Oregon
Tina Kotek, Governor

Department of Transportation
Office of the Director
355 Capitol St, NE MS 11
Salem, OR 97301

February 15, 2024

Senator Lew Frederick, Co-Chair
Representative Nancy Nathanson, Co-Chair
Joint Committee on Transportation
Special Subcommittee on Transportation Planning

Dear Co-Chairs Frederick and Nathanson and members of the Special Subcommittee,

Thank you for sharing written questions presented by committee members regarding the Oregon Toll Program and ODOT's ongoing efforts to implement the Urban Mobility Strategy. ODOT appreciates the committee's attention to and consideration of this important program. Many of the questions presented in writing will be addressed in Deep Dives 3, 4, and 5 in accordance with the subcommittee's workplan as well as in writing.

Below are ODOT's responses to the questions posed by members in advance of the Deep Dive 3 presentation.

1. **How many vehicles do we want to get off the road and what are the impacts when those vehicles take an alternate route?**

Neither of ODOT's two distinct toll projects (I-205 Toll Project and Regional Mobility Pricing Project (RMPP)) have an established performance target of removing a specific number of vehicles from the roadway. The projects themselves have different goals and performance measures.

The purpose of the RMPP is to manage congestion on I-5 and I-205 and raise revenue for projects and maintenance along these corridors. As shared in our January 10, 2024 Special Subcommittee presentation, our roadways can only accommodate a limited number of vehicles. Congestion occurs when the number of vehicles exceeds the roadway capacity—when there are more people traveling on the road than the road can handle.

To effectively manage congestion on I-5 and I-205, we are designing RMPP with the **performance target of**:

1) achieving travel speeds of **45-55mph**, which is where the roadway is most efficient and the existing supply (roadway) can serve the most vehicles
2) at least **90% of the time**

There is not a specific vehicle target that will produce and maintain this performance. While some travelers will move off the interstate and use other routes, many travelers will stay on I-5 and I-205 and pay the toll for a faster trip, and some will travel at another time of day, change

their mode (including carpooling), change their destination, or combine trips. Notably, depending on the time of day and location, some routes that vehicles shift to will have the capacity to accommodate more trips.

The I-205 Toll Project is intended to pay for the seismic and operational improvements currently under construction on the I-205 Abernethy Bridge, using variable tolling. To cover the $662 million cost of Abernethy Bridge construction, **ODOT's revenue target is for toll revenue to cover about $385 million of the total costs of the bridge construction**.

The environmental documents to be completed in 2024 and 2025 for the I-205 Toll Project and Regional Mobility Pricing Project, respectively, will provide information on project effects, including toll diversion. For the I-205 Toll Project, early results will be shared with partners as early as Spring 2024, and final results will be published in the Supplemental Environmental Assessment in Summer 2024.

Impacts and proposed mitigation will be shared with the subcommittee prior to environmental document publication.

2. When does ODOT expect to have a definition for "diversion"?

As shared during the February 9, 2024 Deep Dive 3 presentation, there is national consensus on the definition of "toll diversion." Toll diversion is defined as:

"Diversion that occurs when travelers avoid a toll by changing any of the following or a combination of them:

- Route (priced vs. not priced)
- Time of travel (peak to off-peak)
- Destination
- Mode (driving to taking public transportation, biking, carpooling, etc.)
- Combining trips (two to one trip)"

Some toll diversion can help optimize the transportation system, as mentioned above, redistributing vehicle traffic to allow existing supply to serve demand more efficiently. Stated differently, some toll diversion is an intended consequence of the toll program as diversion will help match demand with roadway supply, resulting in reduced congestion. Some of that toll diversion may shift to local roads; depending on the time of day and location, these local roads may have capacity to accommodate more trips, and the road system can be optimized to improve traffic flow on the Interstate and keep the longer through-trips, particularly trucks, on the Interstate.

As shared in the January 10, 2024 Special Subcommittee meeting, if traffic speeds on the interstate can be increased, the capacity of the existing roadway will increase.

