



**Regional Toll
Advisory Committee**

Meeting #11
November 27, 2023

David Kim, Facilitator

 **Urban Mobility**
STRATEGY

 **Oregon**
Department
of Transportation

1

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.

2

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

2

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

5

Trade-offs for an Abernethy Bridge Point Toll

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

6

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

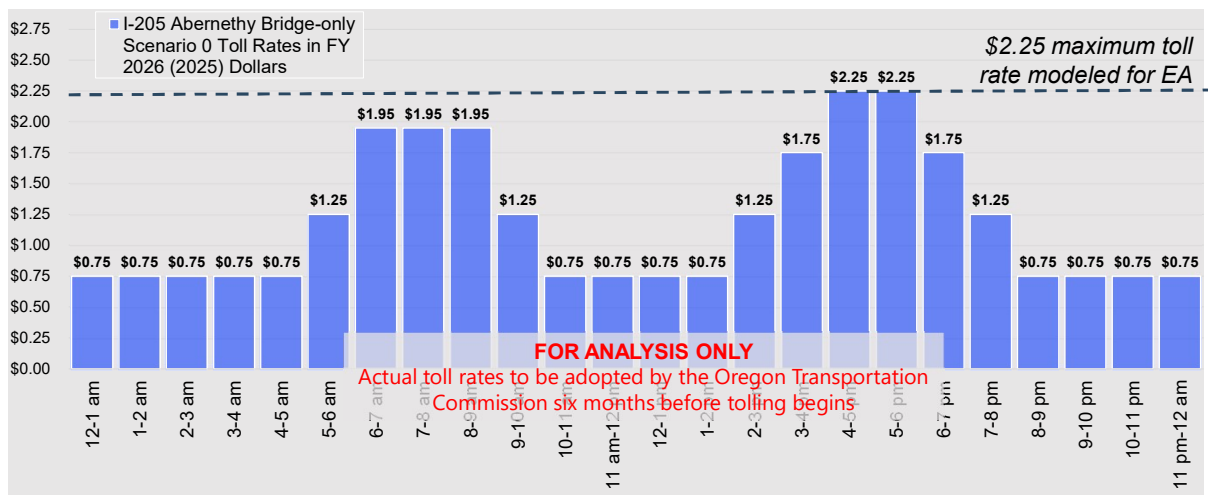


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9

Scenario 0 | Base Scenario

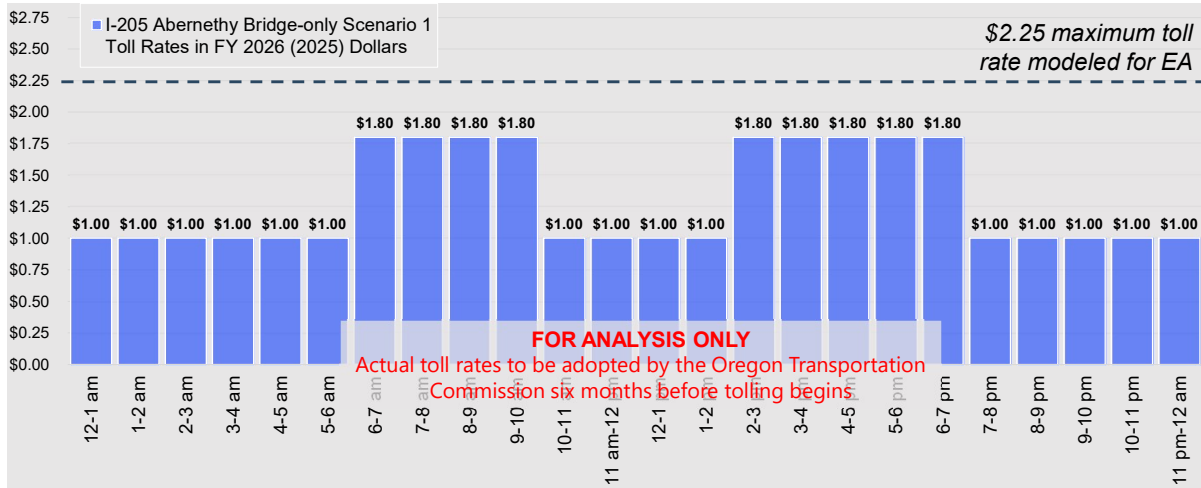


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10

Scenario 1 | Flatter Toll Scenario

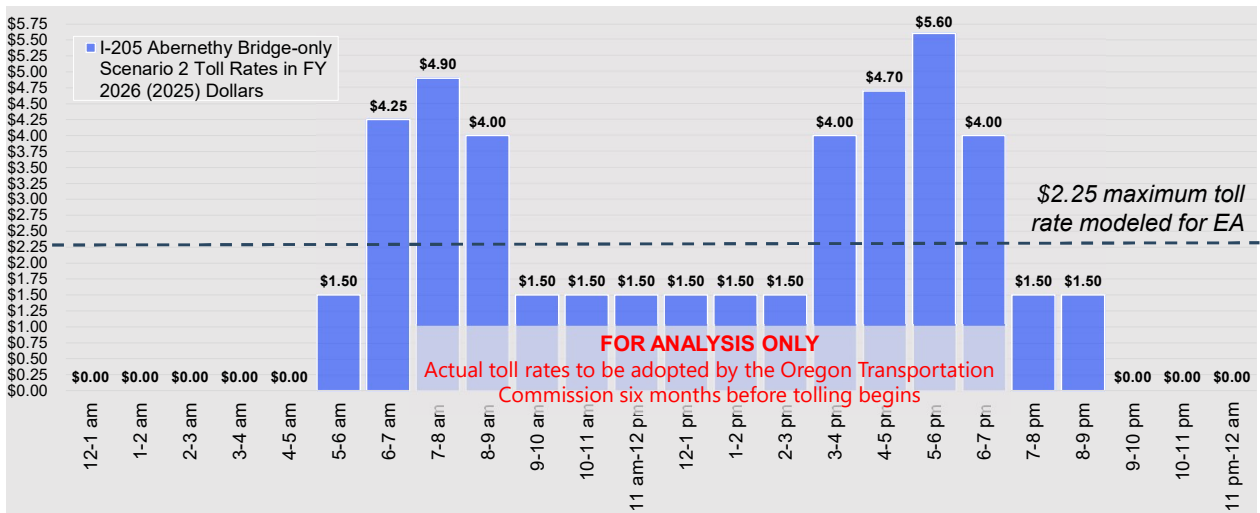


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11

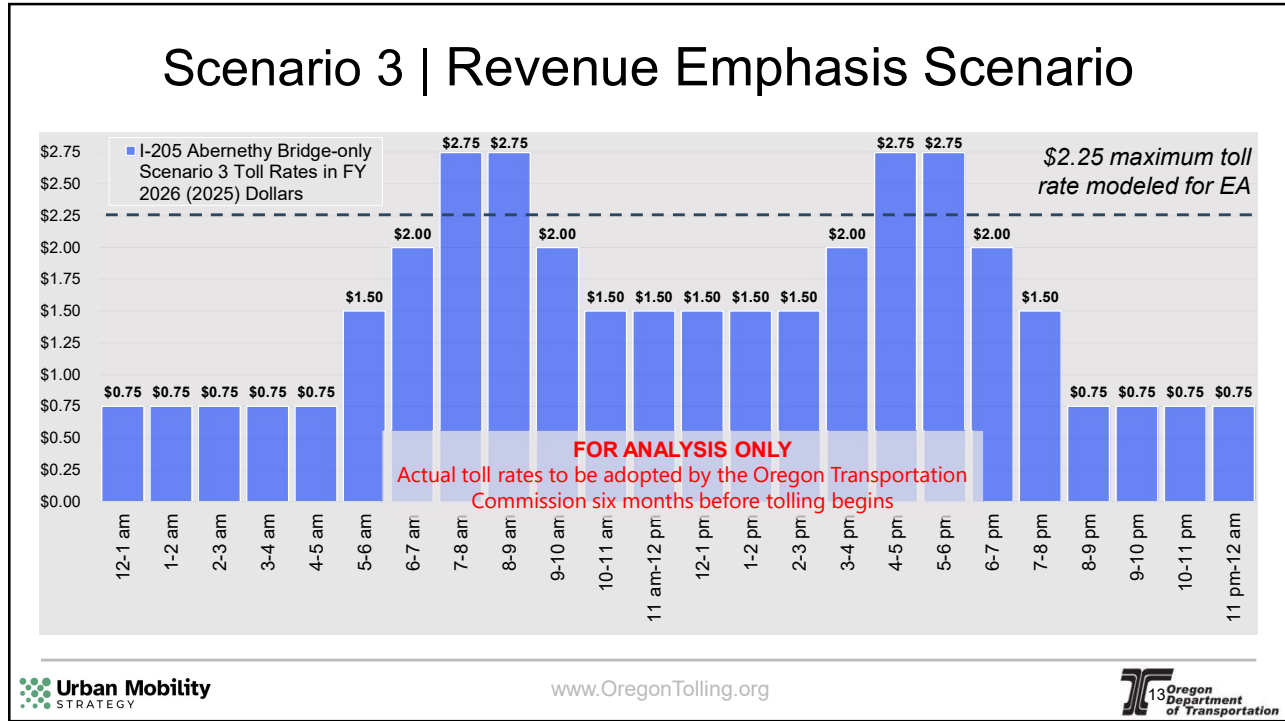
