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## I-205 Toll Project: Toll Revenue Scenarios

In 2022, a Toll Traffic and Revenue (T&R) study was completed for the I-205 Toll Project which analyzed tolling on both the Abernethy and Tualatin River bridges. The analysis assessed traffic levels and performance in combination with forecasts of the potential gross and net toll revenues. Based on those projections, ODOT concluded that I-205 tolling would provide somewhere between \$500 and \$800 million in construction funding from toll bonds.

In June 2023, ODOT indefinitely postponed the Tualatin River Bridge toll and construction of the third lane and other improvements, which reduced the scope of the I-205 Toll Project to a single toll on the Abernethy Bridge. ODOT is conducting additional financial analysis for the reduced scope of the I-205 Toll Project to help pay for current Abernethy Bridge construction.

### Toll Traffic and Revenue Studies

Transportation agencies use toll T&R studies to understand future travel demand and to support financial planning. Toll T&R studies are classified into one of three levels of analysis depending on the phase of project development or specific need. For I-205, ODOT has conducted a Level 1 analysis to gain a better understanding of the relative traffic effects and potential revenues under different scenarios in which just the Abernethy Bridge is tolled. These results will inform the next level of analysis, the Level 2. Levels of toll T&R studies include:

Level 1: Sketch	Level 2: Comprehensive	Level 3: Investment – Grade
<ul style="list-style-type: none"> <li>Examines feasibility of tolling and tests high-level alternatives.</li> <li>Usually takes 1-6 months.</li> <li><i>This analysis for I-205 will allow for comparisons of tradeoffs.</i></li> </ul>	<ul style="list-style-type: none"> <li>More detailed evaluation of alternatives and toll scenarios that support initial rate setting and policy development.</li> <li>Usually takes 6-8 months but may take longer with multiple iterations.</li> <li><i>Will be prepared concurrently with the Supplemental Environmental Assessment.</i></li> </ul>	<ul style="list-style-type: none"> <li>Deeper evaluation of a preferred toll scenario that supports formal rate-setting, informs investors and lenders, helps to obtain a credit rating, and secures financing.</li> <li>Usually takes 12 months. May be refreshed periodically.</li> <li><i>Will begin as the Environmental Assessment process ends.</i></li> </ul>

## I-205 Toll Project Financial Scenarios

To determine what to study in the Level 2 analysis, ODOT conducted a preliminary analysis of several different toll scenarios to understand the relative differences in revenue potential, effects on traffic speeds, hours of congestion, and diversion to arterials. All scenarios assume a toll only at the Abernethy Bridge. The table below compares each toll scenario.

### Summary of findings:

Description	Goal	Min. Toll	Max. Toll	Congestion Management Benefits*	Arterial Impacts/ Diversion Due to a Toll	Net Toll Revenue Resources (TIFIA + Toll Bonds)
Level 2 T&R Study (Oct. 2022)	Identify potential for construction funding from toll bonds	\$0.55	\$2.10	45-60 mph average peak speeds 2 hours or less with stop and go traffic		\$500 - \$800 million
No Build	N/A			30-35 mph average peak speeds 7 hours with stop and go traffic		
<b>Base Scenario (0):</b> 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	\$0.75	\$2.25	35-40 mph average peak speeds 6 hours with stop and go traffic	Least diversion due to a toll	\$369 million
<b>Flatter Tolls (1):</b> Two toll rates only at peak and off-peak hours	Generate same net revenue as the Base Scenario with a simpler toll rate schedule	\$1.00	\$1.80	35-40 mph average peak speeds 5 hours with stop and go traffic	Least diversion due to a toll	\$371 million
<b>Congestion Management (2):</b> Highest peak period toll rates and no overnight tolls	Manage congestion in the entire project area/corridor (Abernethy Bridge to Stafford Road) with peak toll rates	\$0.00	\$5.60	45-50 mph average peak speeds 0 hours with stop and go traffic	Most diversion due to a toll	\$592 million
<b>Revenue Emphasis (3):</b> Higher variable tolls than Scenario 0 to increase net revenue	Increase net revenue	\$0.75	\$2.75	35-40 mph average peak speeds 4 hours with stop and go traffic	Medium diversion due to a toll	\$469 million

\*For the October 2022 Level 2 T&R, the congestion management benefits are for 2045. For the No Build and the October 2023 Level 1 T&R scenarios, the congestion management benefits are for 2027.

**Key takeaways:**

- None of the four scenarios were sufficient to generate net revenue of \$400 million using toll bonds only. Securing a TIFIA loan from the federal government, which offers better financing terms than toll bonds, could make any of the scenarios viable. The two scenarios (“base” and “flatter”) would require some upward rate adjustments to reach the \$400 million net revenue target.
- Similar revenue levels can be achieved with different rate structures. A rate schedule with lower rates at peak times can be constructed in a way that generates sufficient revenue, but it will require higher off-peak rates to meet revenue targets.
- A point toll at the Abernethy Bridge is not the best tool to manage congestion for this 7-mile corridor of I-205. Without the implementation of the Regional Mobility Pricing Project and/or construction of the missing lane on I-205, toll rates would have to be set at much higher levels to achieve significant long-term congestion relief. The consequences associated with high toll rates would include high levels of diversion and greater financial impacts to customers.

## Timeline

The Oregon Transportation Commission will discuss the scenarios in November, which will kick off regional conversations on the tradeoffs in November and December. In January 2024, OTC will provide direction on which scenario to use for a Level 2 T&R study.

Column A	Column B	Column C	Column D	Column E	Column F	Column G	Column H
ODOT Tolling Rate/Financial Scenario #	Funding Resources (Loans/Bonds) Generated for Abernethy Bridge Project (in Millions)	Total GROSS Toll Revenue Collected (in Millions)	Ratio - Dollars of Gross Revenue Raised per \$1 of Bridge Funding Capacity	Total NET Toll Revenue (in Millions)	<b>Subtotal Administrative Costs (in Millions)</b>	Additional Admin. Cost: Periodic Toll Equipment RR and Vendor Reprocurement Costs (in Millions)	<b>Total Forecasted Administrative Costs (in Millions)</b>
0 (Max. toll \$2.25)	\$369.00	\$2,686.49	\$7.28 per \$1	\$1,554.64	<b>\$1,131.85</b>	\$169.14	<b>\$1,300.99</b>
1 (Max. toll \$1.80)	\$371.00	\$2,696.21	\$7.27 per \$1	\$1,580.00	<b>\$1,116.21</b>	\$167.54	<b>\$1,283.75</b>
2 (Max. toll \$5.60)	\$592.00	\$3,550.74	\$6.00 per \$1	\$2,582.18	<b>\$968.56</b>	\$149.90	<b>\$1,118.46</b>
3 (Max toll \$2.75)	\$469.00	\$3,199.91	\$6.82 per \$1	\$2,098.45	<b>\$1,101.46</b>	\$167.74	<b>\$1,269.20</b>
The 4 Tolling Financial/Rate Scenarios above were studied by ODOT in late 2023 as part of its I-205 Toll Project. More info on each scenario: <a href="#">ODOT I-205 Toll Project Financial Scenarios Memo</a> , dated December 2023	Source: Page 2, ODOT <a href="#">Memorandum to RTAC on 205 Tolling Financial Scenarios (Updated December 14, 2023)</a>	Source: Column 16, December 2023 WSP I-205 Trade-Off Analysis Spreadsheets. Note: This column represents the "adjusted gross revenue", which is the finalized forecasted gross revenue figure after uncollected/lost revenue are subtracted (i.e., unreadable license plates) and a "second invoice" rebilling fee is added in.	Source: Column C divided by Column B = Ratio (\$Gross per \$1 Bridge)	Source: Column 24, December 2023 WSP I-205 Trade-Off Analysis Spreadsheets.	Source: Math Equation: Total GROSS Revenue (Column C) - Total NET Revenue (Column E)	Source: Column 25, December 2023 WSP I-205 Trade-Off Analysis Spreadsheets	Source: Subtotal Overhead Admin. Costs (Column F) + Additional Admin. Cost (Column G)

