Express Lanes	8	36.3	2+2	5+5
C-470 Express Lanes	11	31.1	1+2	2+2
US 36 Express Lanes	22.7	45.4	1+1	2+2
I-77 Express Lanes	26	94.4	2+2	4+4
SH 288 Express Lanes	10.3	41.2	2+2	4+4
I-635 LBJ Express Lanes	13.3	60	3+3	4+4
North Tarrant Express 1&2	13.3	53.2	2+2	3+3
North Tarrant Express 3	10.2	40.8	2+2	4+4
I-35E Express Lanes	18	36	2+2	4+4
I-95 Express Lanes	31	75	3R	4+4
I-66 Express Lanes	22	88	2+2	3+3

Total Project Funding for Managed Lanes



Percent of Funding by Source

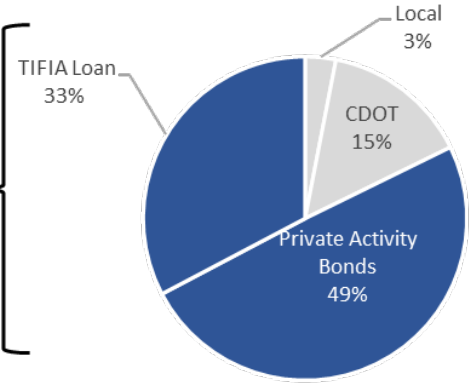
Percent of Funding: Express Lanes (Virginia, Texas, North Carolina, Colorado, California)



C-470: I-25 to Wadsworth Blvd (1+1, 2+1)

Total Project Funding Secured through Managed Lanes

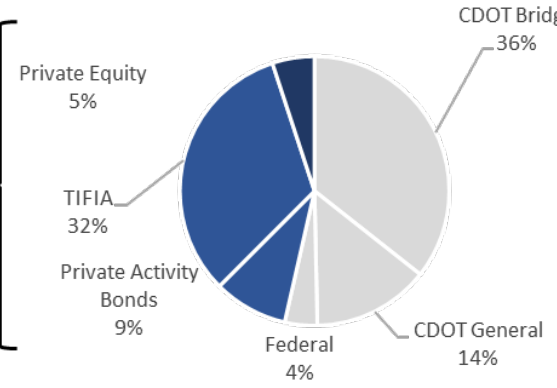
$327 M
82%



I-70 Denver: I-25 to I-225 (1+1, 2+2)

Total Project Funding Secured through Managed Lanes

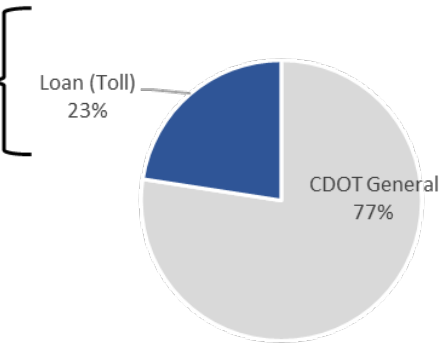
$1.3 B
46%



I-25 North: 120th Ave. to E-470 (1+1)

Total Project Funding Secured through Managed Lanes

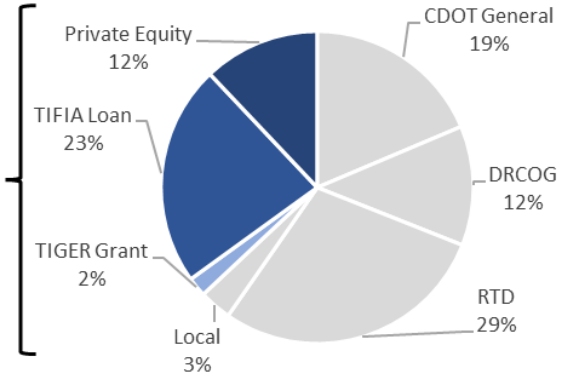
$98 M
23%



US 36: I-25 to Boulder (1+1)

Total Project Funding Secured through Managed Lanes

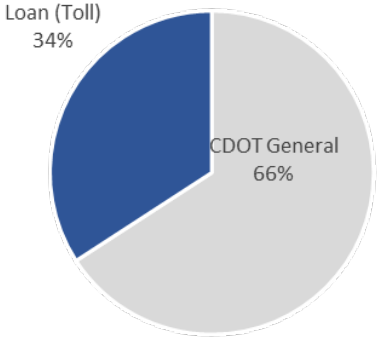
$497 M
37%



I-70 Mountains: Eastbound Shoulder Lane (1 lane)

Total Project Funding Secured through Managed Lanes

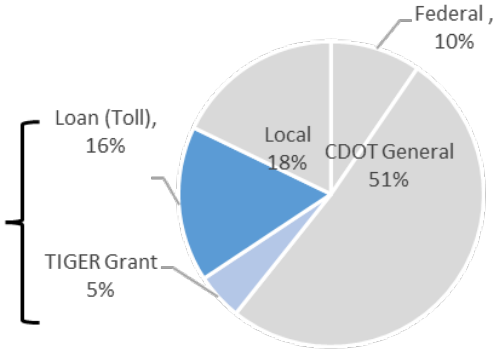
$72 M
34%



I-25 North: Johnstown to Fort Collins (1+1)