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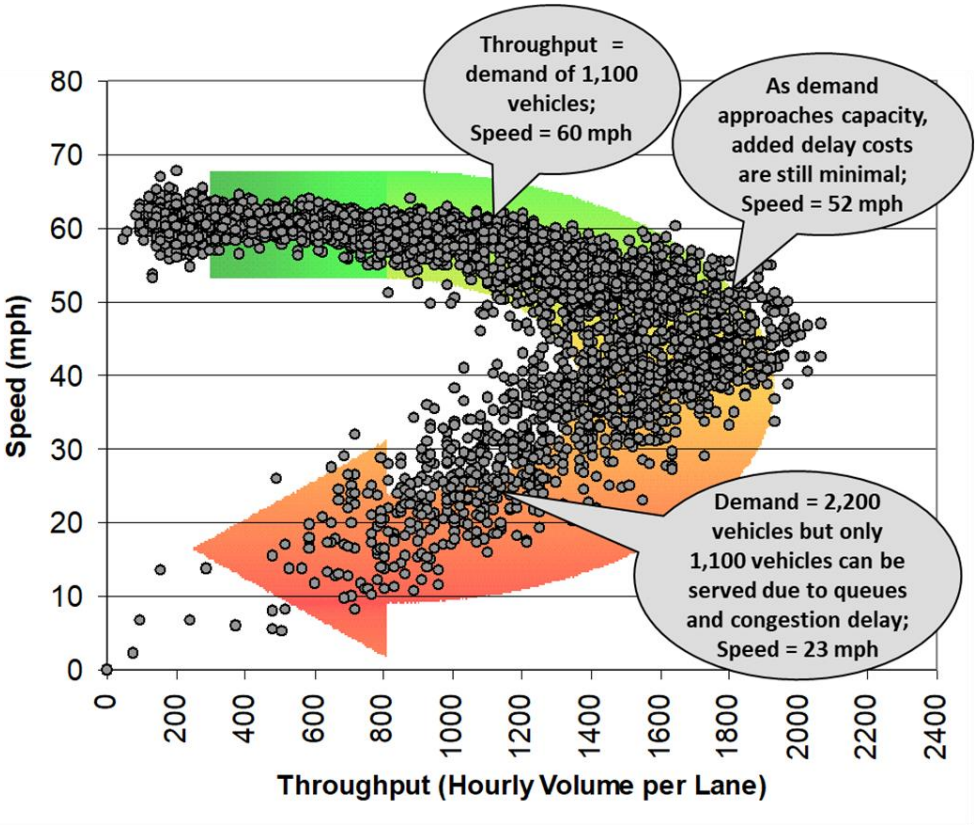


3. How much money has ODOT set aside in the I-205 Project for mitigation projects?

The agency has reserved $31 million in the I-205 Toll Project budget for I-205 mitigation costs. This may change based on quantified impacts and budget constraints after the National Environmental Policy Act (NEPA) process as ODOT manages the project within funds available. In line with Oregon state policies, toll revenue must be reinvested in the corridor in which it's collected. In the future, there may be net toll revenue available for mitigation projects (identified through monitoring after tolling begins), and depending on the type of projects, other statewide funds may be available.

Identified mitigation projects become part of the overall project and must be funded or the project cannot operate.

4. Will ODOT fund air quality monitoring at and/or relocation of schools and other sensitive sites?

Because the toll projects are located in an area designated by the U.S. Environmental Protection Agency (EPA) as "attainment" for all criteria pollutants (meaning air quality meets or is cleaner than national standards), the environmental analysis presents emissions as a regional value applicable to the project's entire Area of Potential Impact.

According to preliminary results of the Supplemental Air Quality and Technical Report for the I-205 Toll Project, tolling is not expected to worsen air quality, cumulatively, relative to existing conditions. Further details are below. For the Regional Mobility Pricing Project, the air quality analysis will be completed over the next year, with results available in 2025 as part of the environmental documentation.