I-205 Trade-Off Analysis | PRELIMINARY DRAFT Traffic and Net Toll Revenue Projections | Scenario 0: Abernethy Bridge-only Base Toll Rates  
Annual Toll Trips, Gross Toll Revenue Potential and Net Revenues | FY 2026-2060 | Tolling beginning 01/01/2026

8/22/23, revised 12/8/2023

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
Fiscal Year	Registered Account Trips			Unregistered LPT Toll Bill by Mail Trips			Total Toll Trips (millions)	Toll Revenue Potential		Total Gross Toll Revenue Potential (\$ millions)	Less:		Subtotal: Adjusted Gross Toll Revenue Collected (\$ millions)	Plus:	Subtotal: Adjusted Gross Toll Revenue & Fees (\$ millions)	Less:		State and Consultant Operations Costs (\$ millions)	Roadway Toll Systems (RTS) O&M Costs (\$ millions)	CSC Back Office System (BOS) Vendor O&M Costs (\$ millions)	CSC Operations Vendor O&M Costs (\$ millions)	Routine Facility O&M Costs (\$ millions) <sup>11</sup>	Total Net Toll Revenue (\$ millions)	Uses of Net Toll Revenue	
	Weighted Average Toll per PCE Trip <sup>1</sup>	Annual Toll Trips (millions) <sup>2</sup>	PCE Toll Trips (millions) <sup>3</sup>	Weighted Average Toll per PCE Trip <sup>1</sup>	Annual Toll Trips (millions) <sup>2</sup>	PCE Toll Trips (millions) <sup>3</sup>		Registered Account Customers (\$ millions) <sup>4</sup>	Unregistered Pay-by-Mail Customers (\$ millions) <sup>5</sup>		Revenue Not Recognized (\$ millions) <sup>6</sup>	Unpaid Toll Revenue (\$ millions) <sup>7</sup>				Credit Card Fees (\$ millions) <sup>8</sup>	Transponder Purchase and Inventory Costs (\$ millions) <sup>10</sup>							Periodic Toll Equipment R&R and Vendor Repro curement Costs (\$ millions) <sup>12</sup>	Periodic Facility R&R Costs (\$ millions) <sup>13</sup>
2026	\$1.26	10.70	11.41	\$2.84	3.07	3.23	13.77	14.42	9.19	23.61	(1.14)	(2.23)	20.24	1.03	21.27	(0.54)	(1.00)	(5.05)	(1.34)	(0.27)	(6.05)	(0.45)	6.57	-	-
2027	\$1.29	21.87	23.34	\$2.87	5.95	6.26	27.82	30.07	17.97	48.05	(2.13)	(4.39)	41.53	2.02	43.55	(1.10)	(0.25)	(5.59)	(2.75)	(0.41)	(8.03)	(0.92)	24.48	-	-
2028	\$1.31	24.98	26.68	\$2.89	6.43	6.77	31.42	35.03	19.60	54.63	(2.04)	(4.89)	47.71	2.24	49.94	(1.26)	(0.29)	(6.10)	(2.82)	(0.43)	(8.84)	(0.95)	29.25	-	-
2029	\$1.34	26.88	28.71	\$2.92	6.54	6.88	33.42	38.42	20.09	58.51	(2.11)	(5.04)	51.36	2.29	53.66	(1.36)	(0.32)	(6.37)	(2.89)	(0.45)	(9.30)	(0.97)	32.00	-	(1.06)
2030	\$1.36	27.46	29.35	\$2.94	6.30	6.63	33.76	40.01	19.52	59.53	(2.07)	(4.93)	52.53	2.23	54.76	(1.39)	(0.34)	(6.40)	(2.97)	(0.45)	(9.52)	(0.99)	32.70	-	(1.09)
2031	\$1.39	28.06	30.00	\$2.97	6.06	6.37	34.12	41.68	18.93	60.61	(2.03)	(4.81)	53.77	2.17	55.94	(1.42)	(0.36)	(6.43)	(3.04)	(0.45)	(9.79)	(1.02)	33.44	-	-
2032	\$1.42	28.67	30.67	\$3.00	5.81	6.11	34.48	43.41	18.31	61.72	(1.99)	(4.69)	55.04	2.11	57.15	(1.45)	(0.37)	(6.46)	(3.12)	(0.46)	(10.04)	(1.04)	34.21	-	-
2033	\$1.44	29.29	31.34	\$3.03	5.55	5.83	34.84	45.20	17.66	62.85	(1.95)	(4.56)	56.34	2.04	58.39	(1.48)	(0.39)	(6.53)	(3.19)	(0.47)	(10.46)	(1.07)	34.79	-	-
2034	\$1.47	29.92	32.03	\$3.05	5.29	5.56	35.21	47.07	16.97	64.04	(1.90)	(4.42)	57.71	1.98	59.69	(1.51)	(0.41)	(6.42)	(3.27)	(0.46)	(10.49)	(1.10)	36.03	(14.56)	(7.03)
2035	\$1.50	30.56	32.73	\$3.08	5.02	5.27	35.58	48.99	16.26	65.24	(1.85)	(4.28)	59.11	1.91	61.02	(1.54)	(0.43)	(6.47)	(3.36)	(0.47)	(10.97)	(1.12)	36.66	(20.04)	(7.21)
2036	\$1.53	31.21	33.44	\$3.11	4.75	4.98	35.96	51.00	15.50	66.51	(1.80)	(4.13)	60.57	1.84	62.41	(1.58)	(0.45)	(6.52)	(3.44)	(0.48)	(11.31)	(1.15)	37.48	(5.27)	-
2037	\$1.56	31.50	33.77	\$3.14	4.80	5.03	36.30	52.52	15.82	68.34	(1.84)	(4.22)	62.28	1.86	64.14	(1.62)	(0.47)	(6.71)	(3.53)	(0.49)	(11.64)	(1.18)	38.50	-	-
2038	\$1.58	31.80	34.11	\$3.17	4.85	5.09	36.65	54.06	16.14	70.21	(1.88)	(4.31)	64.01	1.88	65.89	(1.67)	(0.48)	(6.91)	(3.61)	(0.50)	(12.07)	(1.21)	39.43	-	-
2039	\$1.61	32.10	34.45	\$3.20	4.90	5.15	37.01	55.63	16.47	72.10	(1.92)	(4.41)	65.77	1.90	67.67	(1.71)	(0.50)	(7.11)	(3.70)	(0.51)	(12.47)	(1.24)	40.42	-	(1.36)
2040	\$1.65	32.41	34.80	\$3.23	4.96	5.20	37.37	57.33	16.82	74.15	(1.97)	(4.50)	67.68	1.92	69.59	(1.76)	(0.52)	(7.32)	(3.80)	(0.53)	(12.88)	(1.27)	41.52	-	(1.39)
2041	\$1.68	32.72	35.16	\$3.26	5.01	5.26	37.73	59.06	17.17	76.23	(2.02)	(4.61)	69.61	1.94	71.55	(1.81)	(0.54)	(7.54)	(3.89)	(0.54)	(13.33)	(1.30)	42.60	-	-
2042	\$1.71	33.04	35.52	\$3.30	5.06	5.32	38.11	60.86	17.54	78.41	(2.06)	(4.71)	71.63	1.96	73.59	(1.86)	(0.55)	(7.77)	(3.99)	(0.55)	(13.98)	(1.34)	43.55	-	-
2043	\$1.75	33.36	35.88	\$3.33	5.12	5.38	38.48	62.70	17.92	80.62	(2.11)	(4.82)	73.69	1.98	75.67	(1.91)	(0.57)	(8.00)	(4.09)	(0.56)	(14.39)	(1.37)	44.77	-	-
2044	\$1.78	33.69	36.26	\$3.36	5.18	5.44	38.87	64.58	18.30	82.88	(2.16)	(4.93)	75.79	2.00	77.79	(1.97)	(0.59)	(8.24)	(4.19)	(0.58)	(14.87)	(1.40)	45.95	(18.38)	(99.56)
2045	\$1.82	34.03	36.64	\$3.40	5.23	5.50	39.26	66.54	18.69	85.23	(2.21)	(5.04)	77.98	2.02	80.00	(2.02)	(0.61)	(8.49)	(4.30)	(0.59)	(15.48)	(1.44)	47.06	(32.41)	(102.05)
2046	\$1.85	34.20	36.83	\$3.43	5.27	5.54	39.46	68.22	19.01	87.23	(2.26)	(5.13)	79.84	2.03	81.87	(2.07)	(0.63)	(8.71)	(4.40)	(0.60)	(16.00)	(1.47)	47.98	(13.93)	-
2047	\$1.89	34.37	37.02	\$3.47	5.30	5.58	39.67	69.92	19.33	89.25	(2.30)	(5.22)	81.73	2.04	83.77	(2.12)	(0.65)	(8.96)	(4.51)	(0.62)	(16.55)	(1.51)	48.85	-	-
2048	\$1.93	34.54	37.22	\$3.51	5.33	5.61	39.87	71.81	19.69	91.50	(2.35)	(5.32)	83.83	2.06	85.89	(2.17)	(0.67)	(9.21)	(4.63)	(0.64)	(17.06)	(1.55)	49.96	-	-
2049	\$1.97	34.72	37.42	\$3.55	5.37	5.65	40.08	73.72	20.05	93.77	(2.39)	(5.43)	85.95	2.07	88.02	(2.23)	(0.69)	(9.47)	(4.74)	(0.65)	(17.59)	(1.59)	51.06	-	(1.74)
2050	\$2.01	34.89	37.62	\$3.59	5.40	5.68	40.29	75.66	20.40	96.07	(2.44)	(5.53)	88.09	2.08	90.18	(2.28)	(0.71)	(9.74)	(4.86)	(0.67)	(18.13)	(1.63)	52.15	-	(1.78)
2051	\$2.05	35.07	37.82	\$3.63	5.43	5.72	40.50	77.62	20.77	98.39	(2.49)	(5.64)	90.26	2.09	92.35	(2.34)	(0.73)	(10.02)	(4.98)	(0.68)	(18.86)	(1.67)	53.07	-	-
2052	\$2.10	35.25	38.02	\$3.67	5.47	5.76	40.72	79.66	21.15	100.81	(2.54)	(5.75)	92.52	2.11	94.63	(2.39)	(0.76)	(10.30)	(5.11)	(0.70)	(19.45)	(1.71)	54.21	-	-
2053	\$2.14	35.43	38.23	\$3.72	5.50	5.80	40.93	81.77	21.53	103.30	(2.59)	(5.86)	94.85	2.12	96.97	(2.45)	(0.78)	(10.59)	(5.23)	(0.72)	(20.05)	(1.75)	55.39	-	-
2054	\$2.18	35.61	38.44	\$3.76	5.54	5.84	41.15	83.93	21.94	105.87	(2.65)	(5.97)	97.25	2.13	99.38	(2.51)	(0.80)	(10.89)	(5.36)	(0.74)	(20.74)	(1.80)	56.53	(23.45)	(11.53)
2055	\$2.23	35.79	38.64	\$3.81	5.57	5.87	41.37	86.17	22.35	108.52	(2.70)	(6.09)	99.72	2.15	101.87	(2.58)	(0.83)	(11.20)	(5.50)	(0.76)	(21.39)	(1.84)	57.78	(32.46)	(11.81)
2056	\$2.28	35.98	38.86	\$3.85	5.61	5.91	41.59	88.43	22.77	111.20	(2.76)	(6.22)	102.22	2.16	104.38	(2.64)	(0.85)	(11.52)	(5.64)	(0.77)	(22.16)	(1.89)	58.92	(8.63)	-
2057	\$2.32	36.17	39.07	\$3.90	5.64	5.95	41.81	90.73	23.18	113.92	(2.82)	(6.34)	104.76	2.17	106.94	(2.71)	(0.88)	(11.85)	(5.78)	(0.80)	(22.96)	(1.93)	60.03	-	-
2058	\$2.37	36.36	39.28	\$3.94	5.68	5.99	42.04	93.06	23.61	116.67	(2.87)	(6.46)	107.33	2.18	109.52	(2.77)	(0.91)	(12.20)	(5.92)	(0.82)	(23.71)	(1.98)	61.21	-	-
2059	\$2.42	36.55	39.50	\$3.99	5.72	6.03	42.26	95.45	24.05	119.49	(2.93)	(6.59)	109.97	2.20	112.17	(2.84)	(0.93)	(12.55)	(6.07)	(0.84)	(24.48)	(2.03)	62.42	-	(2.23)
2060	\$2.46	36.74	39.72	\$4.04	5.75	6.07	42.49	97.90	24.50	122.40	(2.99)	(6.72)	112.68	2.21	114.90	(2.91)	(0.96)	(12.92)	(6.22)	(0.86)	(25.29)	(2.08)	63.66	-	(2.28)
Totals FY 2026-60		*****	*****		188.47	198.27	1,304.38	2,202.65	669.22	2,871.87	(78.30)	(178.19)	2,615.38	71.11	2,686.49	(67.97)	(21.26)	(296.57)	(146.25)	(20.51)	(530.33)	(48.96)	1,554.64	(169.14)	(252.15)

