

Urban Mobility Strategy and Oregon Toll Program

Special Subcommittee on
Transportation Planning

Brendan Finn, Urban Mobility Office
Director (he/him)

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Agenda

- Benefits/Outcome of Oregon Toll Program
 - Benefits of Tolling
 - Toll Program Overview
 - Next Steps

Benefits/Outcomes of the Oregon Toll Program

Benefits of tolling

- Decreased congestion improves quality of life and flow of goods, reduces greenhouse gases
- Toll revenue supports corridor improvements, system maintenance, and capital projects to modernize our transportation system



Seattle SR 520 Bridge
Source: KIRO 7 News

Building on US toll program successes

Virginia I-66 Inside the Beltway

- Almost 3% lower vehicle volumes
- Toll revenue supported capital and operating costs of toll system as well as Commuter Choice Competitive Grant Program for multimodal improvements along corridor



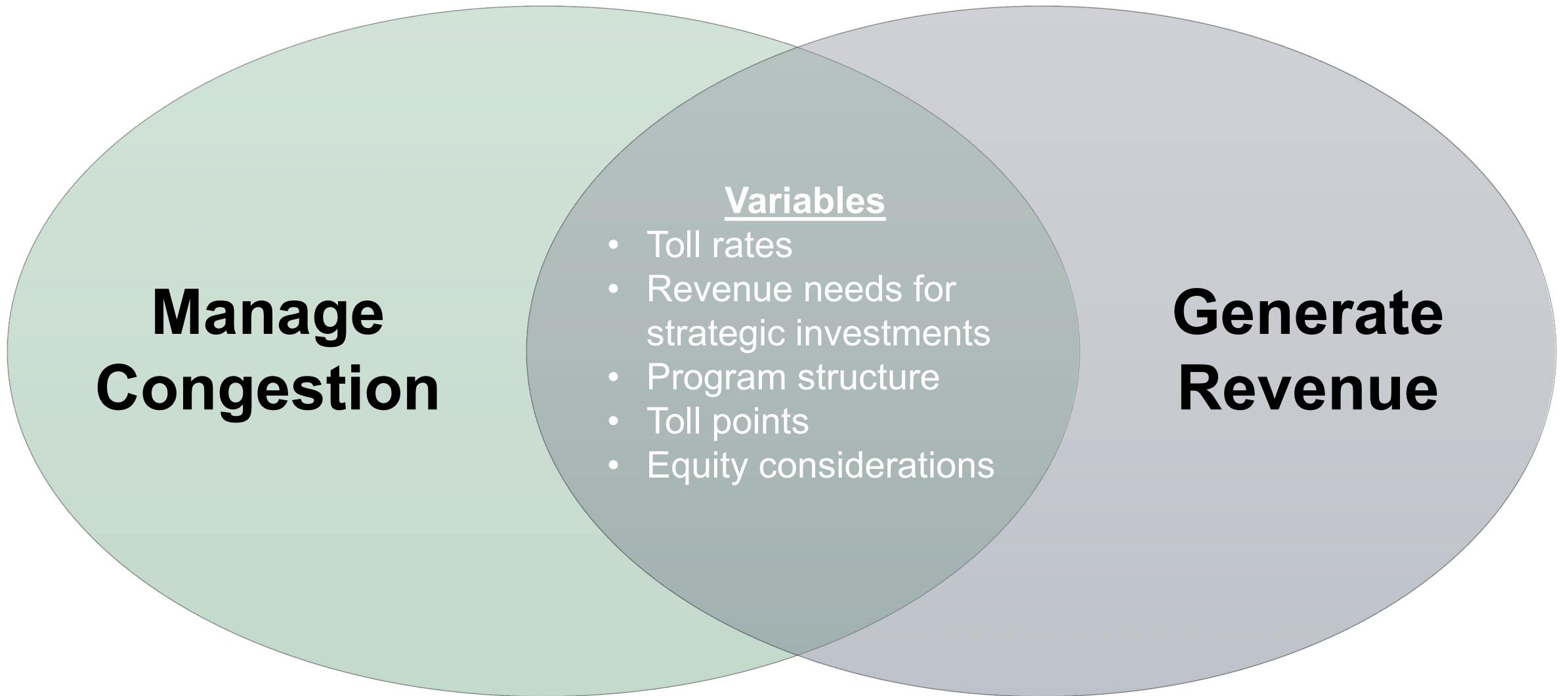
Building on US toll program successes

Seattle SR 520 Bridge

- Sustained reductions in trips and congestion after tolling began on existing bridge
- Tolls contributed \$1.2B in project capital funding



Oregon Toll Program Dual Objectives



Oregon Toll Program Overview

The Oregon Toll Program consists of the I-205 Toll Project and the Regional Mobility Pricing Project. The Interstate Bridge Replacement Project is a partner project with ODOT support that will also include tolls.