As part of the ongoing environmental review (NEPA) process, ODOT analyzes future air quality effects from the toll projects compared to a "no-build" scenario in which the toll projects aren't implemented. The I-205 Toll Project 2023 Environmental Assessment reported the modeled emissions of air pollutants (both Mobile Source Air Toxics and criteria pollutants) for the years 2027 and 2045. This analysis found that both with and without the toll project, air pollutant emissions are projected to be lower in future years than existing conditions because of the implementation of vehicle standards, improved technology, and turnover of vehicles with higher emissions. Overall air pollutant emissions were projected to be up to 9% lower with the project than without the project in 2027 and up to 12% lower with the project than without the project in 2045 (Section 6.2.2 of the I-205 Toll Project Air Quality Technical Report). Because estimated air pollutant concentrations with the I-205 Toll Project were modeled to be lower than without the project, no mitigation specific to air quality was proposed for project operations.

The Supplemental Air Quality Technical Report prepared for the supplemental Environmental Assessment will include an updated analysis of air quality effects for the revised I-205 Toll Project (tolling only at the Abernethy Bridge). Preliminary results from this updated analysis indicate similar trends as reported in the 2023 Environmental Assessment and technical report, with lower overall air pollutant emissions both with and without the project in the future as compared to existing conditions, and lower net air pollutant emissions (up to 6% in 2027 and up to 4% in 2045) with the project than without the project.

5. When will ODOT identify diversion and safety impacts for RMPP, and what will the process be for getting local agency agreement on mitigation or other commitments to address diversion and safety impacts?

The analysis of toll diversion and safety is underway and will be a part of the federally-required environmental review. The draft Environmental Assessment for the Regional Mobility Pricing Project (RMPP) will be released in 2025 and will provide an understanding of the project's impact on travel behavior and the surrounding transportation network and communities. The end

goal is to design the projects in a way that minimizes adverse impacts, and our monitoring program will allow us to confirm the accuracy of our model forecasts.

Before moving forward in the environmental review, we are working with local agencies to refine the RMPP design and toll rate structure options, which provides more opportunities for dialogue early in the process. Engagement with partner agencies will continue throughout the environmental review, including formal coordination with Participating Agencies designated as part of the NEPA process. If we identify adverse effects that require mitigation pertinent to specific agencies, we will engage with those agencies to discuss potential mitigation. We will also work with the Federal Highway Administration (FHWA), to consider appropriate mitigation measures to avoid, minimize, or compensate for effects of the toll projects.

Mitigation will be identified in the Environmental Assessment, which will be published for public review and comment in 2025. As part of FHWA's NEPA decision, necessary mitigation measures will be incorporated into the project. When determining necessary mitigation, FHWA considers several factors, including whether the impacts for which the mitigation is proposed actually result from the proposed action and whether mitigation is an effective and reasonable use of public funds.

We are also working with local agencies now to establish a process and framework to monitor the effects of tolling after toll collection begins. The Oregon Toll Program Adaptive Traffic Management/Monitoring Framework is currently under development with input from partner agencies. Through this long-term, multiagency monitoring program, we will work with local agencies to identify impacts specifically caused by toll-related rerouting and will fund appropriate investments to address the impact consistent with local goals and priorities. Revenue uses for specific investments will be correlated to the impact caused by tolling.

6. When will ODOT identify diversion and safety impacts for the modified I-205 Toll Project, and how will ODOT improve the previous process for collaboratively identifying mitigation with local agency partners?

We are currently in the federal environmental review phase to conduct a Supplemental Environmental Assessment for the I-205 Toll Project, which will show the benefits and effects of tolling only at the I-205 Abernethy Bridge, including diversion and any necessary mitigation. Monthly coordination meetings have been scheduled on toll-related diversion to discuss the data and findings with agency staff. Early results of this analysis will be shared with partners as early as Spring 2024, and final results will be published in the Supplemental Environmental Assessment in Summer 2024.

As described under Question 5, we are developing a monitoring program with partner agencies to address the impacts of toll-related rerouting after implementation.

We are also working collaboratively with the Regional Toll Advisory Committee (RTAC), regional transit partners, and staff from local and regional jurisdictions to identify the best transit, roadway, bicycle, and pedestrian projects to complement our toll projects on I-5 and I-205. We have two parallel efforts underway: "Nexus Projects" and "Public Transportation Strategy."