**Footnotes**

<sup>1</sup> Reflects the average revenue per passenger car equivalent (PCE) based on the time-of-day variable weekday and weekend toll schedules.

<sup>2</sup> Annual auto and truck customer toll trips in both travel directions, with a single toll point at Abernethy, toll trips = toll transactions.

<sup>3</sup> Converts truck trips to their passenger car equivalent (PCE) number of trips from toll multiples paid; medium trucks are counted and tolled as 1.5x cars and heavy trucks as 2.0x cars.

<sup>4</sup> Gross toll revenue potential from registered account customers before any adjustments for uncollectible revenue, fees, and credits.

<sup>5</sup> Gross toll revenue potential from unregistered customers identified for a toll bill by mail from their license plate, before adjustments for uncollectible revenue/fees. The revenue from unregistered (non-account) customers assumes an additional toll increment of \$2.00 per trip regardless of vehicle type to offset higher collection costs / leakage via payment by mail.

<sup>6</sup> Revenue not recognized can result from unreadable vehicle license plate images or the inability to identify the vehicle owner's name and address from a readable license plate image, resulting in unbillable revenue. License plate images are used to identify unregistered customers and for registered customers if their transponder pass is not correctly read or missing.

<sup>7</sup> Recognized but unpaid toll revenue after 80 days (two toll billing cycles) from date of travel.

<sup>8</sup> Late payment rebilling fee per invoice assessed to unregistered pay-by-mail customers who don't pay their first invoice within 30 days.

<sup>9</sup> Credit card fees estimated at 2.75% of applicable gross toll revenues collected via bank card; no additional factor currently assumed for any fees related to account balance refunds.

<sup>10</sup> Includes transponder purchase and inventory costs related to free-of-charge distribution of sticker tags transponders by ODOT to registered account customers.

<sup>11</sup> NOT UPDATED; values shown are annual facility operations and maintenance (O&M) costs plus a standard ODOT contingency for unforeseen expenses assumed for a widened I-205.

<sup>12</sup> Includes periodic RTS/CSC/BOS vendor re-procurement costs, system testing and acceptance, as well as periodic RTS equipment repair and replacement (R&R) costs.

<sup>13</sup> Includes periodic roadway and bridge facility major maintenance, repair and replacement (R&R) costs.

**Key Assumptions**

- These preliminary draft T&R results are based on assignment-only demand modeling that exclude DTA model and other post-processing; also, this analysis assumes no ODOT RMPP.
- Ramp-up reduction factors of 85% (-15%) for the first 24 months and 95% (-5%) for the third 12 months of toll operations are applied to the traffic and revenue forecasts to allow for the time it takes for users to become accustomed to tolling, determine their best travel options and/or obtain a registered account.
- Tolls are assumed to escalate annually by 2.15% in alignment with projected general price inflation.
- For autos, registered account customers are assumed to comprise 75% of all trips in the first year, increasing by 1% per year until reaching a ceiling of 85%.
- For medium and heavy trucks, registered account customers are assumed to comprise 80% of all trips in the first year, increasing by 1% per year until reaching 90%.