Total Project Funding Secured through Managed Lanes

$303 M
21%



Building New Managed Lanes

Benefits

- Permitted under Federal law
- New capacity + managing demand = congestion reduction
- **Much better** reliability and speed in the managed lane
- **A little better** reliability and speed in general purpose lanes
- Reduces traffic on arterials
- Increases throughput

Disadvantages

- High cost to widen in region
- Toll revenue only portion of total financing
- Tax revenue required to fund
- Property impacts and displacement

Converting General Purpose Lane to a Managed Lane

Benefits

- **Much better** trip reliability and speeds in the managed lane
- Avoids cost of widening / reconstruction

Disadvantages

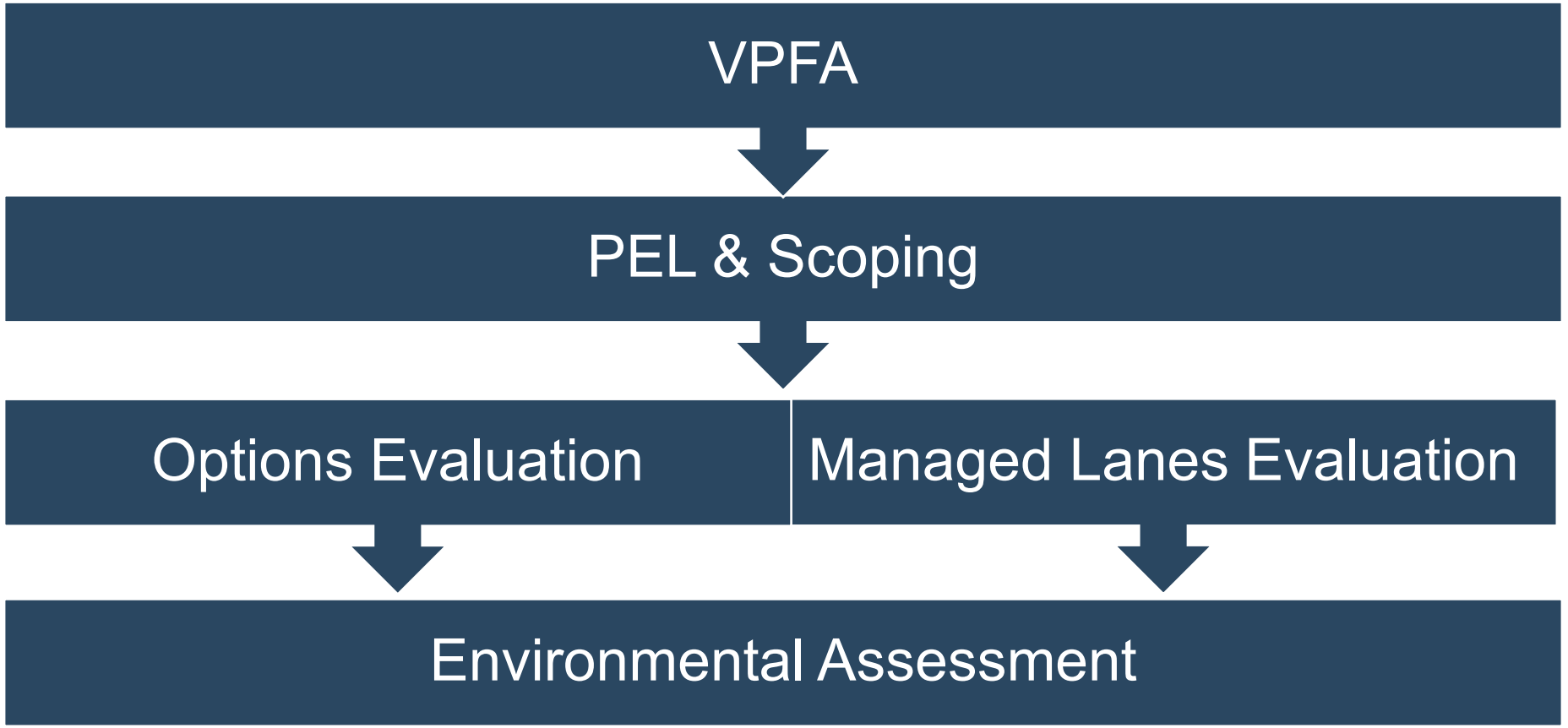
- **Much worse** congestion, trip reliability, and speeds in general purpose lanes
  - Reduction in throughput
  - Increased traffic on arterials
  - Increased congestion upstream of managed lanes

Summary of Conclusions

- For our regional system (55 miles of interstate), express lanes would not be able to meet the stated goals of system-wide congestion management and ongoing revenue generation for transportation investments.
- Benefits would be experienced by fewer drivers, at a higher cost, and impacts would likely be greater for others.
- When considering existing lanes, equity, mobility, revenue, and cost, express lanes are not recommended for the Portland region interstate system.

Questions?

RMPP Options Development: Process



RMPP Options: How did we get here?