These projects will be among the efforts in the region that complement the toll system and could be considered for mitigation of diversion impacts and addressing equity concerns from tolling. Many of these projects address existing needs and gaps, but we need to also consider them in the context of tolling. Paired together, regional tolling and investments in the pedestrian, bicycle, roadway, and transit systems can support regional and state goals related to equity, mobility, and climate.

The Nexus projects and the final PTS projects and supportive services are intended to aid ODOT and regional partners as the toll program advances, funding opportunities become available, and strategic partnerships and investments are aligned. The project lists may change as funding and regional priorities and needs change.

7. **Interstates have lower fatality rates compared to local systems. What is ODOT's plan to address the safety and capacity issues that will occur on the local system as a result of tolling only Abernethy Bridge, without resolving the bottleneck?**

Aggregated statewide data does show lower fatality rates on interstates compared to local roads. However, local data show some sections of the interstate system in the Portland metro area have similar or higher crash rates than adjacent arterials and state highways. For instance, I-5 north of Wilsonville has a historically similar crash rate to portions of OR 99E between Canby and Oregon City.

Congestion across the system impacts safety for all travelers. While variable-rate tolls on the Abernethy Bridge will realize some benefits for congestion near the bridge, tolling only the Abernethy Bridge will be less effective for congestion management along the broader corridor than implementing regional tolls on I-5 and I-205 through the RMPP. Both toll projects are part of ODOT's Urban Mobility Strategy, which is designed to provide a cohesive approach to addressing congestion, safety, and aging infrastructure.

Adding a third lane and alleviating the bottleneck on I-205 has been part of the suite of projects in the region for some time, however, the financial capacity to pay for this project does not exist at this time, and adding the lane would require tolling at the Tualatin River Bridge or an alternate source of revenue to fund the construction.

8. **ODOT has communicated tolling is one way to address their funding deficit as a result of the declining gas tax, and yet, counties and cities also benefit from the gas tax in a 50/30/20 split. If ODOT plans to use tolling as a recovery mechanism to maintain highways, then it makes sense the same funding would be used to maintain the local road system that modeling shows will bear the brunt of diversion caused by tolling. What is ODOT's plan to ensure local roads and systems have adequate funding to address the same needs ODOT is expressing? And why is revenue sharing so controversial?**

The costs of construction of transportation improvements and ongoing operations and maintenance are increasing, and our current funding sources aren't keeping up. A projected decline in fuels tax revenue is a challenge facing all transportation agencies. Tolls are only one part of a funding solution, and they will not fund all the needs in the region.

State Highway Fund revenue sharing is limited only to taxes and fees collected on a statewide basis like the fuels tax, weight-mile tax, and driver and motor vehicle fees, and it is specific to actions directed by the Legislature in statute. It is not applied to other revenues, particularly those raised at a local or project level. For example, ODOT collects locally-imposed vehicle registration fees and fuel taxes on behalf of many local governments across the state, and this revenue is provided exclusively to the local government that imposes the tax and not shared between the state, county, and cities (other than an administrative fee to cover ODOT's collection costs). Similarly, tolls or fares imposed by any government agency, whether ODOT or a local government, are not subject to revenue sharing.

Notably, the current gas tax model where users pay a fee per gallon of fuel used, does not quantify where the user may travel, so they may have destinations that span multiple facilities and jurisdictions. In the case of a toll, users would be paying for the use of a specific facility, and not charged for any travel off that facility. The comparison between the two fee structures is quite different.

The Oregon Transportation Commission (OTC), as the toll authority for state highways, must allocate toll revenue to a variety of purposes. Federal and state law provide direction on how toll revenues may and may not be used, and in 2023, the OTC set statewide policy on the allocation of toll revenue in the Oregon Highway Plan toll amendments (Goal 6). The Use of Revenue section (see attachment 01, policies 6.11 and 6.12) requires that funds be used within the project corridor and that ODOT address impacts to neighborhood health and safety within the corridor through mitigation investments and also set forth a hierarchy of toll revenue allocation:

- First, cover the cost of the tolling system, operations, maintenance, and administration.
- Second, for revenue focused tolling, reach the desired share of revenue needed to pay for the project, including long term operations, preservation, and maintenance of the infrastructure, as well as mitigation costs that are part of the project; for congestion

focused pricing, manage congestion through multimodal investments within the traffic and multimodal corridors.
- Third, meet any additional system performance metrics defined for the corridor.