I-205 Trade-Off Analysis | PRELIMINARY DRAFT Taffic and Net Toll Revenue Projections | Scenario 1: Scenario 0 + less variable (flatter) toll rate schedule (peak/off-peak)

Annual Toll Trips, Gross Toll Revenue Potential and Net Revenues | FY 2026-2060 | Tolling beginning 01/01/2026

8/22/23, revised 12/8/2023

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	
Fiscal Year	Registered Account Trips			Unregistered LPT Toll Bill by Mail Trips			Total Toll Trips (millions)	Toll Revenue Potential		Total Gross Toll Revenue Potential (\$ millions)	Less:		Subtotal: Adjusted Gross Toll Revenue Collected (\$ millions)	Plus:	Subtotal: Adjusted Gross Toll Revenue & Fees (\$ millions)	Less:		Less:		Less:		Less:		Total Net Toll Revenue (\$ millions)	Uses of Net Toll Revenue	
	Weighted Average Toll per PCE Trip <sup>1</sup>	Annual Toll Trips (millions) <sup>2</sup>	PCE Toll Trips (millions) <sup>3</sup>	Weighted Average Toll per PCE Trip <sup>1</sup>	Annual Toll Trips (millions) <sup>2</sup>	PCE Toll Trips (millions) <sup>3</sup>		Registered Account Customers (\$ millions) <sup>4</sup>	Unregistered Pay-by-Mail Customers (\$ millions) <sup>5</sup>		Revenue Not Recognized (\$ millions) <sup>6</sup>	Unpaid Toll Revenue (\$ millions) <sup>7</sup>				Credit Card Fees (\$ millions) <sup>8</sup>	Transponder Purchase and Inventory Costs (\$ millions) <sup>10</sup>	State and Consultant Operations Costs (\$ millions)	Roadway Toll Systems (RTS) O&M Costs (\$ millions)	CSC Back Office System (BOS) Vendor O&M Costs (\$ millions)	CSC Operations Vendor O&M Costs (\$ millions)	Routine Facility O&M Costs (\$ millions) <sup>11</sup>	Periodic Toll Equipment and Vendor Repro curement Costs (\$ millions) <sup>12</sup>		Periodic Facility R&R Costs (\$ millions) <sup>13</sup>	
2027	\$1.35	21.13	22.30	\$2.94	5.79	6.04	26.92	30.11	17.77	47.88	(2.11)	(4.34)	41.42	1.96	43.38	(1.10)	(0.25)	(5.47)	(2.75)	(0.41)	(7.83)	(0.92)	24.66	-	-	
2028	\$1.38	24.14	25.49	\$2.97	6.26	6.53	30.40	35.06	19.39	54.44	(2.02)	(4.84)	47.58	2.17	49.76	(1.26)	(0.29)	(5.97)	(2.82)	(0.42)	(8.55)	(0.95)	29.49	-	-	
2029	\$1.40	25.98	27.44	\$2.99	6.36	6.64	32.35	38.43	19.88	58.30	(2.09)	(4.99)	51.22	2.23	53.45	(1.35)	(0.32)	(6.23)	(2.89)	(0.44)	(9.08)	(0.97)	32.16	-	(1.06)	
2030	\$1.43	26.56	28.07	\$3.02	6.13	6.40	32.69	40.00	19.31	59.32	(2.05)	(4.88)	52.38	2.17	54.55	(1.38)	(0.34)	(6.26)	(2.97)	(0.44)	(9.31)	(0.99)	32.86	-	(1.09)	
2031	\$1.45	27.14	28.70	\$3.04	5.90	6.16	33.05	41.62	18.73	60.35	(2.02)	(4.77)	53.57	2.11	55.68	(1.41)	(0.36)	(6.30)	(3.04)	(0.45)	(9.64)	(1.02)	33.47	-	-	
2032	\$1.48	27.74	29.35	\$3.07	5.66	5.90	33.40	43.29	18.11	61.40	(1.97)	(4.64)	54.78	2.05	56.83	(1.44)	(0.37)	(6.33)	(3.12)	(0.45)	(9.89)	(1.04)	34.19	-	-	
2033	\$1.50	28.35	30.00	\$3.09	5.41	5.64	33.76	45.01	17.46	62.47	(1.93)	(4.51)	56.03	1.99	58.02	(1.47)	(0.39)	(6.39)	(3.19)	(0.46)	(10.18)	(1.07)	34.86	-	-	
2034	\$1.53	28.97	30.67	\$3.12	5.16	5.38	34.13	46.79	16.77	63.56	(1.88)	(4.38)	57.30	1.92	59.23	(1.50)	(0.41)	(6.28)	(3.27)	(0.45)	(10.29)	(1.10)	35.93	(14.33)	(7.03)	
2035	\$1.56	29.59	31.35	\$3.15	4.90	5.10	34.50	48.76	16.07	64.84	(1.83)	(4.24)	58.76	1.86	60.62	(1.53)	(0.43)	(6.34)	(3.36)	(0.46)	(10.63)	(1.12)	36.75	(19.81)	(7.21)	
2036	\$1.59	30.23	32.05	\$3.18	4.64	4.83	34.87	50.88	15.36	66.24	(1.79)	(4.10)	60.36	1.79	62.15	(1.57)	(0.45)	(6.39)	(3.44)	(0.47)	(11.10)	(1.15)	37.58	(5.27)	-	
2037	\$1.62	30.53	32.38	\$3.22	4.69	4.88	35.22	52.51	15.70	68.21	(1.83)	(4.19)	62.18	1.81	64.00	(1.62)	(0.47)	(6.58)	(3.53)	(0.48)	(11.46)	(1.18)	38.68	-	-	
2038	\$1.66	30.83	32.71	\$3.25	4.74	4.94	35.57	54.16	16.04	70.21	(1.87)	(4.29)	64.04	1.83	65.87	(1.67)	(0.49)	(6.77)	(3.61)	(0.49)	(11.79)	(1.21)	39.84	-	-	
2039	\$1.69	31.13	33.06	\$3.28	4.79	4.99	35.93	55.85	16.39	72.25	(1.92)	(4.39)	65.94	1.85	67.79	(1.72)	(0.50)	(6.97)	(3.70)	(0.51)	(12.24)	(1.24)	40.91	-	(1.36)	
2040	\$1.72	31.44	33.40	\$3.32	4.85	5.05	36.29	57.58	16.75	74.33	(1.97)	(4.49)	67.87	1.87	69.74	(1.76)	(0.52)	(7.18)	(3.80)	(0.52)	(12.64)	(1.27)	42.05	-	(1.39)	
2041	\$1.76	31.76	33.76	\$3.35	4.90	5.11	36.66	59.34	17.11	76.45	(2.01)	(4.59)	69.84	1.89	71.73	(1.81)	(0.54)	(7.40)	(3.89)	(0.53)	(13.09)	(1.30)	43.17	-	-	
2042	\$1.79	32.08	34.12	\$3.38	4.96	5.17	37.03	61.14	17.48	78.62	(2.06)	(4.70)	71.86	1.91	73.77	(1.87)	(0.56)	(7.62)	(3.99)	(0.54)	(13.52)	(1.34)	44.34	-	-	
2043	\$1.83	32.40	34.48	\$3.42	5.01	5.23	37.41	62.97	17.86	80.83	(2.11)	(4.81)	73.91	1.93	75.84	(1.92)	(0.58)	(7.85)	(4.09)	(0.56)	(13.98)	(1.37)	45.50	-	-	
2044	\$1.86	32.73	34.86	\$3.45	5.07	5.29	37.80	64.99	18.27	83.26	(2.16)	(4.92)	76.18	1.95	78.13	(1.98)	(0.60)	(8.09)	(4.19)	(0.57)	(14.61)	(1.40)	46.70	(18.12)	(99.56)	
2045	\$1.90	33.07	35.24	\$3.49	5.13	5.35	38.20	67.05	18.69	85.74	(2.22)	(5.04)	78.48	1.98	80.46	(2.04)	(0.62)	(8.33)	(4.30)	(0.58)	(15.10)	(1.44)	48.05	(32.15)	(102.05)	
2046	\$1.94	33.24	35.43	\$3.53	5.16	5.39	38.40	68.83	19.02	87.86	(2.26)	(5.14)	80.45	1.99	82.44	(2.09)	(0.64)	(8.55)	(4.40)	(0.60)	(15.54)	(1.47)	49.15	(13.93)	-	
2047	\$1.98	33.42	35.63	\$3.57	5.20	5.43	38.61	70.63	19.36	90.00	(2.31)	(5.24)	82.45	2.00	84.45	(2.14)	(0.66)	(8.80)	(4.51)	(0.61)	(16.20)	(1.51)	50.03	-	-	
2048	\$2.02	33.59	35.83	\$3.61	5.23	5.46	38.82	72.46	19.70	92.16	(2.35)	(5.34)	84.47	2.01	86.48	(2.19)	(0.68)	(9.05)	(4.63)	(0.63)	(16.77)	(1.55)	51.00	-	-	
2049	\$2.06	33.77	36.03	\$3.65	5.26	5.50	39.03	74.29	20.05	94.34	(2.40)	(5.44)	86.51	2.03	88.53	(2.24)	(0.70)	(9.30)	(4.74)	(0.64)	(17.35)	(1.59)	51.97	-	(1.74)	
2050	\$2.10	33.95	36.23	\$3.69	5.29	5.53	39.24	76.15	20.40	96.55	(2.45)	(5.54)	88.57	2.04	90.60	(2.29)	(0.72)	(9.57)	(4.86)	(0.66)	(17.89)	(1.63)	52.99	-	(1.78)	
2051	\$2.15	34.13	36.43	\$3.73	5.33	5.57	39.46	78.15	20.77	98.92	(2.50)	(5.64)	90.78	2.05	92.83	(2.35)	(0.74)	(9.84)	(4.98)	(0.68)	(18.48)	(1.67)	54.10	-	-	
2052	\$2.19	34.31	36.64	\$3.77	5.37	5.61	39.67	80.32	21.18	101.50	(2.55)	(5.76)	93.19	2.06	95.26	(2.41)	(0.76)	(10.12)	(5.11)	(0.69)	(19.05)	(1.71)	55.40	-	-	
2053	\$2.24	34.49	36.85	\$3.82	5.40	5.65	39.89	82.52	21.59	104.11	(2.61)	(5.88)	95.63	2.08	97.70	(2.47)	(0.79)	(10.41)	(5.23)	(0.71)	(19.72)	(1.75)	56.62	-	-	
2054	\$2.29	34.68	37.06	\$3.87	5.44	5.69	40.11	84.76	22.00	106.76	(2.66)	(6.00)	98.10	2.09	100.19	(2.53)	(0.81)	(10.70)	(5.36)	(0.73)	(20.40)	(1.80)	57.85	(23.15)	(11.53)	
2055	\$2.33	34.86	37.27	\$3.92	5.47	5.72	40.34	87.02	22.42	109.43	(2.72)	(6.12)	100.60	2.10	102.70	(2.60)	(0.83)	(11.01)	(5.50)	(0.75)	(21.04)	(1.84)	59.14	(32.15)	(11.81)	
2056	\$2.38	35.05	37.48	\$3.96	5.51	5.76	40.56	89.31	22.84	112.15	(2.77)	(6.24)	103.13	2.12	105.24	(2.66)	(0.86)	(11.32)	(5.64)	(0.76)	(21.80)	(1.89)	60.31	(8.63)	-	
2057	\$2.43	35.24	37.70	\$4.01	5.54	5.80	40.79	91.63	23.27	114.89	(2.83)	(6.37)	105.69	2.13	107.82	(2.73)	(0.89)	(11.65)	(5.78)	(0.79)	(22.52)	(1.93)	61.54	-	-	
2058	\$2.48	35.44	37.92	\$4.06	5.58	5.84	41.02	93.97	23.69	117.66	(2.89)	(6.49)	108.28	2.14	110.42	(2.79)	(0.91)	(11.99)	(5.92)	(0.81)	(23.34)	(1.98)	62.68	-	-	
2059	\$2.53	35.63	38.14	\$4.11	5.62	5.88	41.25	96.49	24.16	120.66	(2.95)	(6.63)	111.08	2.16	113.23	(2.86)	(0.94)	(12.35)	(6.07)	(0.83)	(24.10)	(2.03)	64.05	-	(2.23)	
2060	\$2.58	35.83	38.36	\$4.16	5.65	5.92	41.48	99.07	24.63	123.70	(3.02)	(6.76)	113.92	2.17	116.09	(2.94)	(0.97)	(12.71)	(6.22)	(0.85)	(24.98)	(2.08)	65.34	-	(2.28)	
Totals FY 2026-60	***** **	***** **	***** **	184.39	192.50		1,268.16	2,215.58	667.31	2,882.89	(78.25)	(177.88)	2,626.76	69.45	2,696.21	(68.21)	(21.38)	(291.07)	(146.25)	(20.23)	(520.09)	(48.96)		1,580.00	(167.54)	(252.15)