To reduce traffic congestion and make needed transportation investments, ODOT is studying a toll system that would:

- Toll **all lanes**
- Use an **electronic** system to collect tolls
- Accept **various payment options** (cash, credit card)
- Establish a toll rate **schedule** with tolls **varying based on time of day**

Toll projects

- The **Regional Mobility Pricing Project** would use tolls to reduce congestion in the Portland metropolitan region and raise revenue for transportation improvements along I-5 and I-205.
- The **I-205 Toll Project** would fund Abernethy Bridge safety improvements and improve congestion.



Toll Program Outcomes

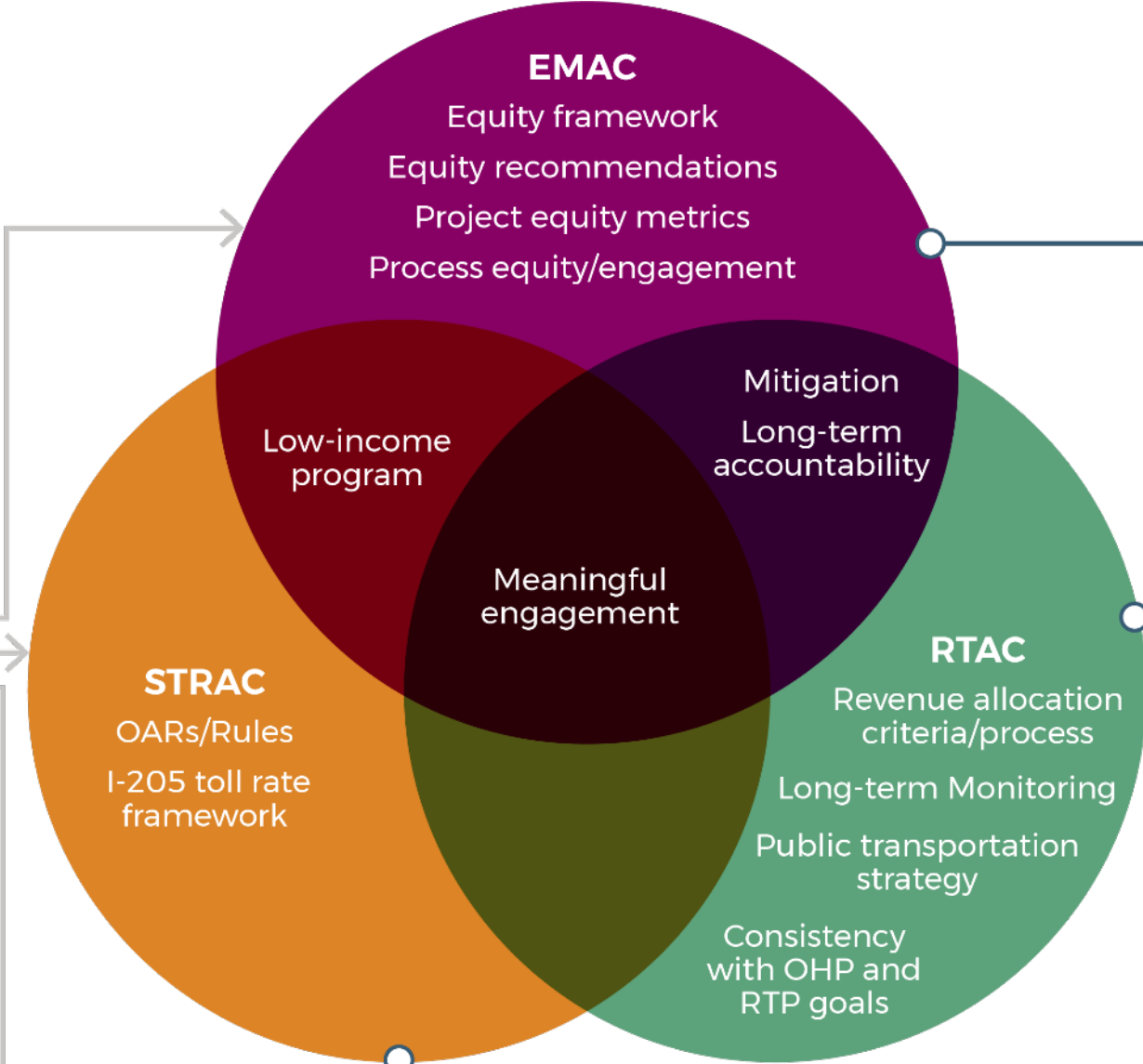
Toll program public and partner engagement