We know that if toll rates are higher, there could be more revenue; however, higher toll rates would present a greater impact to families and communities and could cause more people to avoid the tolls by diverting to local roadways.

There are needs that cannot be addressed with tolling and toll revenue, which require a variety of strategies and funding resources to address. While we work with the Regional Toll Advisory Committee to better understand their perspectives on revenue sharing, we are also continuing with traffic and revenue analyses to better understand potential toll revenue.

9. Will plans for mitigation of diversion be finalized before tolling begins?

Yes, part of the NEPA process is working with FHWA to determine mitigation measures to avoid, minimize, or compensate for effects of the toll projects. The environmental documents will consider mitigation for adverse project effects that cannot be avoided or minimized. Mitigation measures that are determined appropriate to be implemented will be identified in the NEPA decision document and incorporated in the project. The document will disclose when each mitigation measure should be implemented, whether that is before tolling begins or in the future based on monitoring results. As described under Question 5, ODOT is also working with jurisdictions to develop a monitoring plan that will include impact thresholds that would result in remedies. The monitoring plan for I-205 will be included in the final federal decision before tolling can begin.

As mentioned before, NEPA requires consideration of mitigation, but it does not mandate the form or adoption of any mitigation, which is determined project by project. When determining necessary mitigation, FHWA considers several factors, including whether the impacts for which the mitigation is proposed actually result from the proposed action and whether mitigation is an effective and reasonable use of public funds. Mitigation funding will be part of project funding. Mitigation should address a project impact without incurring a disproportionately large cost and without causing additional impacts. As acknowledged by the Regional Toll Advisory Committee, this conversation is difficult because Oregon has under invested in our core transportation system for decades. Toll project mitigation cannot solve all transportation needs in the project area, especially existing issues that will require additional investment.

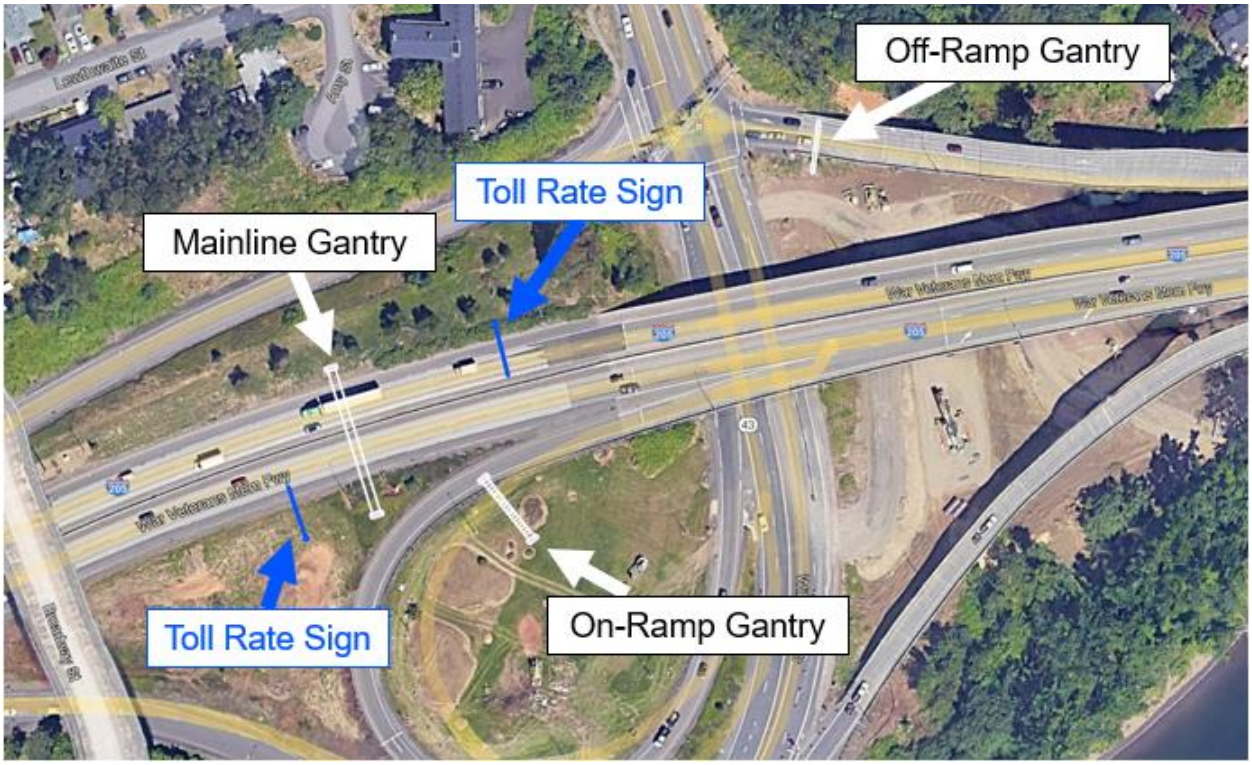
10. When will ODOT make decisions on gantry locations? How will local agency input be incorporated into that decision-making process?