Footnotes

<sup>1</sup> Reflects the average revenue per passenger car equivalent (PCE) based on the time-of-day variable weekday and weekend toll schedules.

<sup>2</sup> Annual auto and truck customer toll trips in both travel directions; with a single toll point at Abernethy, toll trips + toll transactions.

<sup>3</sup> Converts truck trips to their passenger car equivalent (PCE) number of trips from toll multiples paid; medium trucks are counted and tolled as 1.5x cars and heavy trucks as 2.0x cars.

<sup>4</sup> Gross toll revenue potential from registered account customers before any adjustments for uncollectible revenue, fees, and credits.

<sup>5</sup> Gross toll revenue potential from unregistered customers identified for a toll bill by mail from their license plate, before adjustments for uncollectible revenue/fees. The revenue from unregistered (non-account) customers assumes an additional toll increment of \$2.00 per trip regardless of vehicle type to offset higher collection costs / leakage via payment by mail.

<sup>6</sup> Revenue not recognized can result from unreadable vehicle license plate images or the inability to identify the vehicle owner's name and address from a readable license plate image, resulting in unbilled revenue. License plate images are used to identify unregistered customers and for registered customers if their transponder pass is not correctly read or missing.

<sup>7</sup> Recognized but unpaid toll revenue after 80 days (two toll billing cycles) from date of travel.

<sup>8</sup> Late payment rebilling fee per invoice assessed to unregistered pay-by-mail customers who don't pay their first invoice within 30 days.

<sup>9</sup> Credit card fees estimated at 2.75% of applicable gross toll revenues collected via bank card; no additional factor currently assumed for any fees related to account balance refunds.

<sup>10</sup> Includes transponder purchase and inventory costs related to free-of-charge distribution of sticker tags transponders by ODOT to registered account customers.

<sup>11</sup> NOT UPDATED: values shown are annual facility operations and maintenance (O&M) costs plus a standard ODOT contingency for unforeseen expenses assumed for a widened I-205.

<sup>12</sup> Includes periodic RTS/CSC/BOS vendor re-procurement costs, system testing and acceptance, as well as periodic RTS equipment repair and replacement (R&R) costs.

<sup>13</sup> Includes periodic roadway and bridge facility major maintenance, repair and replacement (R&R) costs.

