

Oregon Toll Program

ODOT Commerce and Compliance Division Brown Bag Webinar - Oregon Toll Program and Statewide Toll Rulemaking

October 25, 2023

Prepared for:



Prepared by:

KEARNS ⚡ WEST

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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
CBO	Community-Based Organization
EECRC	Ethiopian and Eritrean Cultural and Resource Center
EMAC	Equity and Mobility Advisory Committee
ODOT	Oregon Department of Transportation
PCE	Programmatic Categorical Exclusions
RMPP	Regional Mobility Pricing Project
RTAC	Regional Toll Advisory Committee
SNAP	Supplemental Nutrition Assistance Program
STRAC	Statewide Toll Rulemaking Advisory Committee
WIC	Special Supplemental Nutrition Program for Women, Infants, and Children

Si desea obtener información sobre este proyecto traducida al español, sírvase llamar al 503731-4128.

Nếu quý vị muốn thông tin về dự án này được dịch sang tiếng Việt, xin gọi 503-731-4128.

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Meeting Overview

Subject	Commerce and Compliance Division Brown Bag Webinar
Date and Time	October 25, 2023 12:00 pm – 1:00 pm PST
Location	Virtual Teams Meeting
Attendees	34 participants
Staff, Presenters, and Committee Members	James Buell (ODOT), Elisha Brackett (ODOT), Jennifer Galvin (ODOT), Thomas Parker (ODOT), Chuck Larsen (ODOT), Jason Lawrence (ODOT), Phil Miller (ODOT), Kim Ostrin (ODOT), Carla Phelps (ODOT), Daniel Porter (ODOT), Tamera Prince (ODOT), Gareth Prior (ODOT), Amy Ramsdell (ODOT), Ryan Sinks (ODOT), Hannah Williams (ODOT), Sylvia Ciborowski (Kearns & West), Madeline Kane (Kearns & West), Ellen Palmquist, (Kearns & West), Amira Streeter (Kearns & West)

Materials

- Annotated agenda
- Presentation slides

Participants

Attendee	Organization
April	NA
Ashley Alcala	Disdero Lumber
Aubrey Staveley	Sunstate Equipment
Callie Weber	Badger State Western, Inc.
Carmen Merlo	Port of Portland
Christine Logue	Oregon Trucking Associations
Danielle	NA
Diane DeAutremont	Lile International Companies
Emily Eckert	Thorn Run Partners
Arti Gupta	CDM Smith
Heather Therriault	NA
Hedie Schulte	Boshart Trucking
Jean Ferl	Mount Shasta Bottling and Distributing
Jeanette Chambers	Sunstate Equipment
Joe Gardner	NA
John Schmitz	Premier Truck Group
Katie Kawasoe	Hill Meat Company
Kirsten Adams	Associated General Contractors Oregon-Columbia Chapter Foundation
Kyle Dickens	Hughes Fire Equipment
Laura Cook	Providence Health & Services
Marge Reed	NA
Marisol Cosme	Bridgeway
Mary Richards	Bestpass
Matt Eide	Quality Trading Co.
Melanie Dabulskis	Hill Meat Company
Mike Card	Combined Transport
Miti	NA
Rachael Howe	Market Express LLC
Sam Nathman	Oregon Beverage Recycling Cooperative

Attendee	Organization
Scott Schriber	Tillamook County Creamery Association
Sean Philbrook	Identity Clark County
Sheri Taylor	Hughes Fire Equipment
Tanner Lloyd	Associated General Contractors Oregon Chapter
Thad Stovall	Iwasaki Bros., Inc.

Event Summary

The Commerce and Compliance Division (CCD) Brown Bag Webinar began at 12:00 pm on Wednesday, October 25, 2023. The objectives of the webinar were to:

- Share an overview of the Oregon Toll Program and project updates.
- Share a summary of what was heard during the September webinar.
- Gain feedback on the tolling approach to vehicle classification and cost for commercial accounts. Input will be shared with ODOT and STRAC to inform the rulemaking process and operations development.
- Answer questions about the Oregon Toll Program.

The webinar was open to invited members of the freight community. 34 attendees registered ahead of time on the CCD website.

The virtual discussion was facilitated by Jason Lawrence, ODOT. The meeting opened with a presentation from Garet Prior, ODOT, on the Oregon Toll Program. Garet Prior, Daniel Porter, and Phil Miller, ODOT, shared additional information about vehicle classification followed by time for Q&A and discussion.

Oregon Toll Program Update

Garet Prior shared an overview of the Oregon Toll Program and shared updates on the Regional Mobility Pricing Project, the I-205 Toll Project, and the statewide toll rulemaking process.