For the I-205 Toll Project, toll gantry locations have been determined based on a variety of factors, including federal requirements, engineering design feasibility, congestion management

efficacy on the tolled facilities, and effects on surrounding routes and communities. To comply with Section 129, toll gantries must be constructed on or around the reconstructed bridge.

The Abernethy Bridge toll includes three toll gantries: a mainline gantry structure that spans all highway lanes, a gantry over the northbound on-ramp, and a gantry over the southbound off-ramp. Even if drivers pass by multiple gantries, they will only be charged one toll for the use of that single facility.

Abernethy Bridge Gantry Locations



Final gantry locations may differ per design progress.

For the Regional Mobility Pricing Project, we are early in the environmental review and engineering design processes. Like I-205, the gantry locations will be determined based on federal requirements, engineering design feasibility, congestion management efficacy on the tolled facilities, and effects on surrounding routes and communities.

We are working with partner agency staff to identify which segments of I-5 and I-205 could be tolled under different design options for the project. Once we have identified those segments, the engineering design team will identify the specific toll point locations where it is feasible to install, maintain, and operate toll tag readers. Many of these are likely to be installed on overhead mainline and ramp gantries. Through the environmental analysis, including traffic

modeling, and further engineering design work, ODOT will confirm these locations, in collaboration with partner agencies.

11. What is the threshold that ODOT is using to determine when an intersection worsens enough to qualify for mitigation in the NEPA process? Is the threshold reasonable?

The I-205 Toll Project Supplemental Environmental Assessment will evaluate transportation effects of the Revised Build Alternative—tolling at the Abernethy Bridge—compared to the No Build Alternative.

To determine if the Project would cause an impact at an intersection, project analysts will conduct an intersection operational analysis that compares how the Revised Build Alternative performs relative to the No Build Alternative. If under the Revised Build Alternative, operations at the study intersection exceed the mobility standard (volume to capacity ratio or level of service) for that intersection, but under the No Build Alternative the standard would be met, then the intersection is considered impacted, and mitigation will be considered. Furthermore, if the mobility standard is not met under the Revised Build Alternative or the No Build Alternative, but conditions get comparatively worse under the Revised Build Alternative, then the intersection is considered impacted, and mitigation will be considered.

This is the same methodology that was used for the 2023 Environmental Assessment after review and agreement by partner agency staff and the Federal Highway Administration (FHWA).

12. What is the current diversion caused by the I-205 Bottleneck, what was the diversion rate in 2010, and how will ODOT calculate the delta between what exists then, today, and what is proposed?