Key Assumptions

- These preliminary draft R&R results are based on assignment-only demand modeling that exclude DTA model and other post-processing; also, this analysis assumes no ODOT RMPP.
- Ramp-up reduction factors of 85% (-15%) for the first 24 months and 95% (-5%) for the third 12 months of toll operations are applied to the traffic and revenue forecasts to allow for the time it takes for users to become accustomed to tolling, determine their best travel options and/or obtain a registered account.
- Tolls are assumed to escalate annually by 2.15% in alignment with projected general price inflation.
- For auto, registered account customers are assumed to comprise 75% of all trips in the first year, increasing by 1% per year until reaching a ceiling of 85%.
- For medium and heavy trucks, registered account customers are assumed to comprise 80% of all trips in the first year, increasing by 1% per year until reaching 90%.



I-205 Trade-Off Analysis | PRELIMINARY DRAFT Taffic and Net Toll Revenue Projections | Scenario 2: Scenario 0 + higher peak tolls for project area congestion relief

Annual Toll Trips, Gross Toll Revenue Potential and Net Revenues | FY 2026-2060 | Tolling beginning 01/01/2026

8/22/23, revised 12/8/2023

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	
Fiscal Year	Registered Account Trips			Unregistered LPT Toll Bill by Mail Trips			Total Toll Trips (millions)	Toll Revenue Potential		Total Gross Toll Revenue Potential (\$ millions)	Less:		Subtotal: Adjusted Gross Toll Revenue Collected (\$ millions)	Plus:	Subtotal: Adjusted Gross Toll Revenue & Fees (\$ millions)	Less:		Less:		Less:		Less:		Total Net Toll Revenue (\$ millions)	Uses of Net Toll Revenue	
	Weighted Average Toll per PCE Trip <sup>1</sup>	Annual Toll Trips (millions) <sup>2</sup>	PCE Toll Trips (millions) <sup>3</sup>	Weighted Average Toll per PCE Trip <sup>1</sup>	Annual Toll Trips (millions) <sup>2</sup>	PCE Toll Trips (millions) <sup>3</sup>		Registered Account Customers (\$ millions) <sup>4</sup>	Unregistered Pay-by-Mail Customers (\$ millions) <sup>5</sup>		Revenue Not Recognized (\$ millions) <sup>6</sup>	Unpaid Toll Revenue (\$ millions) <sup>7</sup>				Credit Card Fees (\$ millions) <sup>8</sup>	Transponder Purchase and Inventory Costs (\$ millions) <sup>10</sup>	State and Consultant Operations Costs (\$ millions)	Roadway Toll Systems (RTS) O&M Costs (\$ millions)	CSC Back Office System (BOS) Vendor O&M Costs (\$ millions)	CSC Operations Vendor O&M Costs (\$ millions)	Routine Facility O&M Costs (\$ millions) <sup>11</sup>	Periodic Toll Equipment R&R and Vendor Reprocurement Costs (\$ millions) <sup>12</sup>		Periodic Facility R&R Costs (\$ millions) <sup>13</sup>	
2027	\$2.56	15.89	16.77	\$4.14	4.56	4.75	20.44	42.92	19.69	62.61	(2.44)	(4.91)	55.26	1.53	56.80	(1.44)	(0.25)	(4.52)	(2.75)	(0.35)	(6.56)	(0.92)	40.01	-	-	-
2028	\$2.61	18.11	19.13	\$4.19	4.92	5.13	23.03	49.85	21.48	71.33	(2.34)	(5.48)	63.51	1.69	65.20	(1.65)	(0.29)	(4.91)	(2.82)	(0.37)	(7.08)	(0.95)	47.13	-	-	-
2029	\$2.65	19.45	20.55	\$4.24	4.99	5.20	24.44	54.53	22.03	76.56	(2.43)	(5.66)	68.47	1.73	70.21	(1.78)	(0.32)	(5.12)	(2.89)	(0.38)	(7.53)	(0.97)	51.21	-	-	(1.06)
2030	\$2.70	19.84	20.98	\$4.28	4.79	5.00	24.64	56.65	21.42	78.07	(2.39)	(5.55)	70.13	1.68	71.81	(1.82)	(0.34)	(5.13)	(2.97)	(0.38)	(7.69)	(0.99)	52.49	-	-	(1.09)
2031	\$2.75	20.24	21.41	\$4.33	4.60	4.80	24.84	58.82	20.77	79.59	(2.35)	(5.42)	71.82	1.63	73.45	(1.86)	(0.35)	(5.15)	(3.04)	(0.39)	(7.85)	(1.02)	53.80	-	-	-
2032	\$2.80	20.64	21.85	\$4.39	4.40	4.59	25.05	61.18	20.12	81.30	(2.31)	(5.30)	73.69	1.58	75.28	(1.90)	(0.37)	(5.16)	(3.12)	(0.39)	(8.02)	(1.04)	55.27	-	-	-
2033	\$2.85	21.06	22.29	\$4.44	4.20	4.38	25.26	63.62	19.43	83.05	(2.27)	(5.17)	75.62	1.53	77.15	(1.95)	(0.39)	(5.20)	(3.19)	(0.40)	(8.32)	(1.07)	56.62	-	-	-
2034	\$2.91	21.48	22.75	\$4.50	4.00	4.16	25.47	66.15	18.71	84.86	(2.22)	(5.03)	77.61	1.48	79.08	(2.00)	(0.41)	(5.08)	(3.27)	(0.38)	(8.26)	(1.10)	58.58	(12.22)	-	(7.03)
2035	\$2.96	21.90	23.21	\$4.55	3.79	3.94	25.69	68.76	17.94	86.70	(2.17)	(4.89)	79.64	1.42	81.06	(2.05)	(0.43)	(5.12)	(3.36)	(0.39)	(8.53)	(1.12)	60.07	(17.63)	-	(7.21)
2036	\$3.02	22.34	23.69	\$4.61	3.58	3.72	25.92	71.46	17.14	88.60	(2.12)	(4.74)	81.74	1.37	83.11	(2.10)	(0.45)	(5.15)	(3.44)	(0.40)	(8.82)	(1.15)	61.60	(5.27)	-	-
2037	\$3.07	22.52	23.89	\$4.67	3.61	3.75	26.13	73.46	17.51	90.98	(2.17)	(4.84)	83.96	1.38	85.34	(2.16)	(0.46)	(5.30)	(3.53)	(0.41)	(9.14)	(1.18)	63.17	-	-	-
2038	\$3.13	22.70	24.10	\$4.72	3.64	3.79	26.34	75.52	17.90	93.42	(2.22)	(4.95)	86.24	1.39	87.63	(2.22)	(0.48)	(5.44)	(3.61)	(0.42)	(9.40)	(1.21)	64.86	-	-	-
2039	\$3.19	22.89	24.31	\$4.78	3.67	3.82	26.57	77.64	18.29	95.93	(2.28)	(5.07)	88.58	1.40	89.99	(2.28)	(0.49)	(5.59)	(3.70)	(0.43)	(9.75)	(1.24)	66.51	-	-	(1.36)
2040	\$3.25	23.09	24.53	\$4.84	3.71	3.86	26.79	79.79	18.69	98.48	(2.33)	(5.18)	90.97	1.42	92.38	(2.34)	(0.51)	(5.75)	(3.80)	(0.44)	(10.02)	(1.27)	68.26	-	-	(1.39)
2041	\$3.31	23.28	24.76	\$4.90	3.74	3.90	27.02	82.03	19.10	101.14	(2.38)	(5.30)	93.45	1.43	94.87	(2.40)	(0.53)	(5.91)	(3.89)	(0.45)	(10.38)	(1.30)	70.02	-	-	-
2042	\$3.38	23.48	24.99	\$4.96	3.78	3.94	27.26	84.34	19.53	103.87	(2.44)	(5.43)	96.00	1.44	97.44	(2.47)	(0.54)	(6.08)	(3.99)	(0.46)	(10.76)	(1.34)	71.81	-	-	-
2043	\$3.44	23.69	25.22	\$5.02	3.81	3.98	27.50	86.70	19.97	106.67	(2.50)	(5.56)	98.61	1.46	100.07	(2.53)	(0.56)	(6.25)	(4.09)	(0.47)	(11.27)	(1.37)	73.53	-	-	-
2044	\$3.50	23.90	25.46	\$5.09	3.85	4.01	27.75	89.21	20.43	109.64	(2.56)	(5.69)	101.39	1.47	102.86	(2.60)	(0.58)	(6.43)	(4.19)	(0.48)	(11.64)	(1.40)	75.53	(15.27)	-	(99.56)
2045	\$3.57	24.12	25.71	\$5.16	3.89	4.06	28.00	91.83	20.91	112.73	(2.63)	(5.83)	104.28	1.48	105.76	(2.68)	(0.60)	(6.62)	(4.30)	(0.49)	(11.97)	(1.44)	77.67	(29.21)	-	(102.05)
2046	\$3.64	24.23	25.84	\$5.23	3.91	4.08	28.14	94.17	21.32	115.49	(2.68)	(5.95)	106.86	1.49	108.35	(2.74)	(0.62)	(6.79)	(4.40)	(0.50)	(12.32)	(1.47)	79.51	(13.93)	-	-
2047	\$3.72	24.34	25.97	\$5.30	3.93	4.10	28.27	96.53	21.74	118.27	(2.74)	(6.07)	109.46	1.50	110.96	(2.81)	(0.64)	(6.97)	(4.51)	(0.51)	(12.75)	(1.51)	81.26	-	-	-
2048	\$3.79	24.46	26.09	\$5.38	3.95	4.12	28.41	98.95	22.17	121.11	(2.80)	(6.20)	112.12	1.51	113.63	(2.87)	(0.66)	(7.16)	(4.63)	(0.53)	(13.14)	(1.55)	83.09	-	-	-
2049	\$3.87	24.57	26.23	\$5.45	3.97	4.15	28.54	101.44	22.61	124.05	(2.86)	(6.32)	114.87	1.51	116.38	(2.94)	(0.68)	(7.36)	(4.74)	(0.54)	(13.54)	(1.59)	84.99	-	-	(1.74)
2050	\$3.94	24.69	26.36	\$5.53	3.99	4.17	28.68	103.98	23.06	127.04	(2.92)	(6.46)	117.66	1.52	119.18	(3.02)	(0.70)	(7.56)	(4.86)	(0.55)	(14.12)	(1.63)	86.74	-	-	(1.78)
2051	\$4.02	24.81	26.49	\$5.60	4.01	4.19	28.82	106.57	23.51	130.08	(2.98)	(6.59)	120.51	1.53	122.04	(3.09)	(0.72)	(7.77)	(4.98)	(0.57)	(14.58)	(1.67)	88.66	-	-	-
2052	\$4.10	24.92	26.63	\$5.68	4.04	4.22	28.96	109.25	23.98	133.23	(3.05)	(6.73)	123.45	1.54	124.99	(3.16)	(0.74)	(7.99)	(5.11)	(0.58)	(15.03)	(1.71)	90.68	-	-	-
2053	\$4.19	25.04	26.77	\$5.77	4.06	4.24	29.10	112.07	24.48	136.55	(3.12)	(6.87)	126.56	1.55	128.11	(3.24)	(0.76)	(8.21)	(5.23)	(0.60)	(15.55)	(1.75)	92.77	-	-	-
2054	\$4.27	25.17	26.91	\$5.85	4.08	4.27	29.25	114.95	24.98	139.93	(3.19)	(7.02)	129.72	1.56	131.28	(3.32)	(0.78)	(8.44)	(5.36)	(0.61)	(16.03)	(1.80)	94.93	(19.42)	-	(11.53)
2055	\$4.36	25.29	27.05	\$5.94	4.10	4.29	29.39	117.91	25.50	143.41	(3.26)	(7.17)	132.99	1.56	134.55	(3.40)	(0.81)	(8.67)	(5.50)	(0.63)	(16.53)	(1.84)	97.18	(28.33)	-	(11.81)
2056	\$4.45	25.42	27.19	\$6.03	4.13	4.32	29.54	120.94	26.03	146.97	(3.33)	(7.33)	136.31	1.57	137.88	(3.49)	(0.83)	(8.91)	(5.64)	(0.64)	(17.07)	(1.89)	99.41	(8.63)	-	-
2057	\$4.54	25.54	27.34	\$6.12	4.15	4.34	29.69	124.00	26.57	150.57	(3.40)	(7.48)	139.68	1.58	141.26	(3.57)	(0.86)	(9.17)	(5.78)	(0.66)	(17.63)	(1.93)	101.66	-	-	-
2058	\$4.63	25.67	27.48	\$6.21	4.17	4.37	29.84	127.16	27.12	154.28	(3.48)	(7.65)	143.15	1.59	144.74	(3.66)	(0.88)	(9.43)	(5.92)	(0.68)	(18.29)	(1.98)	103.90	-	-	-
2059	\$4.72	25.80	27.63	\$6.30	4.20	4.39	30.00	130.39	27.68	158.07	(3.56)	(7.81)	146.70	1.60	148.30	(3.75)	(0.91)	(9.70)	(6.07)	(0.69)	(18.96)	(2.03)	106.18	-	-	(2.23)
2060	\$4.81	25.93	27.78	\$6.39	4.22	4.42	30.15	133.65	28.25	161.90	(3.63)	(7.98)	150.28	1.61	151.89	(3.84)	(0.93)	(9.98)	(6.22)	(0.71)	(19.58)	(2.08)	108.53	-	-	(2.28)
Totals FY 2026-60	794.30	845.59		140.77	146.92		935.07	3,047.07	750.10	3,797.18	(92.85)	(206.12)	3,498.21	52.53	3,550.74	(89.83)	(20.83)	(232.43)	(146.25)	(17.13)	(413.13)	(48.96)	2,582.18	(149.90)	-	(252.15)