- Public and partner input inform project goal setting, development, and equity and mobility strategies
- Strategies include collaboration with:
 - Equity and Mobility Advisory Committee
 - Underserved and historically and currently excluded communities
 - Regional residents
 - Existing regional policy groups
 - Technical work groups of partner agency staff
 - Community-based organizations and engagement liaisons



Oregon Toll Program Committees

- TECHNICAL ANALYSIS**
- Interagency work groups (modeling, methods)
 - Participating agency input
 - NEPA documentation
 - Traffic and Revenue analysis



- OTC**
- Tolling authority
 - Rate setting and review
 - Policy decisions
 - Revenue allocation

Equity and Mobility Advisory Committee Membership

Name	Title	Organization
Amanda Garcia-Snell	Community Engagement Manager	Washington County Community Engagement
Dr. Philip Wu	President	Oregon Environmental Council
Duana Johnson		At-large member
Germaine Flentroy	Youth Program Director	Beyond Black/Play, Grow, Learn
James Paulson	Board Chair	WorkSystems Inc. Board
Jeff Christian	Routing Specialist	At-large member; Columbia Distributing
John Gardner	Chief Inclusion, Diversity, Equity and Accessibility Officer	TriMet
LaQuinta Daniels	Program Coordinator	Clark County Juvenile Court
Olivia Holden	Transportation Demand Management Coordinator	City of Vancouver
Paul Burgess	Executive Director	Fourth Plain Forward
Rachel Winslow		At-large member
Tangerine Behere	Lead Service Planner	Ride Connection

Regional Toll Advisory Committee Membership

Name	Title	Organization
Frank Bubenik	Mayor	City of Tualatin
Shawn Donaghy	Chief Executive Officer	C-Tran (representing Greater Vancouver Chamber of Commerce)
Dean Reynolds		Cowlitz Indian Tribe
Nafisa Fai	County Commissioner	Washington County
Brendan Finn	Director	ODOT, Urban Mobility Office (non-voting member)
Carley Francis	Southwest Region Administrator	Washington State Department of Transportation
Mingus Mapps	City Commissioner	City of Portland
Denise Harvey	Council member	Confederated Tribes of Grand Ronde
Rory Bialostosky	Mayor	City of West Linn
Sarah Iannarone	Executive Director	The Street Trust
Jon Isaacs	Executive Vice President of Public Affairs	Portland Business Alliance
Jana Jarvis	President	Oregon Trucking Association
Anne McEnery-Ogle	Mayor	City of Vancouver
Della Mosier	Deputy Director	ODOT, Urban Mobility Office (non-voting member)
Willy Myers	Executive Secretary-Treasurer	Oregon State Building and Construction Trades Council

Statewide Toll Rulemaking Advisory Committee Membership

Name	Title	Organization
Elizabeth Mazzara Myers		Westside Economic Alliance
Jeff Spiegel	VP Fleet Services and Operating Tax	Penske Truck Leasing
Lanny Gower	Senior Tax Manager	XPO Logistics
Lauren Poor	VP of Government and Legal Affairs	Oregon Farm Bureau
Marc Ortega Kilman-Burman		Global Medical Response (GMR)
Marie Dodds	Director of Government & Public Affairs	AAA Oregon/Idaho
Michael Card	President	Combined Transport Inc.
Nafisa Fai	Washington County Commissioner	Region Toll Advisory Committee (RTAC) Washington County Commission
Omar Cruz	Purchasing Manager	May Trucking
Park Woodworth	Board of Directors	Ride Connection
Dr. Philip Wu	President - OEC	Equity and Mobility Advisory Committee (EMAC)
Sean Philbrook	VP of Programs	Identity Clark County
Shannen Knight	Owner	A Sight for Sport Eyes
Sharla Moffett	Director	Oregon Business and Industry
Shatrine Krake	Executive Director	West Linn Chamber

Equitable engagement program



Ongoing coordination with **community-based organizations (CBO)** and **Community Engagement Liaisons**.