Vehicle Classification and Cost

Garet Prior, Phil Miller, and Daniel Porter provided background information on the Highway Cost Allocation Study (HCAS). The HCAS is a study that is the main instrument used during legislative sessions to determine changes in weight-mile and fuel taxes and vehicle registration fees. ODOT staff then presented the draft plan for vehicle classification and cost for commercial customers. Participants shared the following questions and comments.

Question: Where is tolling addressed in the HCAS 2023 report?

- **Response from ODOT:** *Link to report appendix with information on tolling:*
<https://www.oregon.gov/odot/tolling/Documents/STRAC%20Meeting%208%20-%20Highway%20Cost%20Allocation%20Study.pdf>

Question: What is ODOT's plan for tolling oversized loads?

- **Response from ODOT:** *The oversized load would need a special permit. Oversized vehicles would be considered heavy vehicles for the purpose of the toll. In Oregon anything over 80,000 lbs. requires a size and weight permit. ODOT has annual or single trip permits depending on the size of the load. Tolling will not require any additional permits. Once enrolled in the system, the company will be billed accordingly.*

Question: Will ODOT restrict the size and weight of vehicles that can use I-5 and I-205?

- **Response from ODOT:** *No, tolling will not add additional restrictions. The Abernethy Bridge will have 19 feet of clearance and there will be minimal changes to I-5, clearance heights.*

Question: Is ODOT proposing to use the toll rates in Exhibit 3 of the HCAS Appendix, or will the base policy for PCE (Programmatic Categorical Exclusions) be used to set rates?

- **Response from ODOT:** *After the Federal Highway Administration's environmental review process, there will be a six to eight month toll rate setting process. This will include robust public comment and analysis. We will conduct a bonding investment grade traffic and revenue analysis with multiple toll rates studies. Then, the Oregon Transportation Commission (OTC) will adopt a base toll rate.*

Question: What height will toll gantries be? Will oversized loads and large pieces of equipment be able to travel on I-5?

- **Response from ODOT:** *Toll gantries will be 19 ft 1 in.*
 - **Comment:** *There are some opportunities to move oversized equipment from Asia through Oregon.*
- **Response from ODOT:** *Dimensions and proposed structures have been through the Motor Carrier Transportation Advisory Committee (MCTAC) and ODOT is fairly far along in the design process. Making a change at this point will be a challenge.*

Question: Will revenue from tolling only go to maintenance and operations?

- **Response from ODOT:** *Yes, toll revenue will fund maintenance and operations. For I-205, toll revenue will go to paying for the Abernethy Bridge construction. There will also be required mitigation to address local impacts, as part of the environmental process.*

Question: How will vehicles be identified for billing?

- **Response from ODOT:** *Signing up for an account will be the lowest cost option for customers and the least expensive option to administer. Customers with accounts will have a transponder in their vehicle. Transponders cost less than \$1 and are the size of a band aid. ODOT will also have license plate capture technology for billing. In addition to the Oregon DOT program and our partners at Washington DOT, ODOT will be able to accept pre-pass accounts, which support the Weight Station Bypass Program.*

Question: Will tandem tractor trailers be considered heavy vehicles?

- **Response from ODOT:** *Based primarily on height and length, it will be classified as medium or heavy, if it has a trailer.*

Question: Will plates be read?

- **Response from ODOT:** *Plates will be read. ODOT has not determined which plate type will be read yet.*

Question: How much will the fee be for mailed toll bills?

- **Response from ODOT:** *ODOT is working on this through the rulemaking process and will be transparent about what the fees will be. There will be a mailing and administrative fee. ODOT anticipates approximately \$5 per invoice.*

Comment: Fees in Texas are \$1.15 and in Southern California, fees are \$25 to \$50 per bill.

Question: Will occasional travelers be able to pass through without paying a toll?

- **Response from ODOT:** *All unpaid toll bills impact the Highway Trust Fund. ODOT is required to pursue the debt to an extent and does not have authority according to state law to waive the toll bill. However, there are steps built into the process to ensure ODOT is not spending excess money to track down a small toll bill.*

Question: Will the multiplier for medium and heavy vehicles be applied to the total length of the trip or by segment?

- **Response from ODOT:** *For the Abernethy Bridge, there will be one multiplier. For I-5 and I-205, ODOT is still determining if it will be by segment or length of trip.*

Comment: I-66 in Virginia DOT implemented a multiplier by segment rather than by trip and received some backlash.

Closing

Garet Prior and Jason Lawrence thanked the attendees for their participation and closed the meeting at 1:18 pm.

Resources

- Regional Mobility Pricing Project: <https://www.oregon.gov/odot/tolling/pages/i-5-tolling.aspx>
- I-205 Toll Project: <https://www.oregon.gov/odot/tolling/pages/i-205-tolling.aspx>
- Statewide Toll Rulemaking Advisory Committee:
<https://www.oregon.gov/odot/tolling/Pages/Statewide-Toll-Rulemaking-Advisory-Committee.aspx>