Footnotes

<sup>1</sup> Reflects the average revenue per passenger car equivalent (PCE) based on the time-of-day variable weekday and weekend toll schedules.

<sup>2</sup> Annual auto and truck customer toll trips in both travel directions; with a single toll point at Abernethy, toll trips + toll transactions.

<sup>3</sup> Converts truck trips to their passenger car equivalent (PCE) number of trips from toll multiples paid; medium trucks are counted and tolled as 1.5x cars and heavy trucks as 2.0x cars.

<sup>4</sup> Gross toll revenue potential from registered account customers before any adjustments for uncollectible revenue, fees, and credits.

<sup>5</sup> Gross toll revenue potential from unregistered customers identified for a toll bill by mail from their license plate, before adjustments for uncollectible revenue/fees. The revenue from unregistered (non-account) customers assumes an additional toll increment of \$2.00 per trip regardless of vehicle type to offset higher collection costs / leakage via payment by mail.

<sup>6</sup> Revenue not recognized can result from unreadable vehicle license plate images or the inability to identify the vehicle owner's name and address from a readable license plate image, resulting in unbilled revenue. License plate images are used to identify unregistered customers and for registered customers if their transponder pass is not correctly read or missing.

<sup>7</sup> Recognized but unpaid toll revenue after 80 days (two toll billing cycles) from date of travel.

<sup>8</sup> Late payment rebilling fee per invoice assessed to unregistered pay-by-mail customers who don't pay their first invoice within 30 days.

<sup>9</sup> Credit card fees estimated at 2.75% of applicable gross toll revenues collected via bank card; no additional factor currently assumed for any fees related to account balance refunds.

<sup>10</sup> Includes transponder purchase and inventory costs related to free-of-charge distribution of sticker tags transponders by ODOT to registered account customers.

<sup>11</sup> NOT UPDATED: values shown are annual facility operations and maintenance (O&M) costs plus a standard ODOT contingency for unforeseen expenses assumed for a widened I-205.

<sup>12</sup> Includes periodic RTS/CSC/BOS vendor re-procurement costs, system testing and acceptance, as well as periodic RTS equipment repair and replacement (R&R) costs.

<sup>13</sup> Includes periodic roadway and bridge facility major maintenance, repair and replacement (R&R) costs.

Key Assumptions

• These preliminary draft T&R results are based on assignment-only demand modeling that exclude DTA model and other post-processing; also, this analysis assumes no ODOT RMPP.