Since there has never been pricing on I-205, there is no existing or previous toll diversion. While there has been potentially significant rerouting due to congestion on I-205, it is impossible to calculate or quantify the amount of rerouting and impossible to isolate that rerouting to conclude it was caused by I-205 congestion. Rerouting, combining trips or avoiding trips at specific times of day has been occurring due to congestion for years in this corridor, but confidently quantifying users' choices of the past cannot reasonably be calculated. Rerouting is just one possible reaction to a toll, and modeling combined with post-implementation monitoring will help identify how much this is happening.

Therefore, we cannot calculate the difference between rerouting in 2010, what exists today, and what may occur under the proposed I-205 Toll Project. However, as discussed above, modeling can predict what toll diversion may occur as a result of the I-205 Toll Project, and monitoring will allow us to confirm the accuracy of our model forecasts.

Modeled data on toll diversion will be reported in the environmental documents, scheduled for release in Summer 2024 for the I-205 Toll Project and in 2025 for the Regional Mobility Pricing Project.

13. How will ODOT ensure the air quality in local communities does not worsen as it implements a plan to divert traffic from the interstate?

Because the toll projects are located in an area designated by the U.S. Environmental Protection Agency (EPA) as "attainment" for all criteria pollutants (meaning air quality meets or is cleaner than national standards), the environmental analysis presents emissions as a regional value applicable to the project's entire Area of Potential Impact.

As described under Question 4, according to preliminary results of the Supplemental Air Quality and Technical Report, tolling as part of the I-205 Toll Project is not expected to worsen aggregate air quality relative to existing conditions or the No Build Alternative.

ODOT is required to analyze future air quality effects from the I-205 Toll Project compared to without implementation of the Project as part of the ongoing environmental review (National Environmental Policy Act) process. The 2023 Environmental Assessment reported the modeled emissions of air pollutants (both Mobile Source Air Toxics and criteria pollutants) for the years 2027 and 2045. This analysis found that both with and without the Project, air pollutant emissions are projected to be lower in the future years than existing conditions because of the implementation of vehicle standards, improved technology, and turnover of vehicles with higher emissions. Overall air pollutant emissions were projected to be up to 9% lower with the Project than without the Project in 2027 and up to 12% lower with the Project than without the Project in 2045, as discussed in Section 6.2.2 of the I-205 Toll Project Air Quality Technical Report. Because estimated air pollutant concentrations with the Project were modeled to be lower than without the Project, no mitigation was proposed for Project operations.

The Supplemental Air Quality Technical Report prepared for the Supplemental Environmental Assessment will include an updated analysis of air quality effects for the revised I-205 Toll Project (tolling only at the Abernethy Bridge) as compared to without the Project. Preliminary results from this updated analysis indicate similar trends as reported in the 2023 Environmental Assessment and technical report, with lower overall air pollutant emissions both with and without the Project in the future as compared to existing conditions, and lower net air pollutant emissions (up to 6% in 2027 and up to 4% in 2045) with the Project than without the Project.

The Air Quality analysis for RMPP will be conducted over the next year, with results available as part of the Environmental Assessment scheduled for completion in 2025.

14. What is ODOT's plan to address the safety concerns of diversion into the Stafford Area, which includes little to no street lighting, limited road shoulders, or urban improvements?

ODOT recognizes community members' concerns about the potential safety impacts of tolling in the Stafford Area and is studying this issue. Based on the initial analysis of the Revised Build Alternative, the agency does not expect tolling to contribute to safety issues in the Stafford Area.

Initial analysis results for the Revised Build Alternative indicate there will be limited diversion in the Stafford area. This change in diversion patterns from that shown in the 2023 Transportation Technical Report is primarily due to the removal of the Tualatin River Bridge toll from the Project.

The Revised Build Alternative is generally not expected to increase volumes around the Stafford Road interchange in comparison to the No Build Alternative. More specifically, around the SW Stafford Road/SW Borland Road roundabout, daily volumes, which the safety analysis is based on, show a projected decrease in volumes on the east, west, and south legs ranging from –2% to –9% less traffic for the Revised Build Alternative. The north leg shows a minimal increase of 1% in daily traffic. Due to these expected effects of the Revised Build Alternative in the Stafford Area, we do not anticipate toll related safety impacts in the area.