- Gathered community input to inform project planning for all lanes, full system pricing.
- Learned about construction, cost, engineering, schedule, and integration.
- Developed tolling options for where and how drivers could be charged.
- Compared how they would reduce congestion, generate revenue, and meet other regional goals.

About the Tolling Options

Toll Options Study Assumptions

- **Toll portions of I-5 and I-205** between the Columbia River and I-5 Boone Bridge in Wilsonville.
- Toll vehicles on **all lanes** with an **all-electronic system**.
- **No overnight tolls**.
- **Higher tolls during rush hours** and in areas with more traffic.
- Have a **set toll schedule** so travelers know the toll before their trip.
- Achieve **average travel speeds of 40 to 55 mph**.

Option 1: Two-tier Systemwide Tolling

All drivers would pay tolls with Option 1:

- **When:** During daytime hours (5:00 a.m. to 9:00 p.m.)
- **Where:**
  - Base toll at on-ramps as you enter the highway

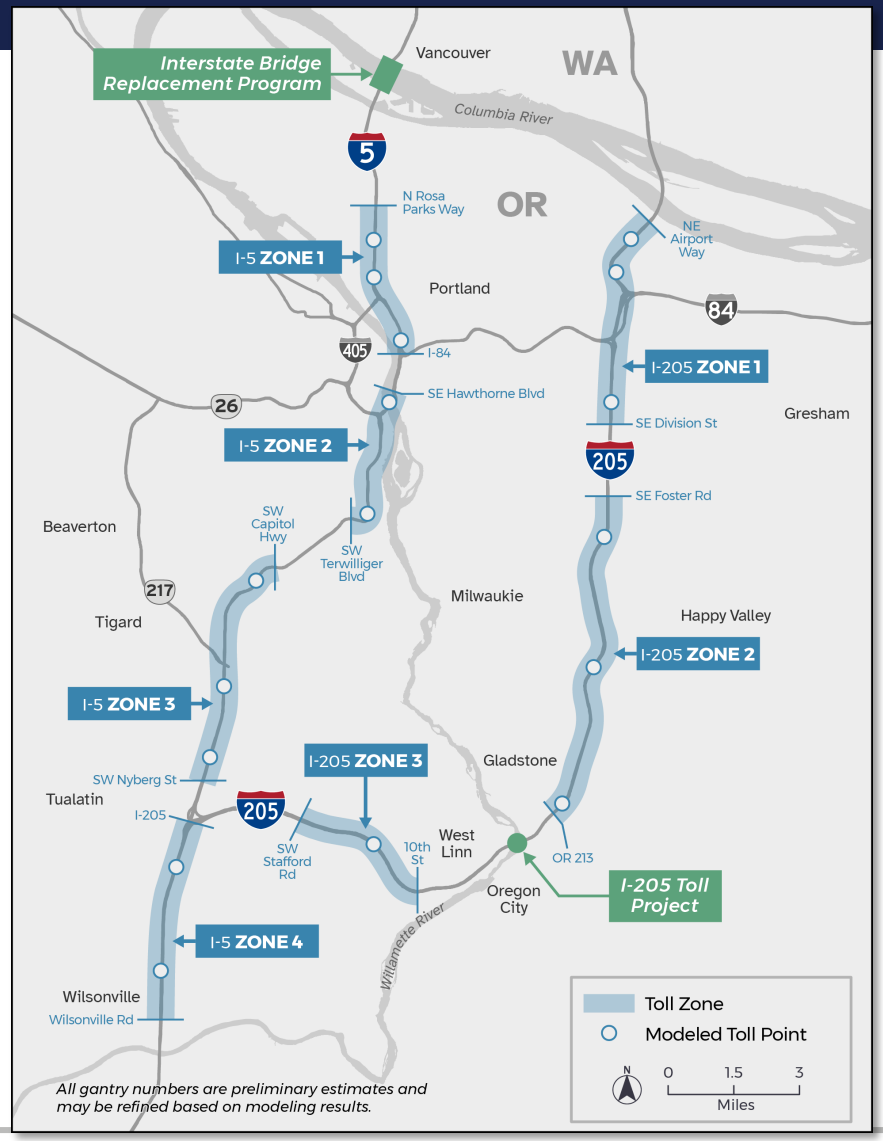
  PLUS
  - Additional toll when you drive through high-traffic toll points.

Option 2a and 2b: Toll Zones

Many drivers would pay tolls with Option 2a and 2b:

- **When:** During high-traffic periods, $0 at less busy times.
- **Where:**
  - If driving through a toll zone.
  - *Only pay one toll per toll zone, regardless of number of gantries in the zone.*

Option 2a



Option 2b

Cost and Construction Findings: Key Takeaways

Option 1: Full System Toll	Option 2a/2b: Toll Zones
• 60+ toll collection points at entrance ramps and 8 mainline toll collection points • Site-specific analysis and construction required for each toll collection point due to differing entrance ramp geometries • More customer charging errors (e.g., duplicative charges) • Overall, 2-4 years longer to implement	• 17-18 mainline toll collection points • Industry-standard construction identical to systems expected for I-205 Toll Project and Interstate Bridge • Shorter implementation timeline

Model Findings: Key Takeaways (Similarities)