- Discussion groups
- Interviews
- Information tables at CBO-led community events
- Paid community liaisons
- In-language outreach
- Interpretation and translation



Committee member reflections





Low-income toll program in development

Working with Statewide Toll Rulemaking Advisory Committee, Equity and Mobility Advisory Committee, equity framework communities and community-based organizations to develop a low-income toll program.

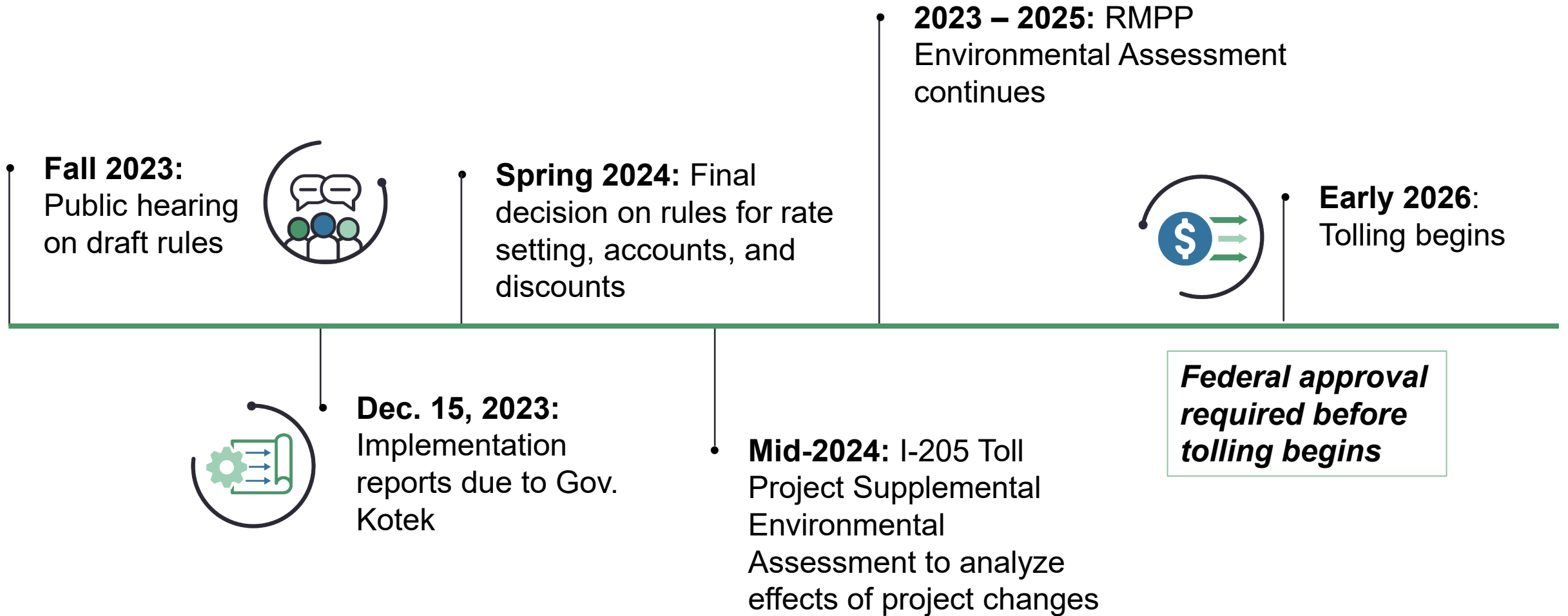
Setting a national precedent:

- Four other low toll income programs currently exist
- Program will be the first in the nation operable on day one of tolling

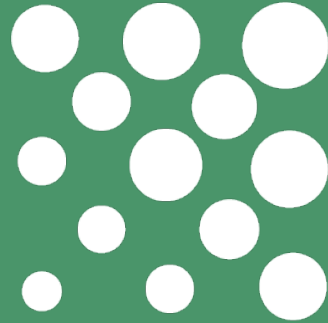
ODOT recommendation for decisions by the end of 2023:

- Commit to program for up to 200% of Federal Poverty Level and identify benefit level, with further analysis to confirm/refine
- Identify the geographic extent

Next steps – 2023-2026



Thank you!



Urban Mobility
STRATEGY