Scenario 2 | Congestion Management Scenario



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12



13

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

14

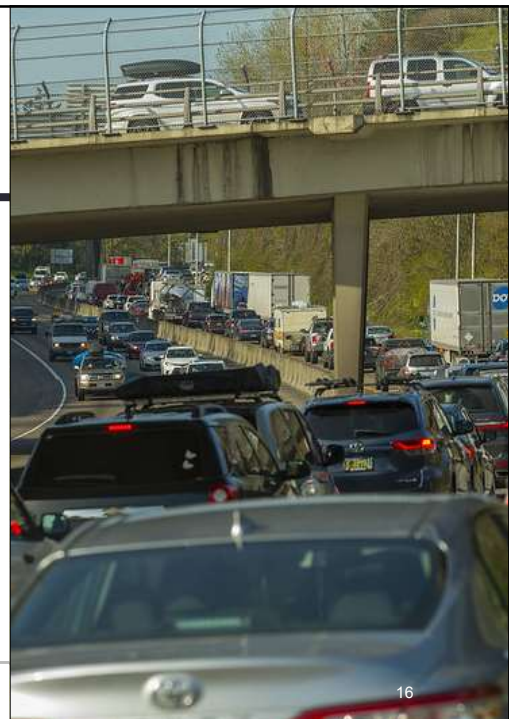
14

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

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



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?

19

Implementation Report

Brendan Finn, ODOT

20

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)