- Average speeds near 45 mph and through-trip travel time savings with comparable trip costs
- Reductions in vehicle miles traveled (VMT) and vehicle hours traveled (VHT) and increased mode shift at the regional level
- Limited diversion on a regional scale to non-tolled highways and arterials/collectors
- Minimal diversion within Equity Framework Areas
- Likely to generate net revenue
- Decreased freight traffic on local roads (tolling improves present-day freight diversion on arterials)

Model Findings: Key Takeaways (Differences)

- Option 1 results in greater reduction of regional VHT
- Option 2a shows the least amount of total VMT increase to arterials/collectors
- Option 1 shows greatest mode shift
- Option 2a and 2b have more hours and locations with a $0 trip, while still generating revenue
  - During daytime hours, 55%-65% of drivers that use I-5 and I-205 pay a toll
- Option 2b likely to generate more net revenue
  - Option 1 has the highest capital costs and widest cost estimate range

What's Next?

- **More coordination and engagement with partners and the public**
  - EMAC will discuss the options in context of fairness and equity
  - Public survey: Sept. 26 – Oct. 9
  - Engage partner agency staff through workgroup meetings, office hours, and 1:1 meetings
- **Input will inform how to proceed**: Full system or toll zones
- **Refinement of toll collection locations**
  - Coordination with Metro on modeling
  - Collaboration with partner agency staff on toll zone/high-traffic fee zone locations
  - Discussions with EMAC and public input on fairness and equity
- **In-depth analysis of benefits and effects**, including diversion to non-tolled roads and potential rate structures

Questions and comments?

Projects that Complement the Toll System

Mandy Putney, ODOT

Public Transportation Strategy for the Portland Metropolitan Area

Tom Mills, TriMet

Public Transportation Strategy

Purpose

Establish an equitable Public Transportation Strategy for the Portland Metropolitan and SW Washington area that is developed by regional partners and ODOT. The Strategy will identify near- and long-term public transportation projects and supportive services that are complementary to a congestion pricing system on I-5 and I-205.

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Goal

Increase public transportation options other than driving alone on or near tolled highways while advancing a more equitable and climate-friendly transportation system to help meet regional and state policy goals.

PTS Committee Approach

Project Management Group (PMG)

- **Members:** Clackamas County, City of Portland, C-TRAN, Metro, ODOT, TriMet, Washington County
- **Responsibilities:** Inform and provide guidance on the overall workplan to develop the Strategy.

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Workgroup (WG)

- **Members:** Canby Area Transit, City of Portland, City of Vancouver, Clackamas County, C-TRAN, Interstate Bridge Replacement, Metro, Multnomah County, ODOT, Ride Connection, SMART, South Clackamas Transit District, SW WA RTC, TriMet, Multnomah County, Washington County
- **Responsibilities:** Develop the initial project list comprised of short-term and long-term projects and supportive services.

PTS List Assessment Process

Assessment Categories

- **Project Type:** Public transportation project or supportive service.
- **Relationship to congestion pricing:** Provides options for people who would otherwise drive alone on or near highways. Addresses concern on existing congestion roadway near highway proposed for tolling.
- **Equity:** Serves historically excluded and underserved communities.
- ***Readiness:*** *On hold for future consideration.*

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Overview of PTS List

48 projects and supportive services

- 26 Projects
- 20 Supportive Services
- 2 Both: Projects and Supportive Services

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Geographies

- I-5 corridor (north of I-5/I-205 split)
- I-5 corridor (south of I-5/I-205 split)
- I-205 corridor (generally within Portland)
- I-205 corridor (Clackamas County within Metro boundary)
- I-205 corridor (Clackamas County outside Metro boundary)

Project type

- High-Capacity Transit
- Fixed Route Bus
- Fixed Route Shuttle/Deviated Fixed Route Shuttle
- Dial-a-Ride Type Shuttle
- Park-and-Ride or Mobility Hub
- TDM Program
- Bus Purchase

PTS List Map

HIGH CAPACITY TRANSIT

- 17 Portland Streetcar, Montgomery Park Transit Extension
- 18 Portland Streetcar, SW Moody Extension
- 19 Portland Streetcar Frequency Improvements
- 35 MLK FX
- 38 SW Corridor
- 45 82nd Ave. FX
- 46 MAX Tunnel
- 47 MAX frequency improvements*
- 48 Steel Bridge Approach/ Transit Bottleneck

FIXED ROUTE BUS

- 9 Canby: Transit Center Expansion / Upgrade
- 10 Canby: Increase Frequent Service on 99E
- 13 Canby: Expanded Woodburn Service
- 14 Canby: Loop Service
- 15 C-TRAN, I-205 Bus on Shoulder
- 20 Enhanced Transit/Better Bus Portland Central City Portals Transit Enhancements, Phase 2*
- 21 Enhanced Transit/Better Bus Line 73 and 122nd Avenue Corridor Safety and Access to Transit Improvements
- 32 Wilsonville to Clackamas Town Center Fixed Route Service
- 33 TriMet Line 4 Frequency, Bus Capacity and Transit Priority Improvements
- 34 TriMet Line 6 Frequency, Bus Capacity and Transit Priority Improvements
- 36 TriMet Line 44 Frequency and Transit Priority Improvements
- 37 TriMet Line 12 Frequency, Bus Capacity and Transit Priority Improvements
- 39 TriMet Line 76 Frequency and Capital Improvements
- 40 TriMet Line 145 Frequency and Capital Improvements
- 41 TriMet Line 35 Transit Priority and Frequency Improvements
- 42 TriMet Line 33 Transit Priority and Frequency Improvements
- 43 TriMet Line 79 Frequency and Transit Priority Improvements
- 44 TriMet Line 73 Frequency and Transit Priority Improvements