15. As part of their independent decision to "indefinitely postpone" Phase 2 of the I-205 Improvements Project, ODOT chose to use a single toll point on the west end of the Abernethy Bridge rather than two tolling points as originally planned. How will this change to a single tolling point affect diversion rates?

As a result of increased costs and continued uncertainty around tolling revenue, ODOT indefinitely postponed the second phase of construction of the I-205 Improvements Project, which includes removing the toll at the Tualatin River Bridge. This decision is also reflective of community concerns about the impacts of tolling at both the Abernethy Bridge and the Tualatin River bridges. Additionally, this change reflects community support for congestion solutions that don't involve additional lanes—a common theme reiterated during this Special Subcommittee's community meetings on tolling. Finally, ODOT has heard substantial community feedback in favor of keeping toll rates low. While low toll rates present less financial impact to travelers, a low toll rate also means less available revenue for projects like Phase 2 of the I-205 Improvements Project.

The Supplemental Environmental Assessment, scheduled for release in Summer 2024, will detail how a single tolling point on the Abernethy Bridge will affect diversion rates. However, we expect that overall diversion will be reduced with a single toll on the Abernethy Bridge, compared to the larger project scope previously analyzed. Initial results indicate potential diversion as a result of the Revised Build Alternative is primarily concentrated along OR 99E near downtown Oregon City and south toward Canby. In these locations, the amount of diversion in 2045 under the Revised Build Alternative is similar to diversion seen under the prior Build Alternative, as presented in the 2023 Environmental Assessment.

16. There will be roads that do not meet the threshold for being considered needing a "mitigation," but the increased volume of traffic will still cause safety issues in communities. What is ODOT's plan to address the safety needs on these roads?

ODOT's plan to address safety concerns caused by tolling is to identify locations with potential impacts in the monitoring plan (described below) and evaluate these locations using real-world conditions after tolling is implemented.

As described under Question 6, we are also working with local agencies now to establish a process and framework to monitor the effects of tolling after toll collection begins. The Oregon Toll Program Adaptive Traffic Management/Monitoring Framework will be a long-term, multiagency monitoring program, and we will work with local agencies to identify impacts specifically caused by toll-related rerouting and will fund appropriate investments to address the impact consistent with local goals and priorities. Revenue uses for specific investments will be correlated to the impact caused by tolling.

17. ODOT has presented revenue models that project diversion outcomes measured in "least, moderate, and most." What are the true numbers of diversion these figures are supposed to represent? And if they are generalized statements, how can local communities trust these accurately reflect the impact in their communities?

ODOT's original Level 2 Traffic and Revenue (T&R) Analysis for the I-205 Toll Project included a single rate schedule and analyzed tolling both the Abernethy and the Tualatin River bridges. With tolling on the Tualatin River Bridge indefinitely postponed, we need to complete a follow-up T&R analysis with an updated toll rate schedule. To begin developing this scenario and work with partners in the region on the tradeoffs inherent in any toll rate schedule, we conducted a preliminary analysis of four potential rate schedules. At a high-level, the tradeoffs we analyzed for this preliminary analysis included ability to raise revenue, options related to peak and off-peak toll rates, levels of rerouting to local routes, and ability to reduce congestion.

The overall purpose was to daylight these trade-offs associated with different rate structures.

As part of the I-205 Toll Project Planning-level financial trade-off analysis, we measured toll diversion outcomes as "least, moderate, and most" in an attempt to help the public understand how the financial scenarios compared to each other. On December 15, 2023, additional detail on the scenarios was provided to the Regional Toll Advisory Committee in response to requests for more data and explanation. This included peak hour congestion information on diversion routes in 2027 and 2045 for each of the four scenarios and the No Build scenario. Input from partners on the trade-offs at this high level provided an opportunity for collaboration on which scenarios to study in detail in the Level 2 T&R. Much more detailed analysis will be conducted over the next months and year, both for financial analysis (Level 2 T&R) and transportation analysis (as part of the Supplemental Environmental Assessment).

As always, please let me know if I can answer additional questions or provide more information.

Thank you,

Lindsay Baker
Assistant Director – Government and External Relations
Oregon Department of Transportation