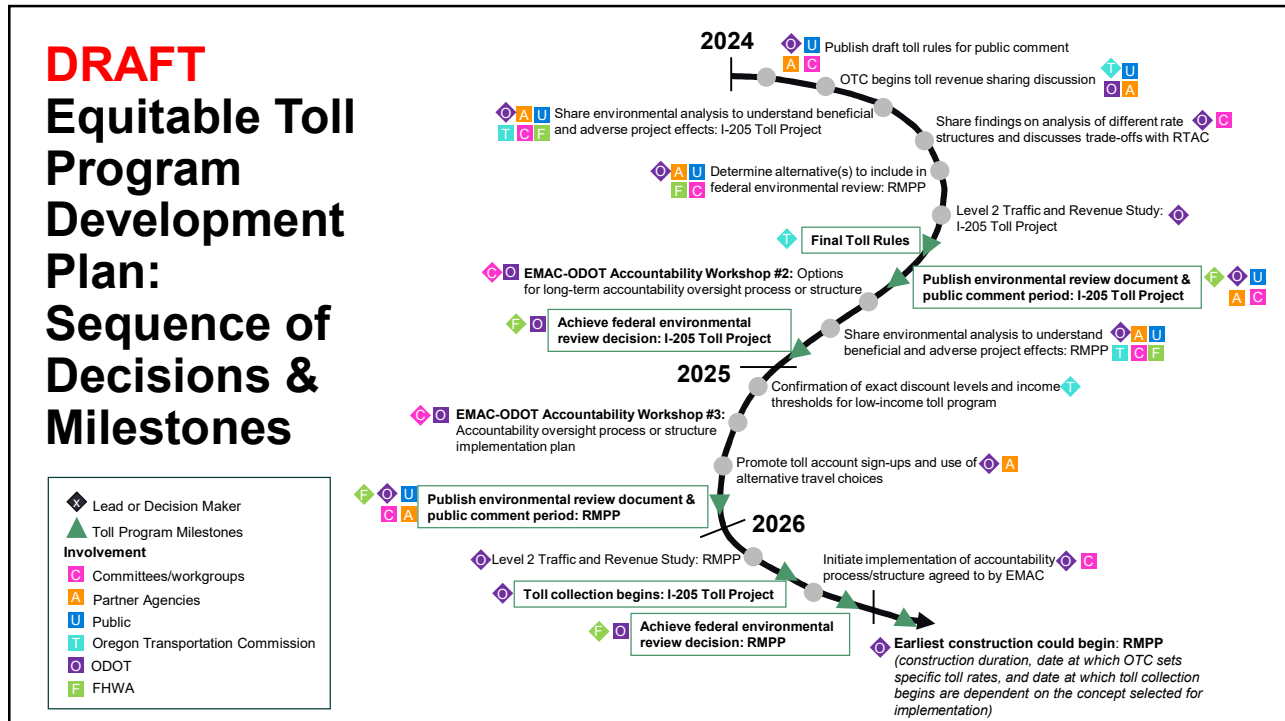
Equitable Toll Program Development Plan

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



23

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

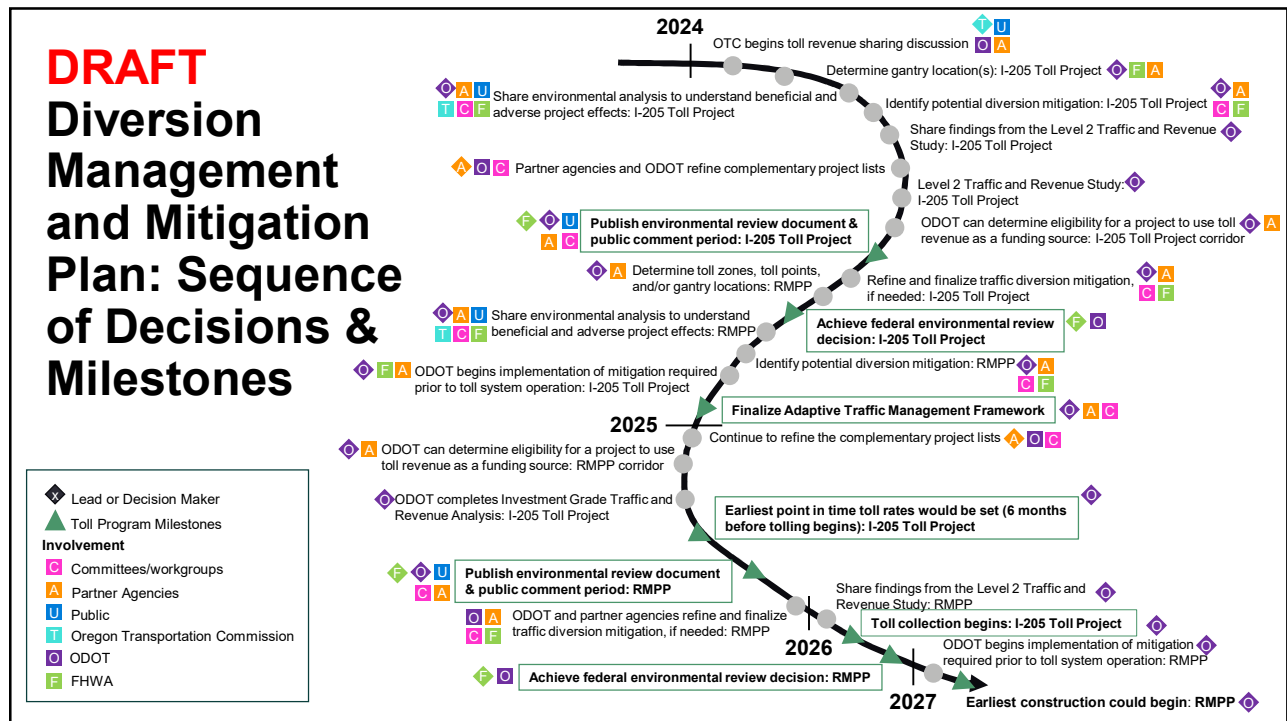
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24