FIXED ROUTE SHUTTLE/DEVIATED FIXED ROUTE SHUTTLE

- 1 Industrial Area Shuttle
- 2 Tualatin / Stafford / Oregon City Shuttle (East Tualatin)
- 3 CCC Xpress Shuttle Expansion
- 4 Clackamas County Shuttle Expansion
- 16 ACCESS Shuttle service expansion and bus stop improvements
- 28 King City Shuttle
- 29 Basalt Creek Shuttle

DEMAND RESPONSIVE SHUTTLE

- 25 North and Northeast Portland Shuttle for Older Adults and People with Disabilities
- 26 Southeast and East Portland Shuttle for Older Adults and People with Disabilities
- 27 Southwest Portland Shuttle for Older Adults and People with Disabilities

PARK-AND-RIDE/MOBILITY HUB

- 5 Park and Ride Stafford Road
- 6 Oregon City Park and Ride
- 8 Mobility Hub to support Happy Valley to Oregon City Service and Clackamas Industrial Area Shuttle. CC TDP ST-4
- 12 Canby: Park and Ride
- 22 Mobility Hubs: Gateway TC + Parkrose TC
- 23 Mobility Hubs: I-5 and I-205 tolled corridors*

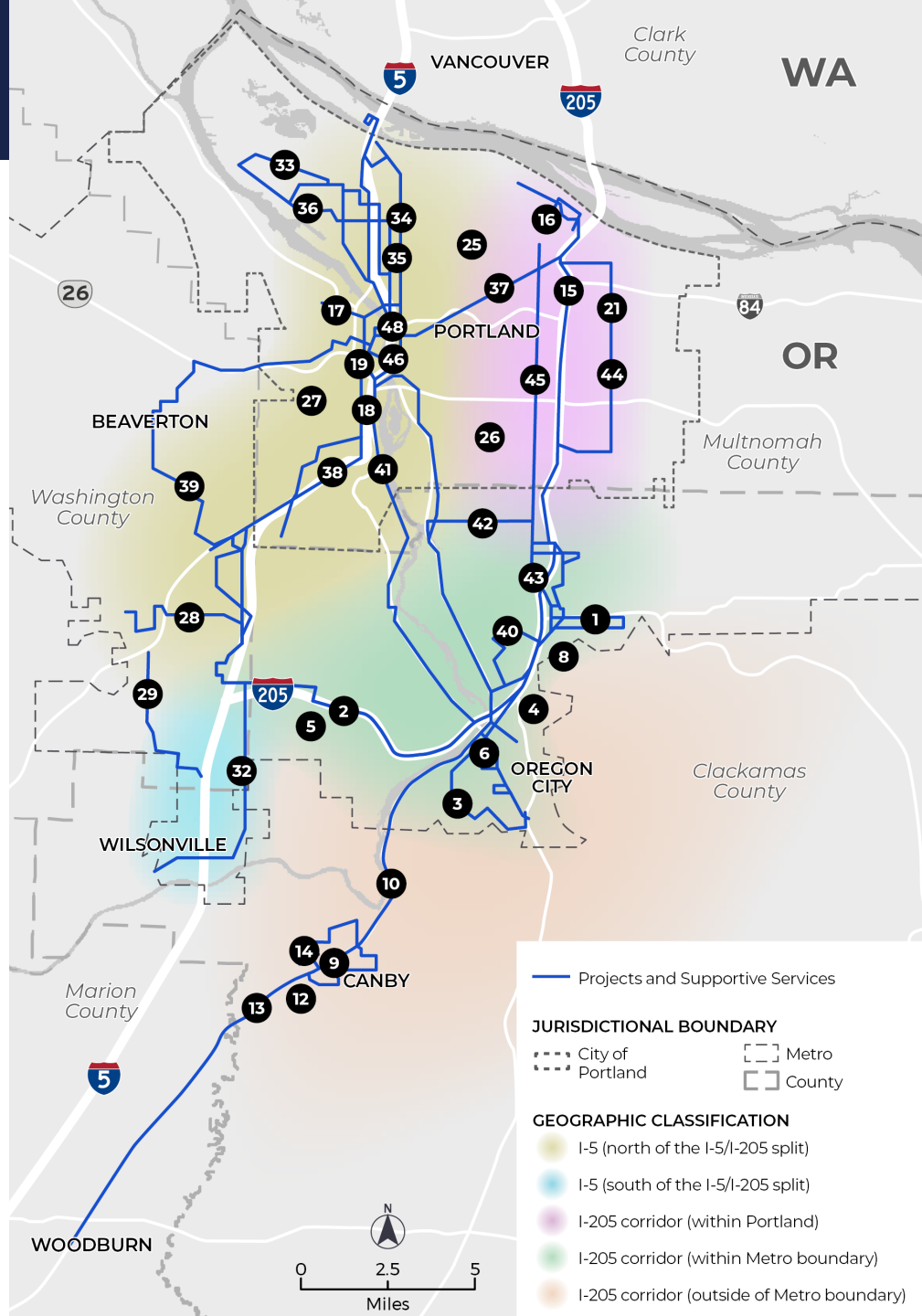
TDM PROGRAM

- 7 Implementation of Transportation Demand Management strategies being developed in Clackamas County Travel Option Plan*
- 24 Transportation Demand Management (TDM) programs in the I-5 and I-205 tolled corridors*

