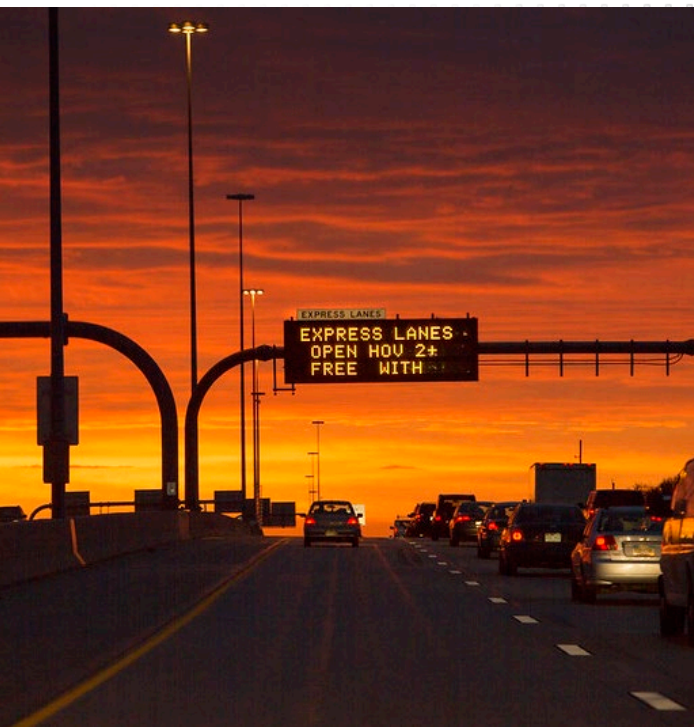


I-205 Express Toll Lanes Analysis

Refining toll options for I-5 and I-205

We're reviewing multiple options to manage congestion and raise needed revenue to fund transportation improvements in the Portland metropolitan region. These options include a point toll at the Abernethy Bridge on I-205 and all-user or zone tolling of all lanes of I-5 and I-205. We're also looking at express toll lanes on the 7-mile stretch of I-205 between Stafford Road and OR 213. Some combination of these methods could be used in our region.



Example of an Express Lane in Colorado (Colorado Department of Transportation Flickr)

What is an Express Toll Lane?

Express toll lanes are one type of a “**managed lane**.” A managed lane is a lane or set of lanes on a highway restricted to specific vehicles. With an **express toll lane** drivers pay a toll to use the lane, with the goal of traveling faster and more efficiently than lanes without a toll.

Express toll lanes are open to all users willing to pay the toll, including High Occupancy Vehicles (cars with 2+ people) and Single Occupancy Vehicles (cars with a single driver).

Prior analysis

In 2018, we considered a **regional** managed lane system for I-5 and I-205. [A summary can be found online](#).¹ We found a variety of challenges, including:

- **Performance:** A minimum of three lanes is required for managed lanes to work; one to be managed and two to handle the remaining traffic. There are locations along I-5 and I-205 without a third lane. The highway would not function correctly if managed lanes were attempted without adding a third lane, which doesn't meet the goals of the program.
- **Limited revenue potential for construction costs:** Adding a lane throughout the region, whether building new or adapting the existing highway space requires construction funding. Managed lanes rarely generate revenue beyond paying for operations, maintenance, and some of the construction costs for the lanes themselves.

¹https://www.oregon.gov/odot/tolling/Documents/230907_RMP_P_Managed_Lanes_Report_Remediated.pdf



Listening to the community

In response to recent requests from the community, we're conducting a new study to see if express toll lanes could be implemented on a segment of I-205.

Two potential express toll lane design options, with one lane in each direction, are being considered for the portion of I-205 between Stafford Road and the Abernethy Bridge:

- Revisiting our original design, which included building a new lane along some stretches of the highway and making other improvements, including replacement of the Tualatin River Bridge.
- Reconfiguring the existing I-205 corridor without widening to create a new lane. This could include restriping existing lanes and reducing shoulder width to provide space for a third lane.

We're looking at the cost to construct the lane, how much revenue could be collected, what it could mean for drivers, and how it might support Oregon Toll Program goals. We are also reviewing different policy options for potential express lanes, which could include looking at free trips for some HOV vehicles.

What are the next steps?

We'll continue our review of express toll lanes to see how an updated approach could meet the overall goals of the Oregon Toll Program. We'll share findings from the study in early 2024.

Stay in Touch!

We welcome your questions, input, and feedback.

Website: OregonTolling.org

Email: OregonTolling@odot.oregon.gov

Phone: 503-837-3536

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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.