24

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?

27

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.

28

Project Updates

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

29

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.

30

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:
 - 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

31

31

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)

32

Low Income Toll Program: Next Steps

OTC Meeting on December 11

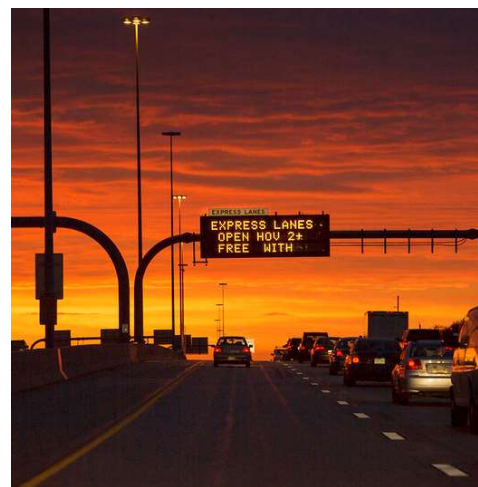
- Commitment to implement a 50% discount for customers whose income is up to 200% Federal Poverty Level (FPL)
- Residents of Oregon and Washington State able to enroll
- The benefit will be a percentage discount
- Commitment to study 10% and 25% discounts for 300% FPL and 400% FPL in further traffic 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:

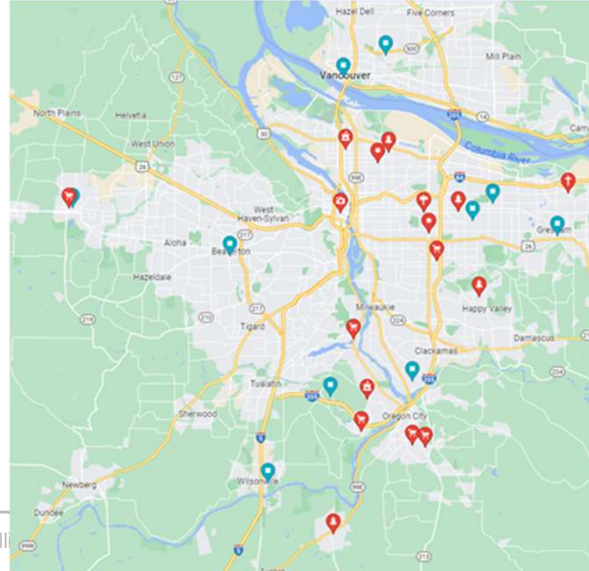
- Revisiting the original design (new lane and other improvements)
- Restriping and reducing shoulder

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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35

Outcomes from Recent Public Engagement



36



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36

Reflection and next steps

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



37