BUS PURCHASE

- 11 Canby: Additional Vehicles*
- 30 Battery-electric buses for Washington County Shuttles*
- 31 Accessible Vehicle Purchase*

** Project not shown on the map*



PTS List Organization

Projects were categorized by their **anticipated** ability to:

- provide **equitable benefits** to people who are historically and currently underrepresented *(Equity Assessment Category)*
- address **impacts from toll implementation** *(Relationship to Congestion Pricing Category)*

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All PTS projects and services are important and will further support efficient use of the region's entire multimodal transportation network when congestion pricing is operational.

Early Assessment List Organization

Criteria Assessment – *Relationship to Congestion Pricing Projects and Equity Concerns*

HIGH

HIGH CAPACITY TRANSIT

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- 44 TriMet Line 73 Frequency and Transit Priority Improvements

FIXED ROUTE SHUTTLE/ DEVIATED FIXED ROUTE SHUTTLE

- 16 ACCESS Shuttle service expansion and bus stop improvements

DEMAND RESPONSIVE SHUTTLE

- 25 North and Northeast Portland Shuttle for Older Adults and People with Disabilities
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MEDIUM

HIGH CAPACITY TRANSIT

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- 46 MAX Tunnel
- 47 MAX frequency improvements*
- 48 Steel Bridge Approach/ Transit Bottleneck

FIXED ROUTE BUS

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FIXED ROUTE SHUTTLE/ DEVIATED FIXED ROUTE SHUTTLE

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PARK-AND-RIDE/MOBILITY HUB

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- 23 Mobility Hubs: I-5 and I-205 tolled corridors*

TDM PROGRAM

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LOW

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- 9 Canby: Transit Center Expansion / Upgrade
- 10 Canby: Increase Frequent Service on 99E
- 14 Canby: Loop Service
- 42 TriMet Line 33 Transit Priority and Frequency Improvements

FIXED ROUTE SHUTTLE/ DEVIATED FIXED ROUTE SHUTTLE

- 3 CCC Xpress Shuttle Expansion
- 4 Clackamas County Shuttle Expansion
- 28 King City Shuttle
- 29 Basalt Creek Shuttle

DEMAND RESPONSIVE SHUTTLE

- 27 Southwest Portland Shuttle for Older Adults and People with Disabilities

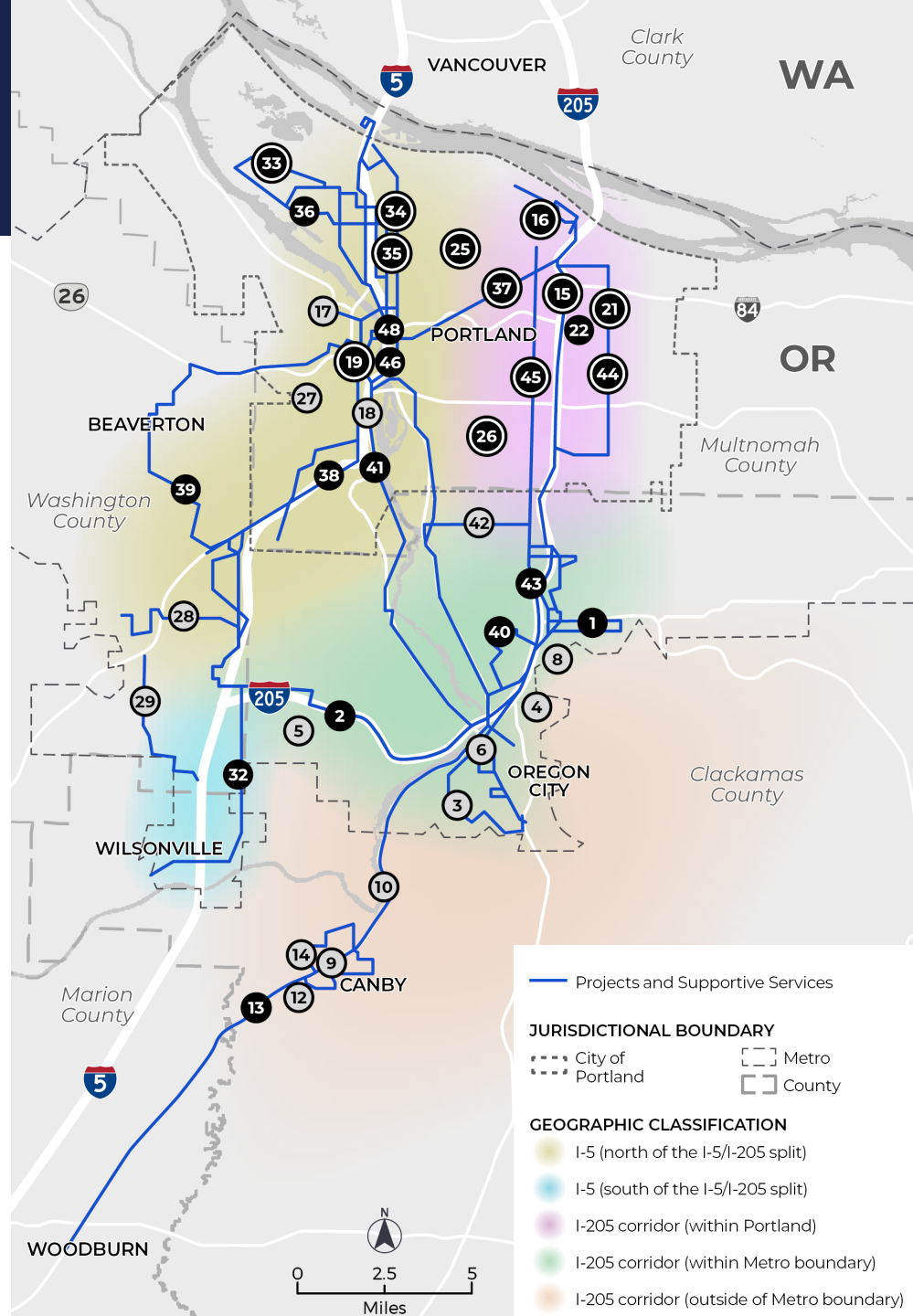
PARK-AND-RIDE/MOBILITY HUB

- 5 Park and Ride Stafford Road
- 6 Oregon City Park and Ride
- 8 Mobility Hub to support Happy Valley to Oregon City Service and Clackamas Industrial Area Shuttle. CC TDP ST-4
- 12 Canby: Park and Ride

BUS PURCHASE

- 11 Canby: Additional Vehicles*

** Project not shown on the map*



PTS List Going Forward

When new information, data, and analysis is available, regional partners may decide to revise or prioritize the PTS List.

Additional information, data, and analysis to consider:

45

- I-205 Toll Project and RMPP environmental analysis, including diversion, safety and congestion findings
- Readiness, including revenue sources and timing
- Capital and operations costs, ridership, and cost-benefit

Nexus Projects Criteria

Mandy Putney, ODOT

Purpose of the Nexus Project List

- Identify pedestrian, bicycle, roadway, and other mobility projects that address existing congestion on the local system and projects that have a nexus to congestion pricing impacts
- Adjust as funding and regional priorities and needs change

RTAC Input: Nexus Project Definition

Feedback

- Definition was headed in the right direction
- Minor text edits needed to enhance clarity

Response

- Text edits included in revised definition
- Provided additional information about the purpose of the nexus project list

Definition: Nexus Project

Nexus projects are pedestrian, bicycle, roadway, or other mobility projects that would complement a tolling system on I-5 and I-205 in the Portland metropolitan area by:

- Supporting congestion relief on a corridor that may become more congested with the implementation of tolling, OR improving access to public transportation, OR improving mobility options on a toll highway traffic diversion corridor, AND
- Providing access to opportunity OR addressing transportation-related disparities and barriers experienced by the Toll Projects' Equity Framework communities.

RTAC Input: Selection Criteria

Feedback

- Criteria should be considered for nexus project list development
- Request for more information about how criteria will be used, and the level of detail required by jurisdictions
- Equity should be a key consideration

Response

Reorganization of selection criteria into three categories:

- Relationship to congestion pricing
- Equity
- Project readiness

Some criteria more clearly defined or removed to simplify and focus

Congestion Pricing Nexus

- **Project Location.** Project is within a corridor that may become more congested due to tolling diversion.
- **Safety.** Project is focused on addressing a safety concern at an identified high injury location for vehicle drivers, pedestrians, or bicyclists.
- **Network Connectivity.** Provides additional connections to the street network.
- **Transit.** Connects to/expands access to public transportation or complements a Public Transportation Strategy project or supportive service.

Equity

- **Project Location.** Project serves Equity Framework communities
- **Equitable Engagement.** Equity Framework communities have had or will have the opportunity to engage in project development.
- **Benefits.** Project reduces travel lime and/or increases modal options for Equity Framework Communities
- **Access to Job Centers.** Project increases accessibility to job centers for Equity Framework communities.
- **Climate.** Provides opportunities for reduced greenhouse gas (or could contribute to improved air quality) or encourages multimodal transportation use.




Project Readiness

Planning Stage, Implementation Phase, Public Engagement.

- Project is included in regional transportation or a local plan.
- Project will be ready for implementation within 5 years OR Project will be ready for implementation in 5 to 10 years.
- Project has some early planning conducted and/or completed project design.
- Project is supported by facility owner and nearby communities.

Nexus Project List Going Forward

When new information, data, and analysis is available, regional partners may decide to revise or prioritize the list.

Additional information, data, and analysis to consider:

54

- I-205 Toll Project and RMPP environmental analysis, including diversion, safety and congestion findings
- Readiness, including potential federal and state funding opportunities
- Capital costs and cost-benefit
- Revenue sources and timing

Project Milestones

Nov 2023
RMPP Proposed Action Selected

Dec 2023
Implementation Plan due to OTC & Governor

Q1 2024
RMPP Modeling Results

Q1 2024
I-205 Modeling Results

Q2 2024
I-205 L2 T&R complete

Q3 2024
RMPP L2 T&R Complete

Q3 2024
I-205 SEA published + comment period

Q4 2024
RMPP EA published + comment period

Q4 2024
I-205 Decision Document

PTS/Nexus Development Process

September 18:
RTAC reviews PTS Project List

November 13:
RTAC reviews Nexus Project List

March 2024
RTAC staff reviews nexus and PTS project lists in context of RMPP modeling results

Sept 2024
RTAC: Toll revenue overview and discussion

Questions?

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.

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.

Project Updates

Garet Prior, ODOT

James Paulson

Commissioner Nafisa Fai

Mandy Putney, ODOT

Low Income Toll Program

Low Income Toll Program Inputs

- Recognition of existing transportation funding sources and impact on people experiencing low incomes
- HB 3055 provided direction to develop an income-based toll program and required report to Legislature
- Past OTC decisions on the Low Income Toll Report and Oregon Highway Plan Toll Amendment provided direction
- Equity and Mobility Advisory Committee's recommendations on strategy for program investment and accountability

Rationale for 200% FPL

- Ability to rely on existing service providers for income verification, similar to TriMet's Low-Income Fare Program (200% of FPL)
- 200% FPL is a common practice used by the few operating low-income toll programs
- People at this income-level face daily challenges to pay for basic survival needs
- Ability to attract certain users back to the toll facility

Rationale for an Additional Benefit Level

- Avoid a single-tier benefit cliff
- Reach customers at the minimum wage, between 200% and 400% FPL (preschool teachers, cooks, home health care, etc.)
- Attempt to not further transportation cost burden on households
- EMAC has been strongly supportive of a 400% FPL benefit-level

Further Investigation Needed for Additional Benefits up to 400%

- Verification process
- Revenue impact
- Congestion impact
- Financing risk
- Schedule impact
- Operations cost

ODOT Recommendation for Low-Income Toll Program Decisions

By end of 2023:

- Commit to program for up to 200% of FPL and identify benefit level, with further analysis to confirm/refine
- Determine options for a 200-400% of FPL program to analyze in greater depth to allow OTC to make a decision in 2025
- Identify the geographic extent

Outreach and Analysis to Aid OTC Decision

- Complete preliminary traffic and revenue analysis
- Undertake analysis of implementation issues
- Equity-focused engagement work
  - Toll advisory committees
  - Discussion groups led by Community Engagement Liaisons
  - Community-Based Organizations

EMAC Report-Out

- **July 10: ODOT-EMAC Accountability Workshop #1**
- **July 21: Joint STRAC-EMAC Meeting**
  - Discussion of Low-Income Toll Program
- **August 7: EMAC Meeting #23**
  - Updates on RMPP options, Public Transportation Strategy and Nexus projects
- **October 4: EMAC Meeting #24**
  - Discussion of RMPP options and Low-Income Toll Program
- **TBD, Fall 2023: EMAC Meeting on Tribal Engagement**

Statewide Toll Rules Advisory Committee (STRAC) Report-Out

- **July 21 STRAC-EMAC Meeting**
  - Reviewed the regulations, policies and existing practices for low-income tolls, discounts, exemptions, vehicle classifications, and rate setting
  - Discussed opportunities, challenges, and tradeoffs, and questions for these topics
- **September 22 STRAC Meeting**
  - Review and discuss the draft rules for low-income toll discounts and exemptions (transit, military, emergency response)

I-205 Toll Project Update

ODOT and FHWA will prepare a Supplemental Environmental Assessment (SEA) for the I-205 Toll Project to analyze the effects of project scope changes.

- The project will no longer include the toll at the Tualatin River Bridge or the third lane on I-205.
- The I-205 Toll Project will include a toll only at the Abernethy Bridge.
- The SEA will be released for public comment in 2024.

I-205 Toll Project – Financial Planning Scenarios

- **Base:** Tolling only at the Abernethy Bridge using rates similar to the original Level 2 analysis, targeted to provide approximately $400 million in capital funding.
- **Flatter:** Modifications to the base scenario to create a flatter toll rate schedule to address concerns about high peak hour toll rates; lower peak hour rates will require higher off-peak rates to achieve the same $400 million funding goal.

- **Congestion pricing:** Modifications to the base scenario to increase peak hour tolls to test whether higher toll rates can reduce congestion in the full project area in the absence of building the missing third lane. Tolls will not be included overnight when there is no congestion.
- **Higher revenue:** Modifications to the base scenario to achieve an additional $100 million in toll funding to cover additional costs of projects on I-205 and/or other roads.

Note: All scenarios assume a Low-Income Toll Program

Reflection and next steps

- **Next meeting: November 13**
- Complete meeting evaluation