• Ramp-up reduction factors of 85% (-15%) for the first 24 months and 95% (-5%) for the third 12 months of toll operations are applied to the traffic and revenue forecasts to allow for the time it takes for users to become accustomed to tolling, determine their best travel options and/or obtain a registered account.

• Tolls are assumed to escalate annually greater than 2.15% in Scenario 2

• For auto, registered account customers are assumed to comprise 75% of all trips in the first year, increasing by 1% per year until reaching a ceiling of 85%.

• For medium and heavy trucks, registered account customers are assumed to comprise 80% of all trips in the first year, increasing by 1% per year until reaching 90%.





I-205 Trade-Off Analysis | PRELIMINARY DRAFT Taffic and Net Toll Revenue Projections | Scenario 3: Scenario 0 + higher tolls for more capital funding

Annual Toll Trips, Gross Toll Revenue Potential and Net Revenues | FY 2026-2060 | Tolling beginning 01/01/2026

8/22/23, revised 12/8/2023

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	
Fiscal Year	Registered Account Trips			Unregistered LPT Toll Bill by Mail Trips			Total Toll Trips (millions)	Toll Revenue Potential		Total Gross Toll Revenue Potential (\$ millions)	Less:		Subtotal: Adjusted Gross Toll Revenue Collected (\$ millions)	Plus:	Subtotal: Adjusted Gross Toll Revenue & Fees (\$ millions)	Less:		Less:		Less:		Less:		Total Net Toll Revenue (\$ millions)	Uses of Net Toll Revenue	
	Weighted Average Toll per PCE Trip <sup>1</sup>	Annual Toll Trips (millions) <sup>2</sup>	PCE Toll Trips (millions) <sup>3</sup>	Weighted Average Toll per PCE Trip <sup>1</sup>	Annual Toll Trips (millions) <sup>2</sup>	PCE Toll Trips (millions) <sup>3</sup>		Registered Account Customers (\$ millions) <sup>4</sup>	Unregistered Pay-by-Mail Customers (\$ millions) <sup>5</sup>		Revenue Not Recognized (\$ millions) <sup>6</sup>	Unpaid Toll Revenue (\$ millions) <sup>7</sup>				Credit Card Fees (\$ millions) <sup>8</sup>	Transponder Purchase and Inventory Costs (\$ millions) <sup>10</sup>	State and Consultant Operations Costs (\$ millions)	Roadway Toll Systems (RTS) O&M Costs (\$ millions)	CSC Back Office System (BOS) Vendor O&M Costs (\$ millions)	CSC Operations Vendor O&M Costs (\$ millions)	Routine Facility O&M Costs (\$ millions) <sup>11</sup>	Periodic Toll Equipment and Vendor Repro curement Costs (\$ millions) <sup>12</sup>		Periodic Facility R&R Costs (\$ millions) <sup>13</sup>	
2027	\$1.72	19.68	20.77	\$3.31	5.50	5.73	25.18	35.71	18.96	54.67	(2.29)	(4.67)	47.71	1.86	49.56	(1.25)	(0.25)	(5.24)	(2.75)	(0.39)	(7.47)	(0.92)		31.28	-	-
2028	\$1.75	22.52	23.77	\$3.34	5.95	6.21	28.47	41.61	20.72	62.33	(2.20)	(5.22)	54.91	2.06	56.97	(1.44)	(0.29)	(5.71)	(2.82)	(0.41)	(8.21)	(0.95)		37.13	-	-
2029	\$1.78	24.26	25.62	\$3.37	6.06	6.32	30.31	45.64	21.28	66.92	(2.28)	(5.39)	59.25	2.12	61.36	(1.55)	(0.32)	(5.97)	(2.89)	(0.43)	(8.78)	(0.97)		40.45	-	(1.06)
2030	\$1.81	24.82	26.23	\$3.40	5.84	6.09	30.67	47.59	20.73	68.32	(2.25)	(5.29)	60.78	2.06	62.85	(1.59)	(0.34)	(6.01)	(2.97)	(0.43)	(8.95)	(0.99)		41.57	-	(1.09)
2031	\$1.85	25.40	26.85	\$3.43	5.62	5.86	31.03	49.60	20.14	69.75	(2.21)	(5.18)	62.36	2.01	64.36	(1.63)	(0.36)	(6.04)	(3.04)	(0.43)	(9.20)	(1.02)		42.65	-	-
2032	\$1.88	25.99	27.49	\$3.47	5.40	5.63	31.39	51.81	19.56	71.36	(2.18)	(5.06)	64.12	1.95	66.07	(1.67)	(0.38)	(6.07)	(3.12)	(0.44)	(9.43)	(1.04)		43.92	-	-
2033	\$1.92	26.59	28.14	\$3.51	5.17	5.39	31.76	54.08	18.92	73.01	(2.14)	(4.95)	65.92	1.89	67.82	(1.72)	(0.40)	(6.14)	(3.19)	(0.45)	(9.79)	(1.07)		45.06	-	-
2034	\$1.96	27.20	28.80	\$3.55	4.94	5.14	32.14	56.43	18.25	74.68	(2.10)	(4.82)	67.77	1.83	69.60	(1.76)	(0.42)	(6.04)	(3.27)	(0.44)	(9.93)	(1.10)		46.65	(13.90)	(7.03)
2035	\$2.00	27.82	29.48	\$3.59	4.70	4.89	32.52	58.86	17.54	76.40	(2.05)	(4.69)	69.66	1.77	71.43	(1.81)	(0.44)	(6.09)	(3.36)	(0.45)	(10.27)	(1.12)		47.90	(19.37)	(7.21)
2036	\$2.03	28.46	30.16	\$3.63	4.45	4.63	32.90	61.37	16.77	78.14	(2.00)	(4.54)	71.60	1.71	73.31	(1.85)	(0.46)	(6.15)	(3.44)	(0.46)	(10.60)	(1.15)		49.20	(5.27)	-
2037	\$2.07	28.77	30.51	\$3.66	4.50	4.68	33.27	63.27	17.16	80.43	(2.05)	(4.65)	73.73	1.73	75.46	(1.91)	(0.47)	(6.33)	(3.53)	(0.47)	(10.96)	(1.18)		50.61	-	-
2038	\$2.11	29.09	30.86	\$3.70	4.55	4.74	33.64	65.21	17.55	82.76	(2.10)	(4.76)	75.90	1.75	77.65	(1.96)	(0.49)	(6.52)	(3.61)	(0.48)	(11.41)	(1.21)		51.95	-	-
2039	\$2.16	29.41	31.22	\$3.74	4.61	4.80	34.02	67.32	17.97	85.29	(2.16)	(4.88)	78.25	1.77	80.02	(2.02)	(0.51)	(6.72)	(3.70)	(0.49)	(11.80)	(1.24)		53.53	-	(1.36)
2040	\$2.20	29.74	31.59	\$3.79	4.66	4.86	34.40	69.46	18.40	87.87	(2.21)	(5.00)	80.65	1.79	82.44	(2.09)	(0.53)	(6.93)	(3.80)	(0.50)	(12.15)	(1.27)		55.18	-	(1.39)
2041	\$2.24	30.07	31.97	\$3.83	4.72	4.92	34.79	71.67	18.84	90.51	(2.27)	(5.13)	83.11	1.81	84.92	(2.15)	(0.55)	(7.14)	(3.89)	(0.52)	(12.64)	(1.30)		56.73	-	-
2042	\$2.29	30.41	32.35	\$3.87	4.78	4.98	35.19	73.91	19.29	93.20	(2.33)	(5.26)	85.61	1.84	87.45	(2.21)	(0.57)	(7.36)	(3.99)	(0.53)	(13.03)	(1.34)		58.43	-	-
2043	\$2.33	30.75	32.74	\$3.91	4.84	5.05	35.59	76.21	19.74	95.95	(2.39)	(5.39)	88.18	1.86	90.03	(2.28)	(0.59)	(7.59)	(4.09)	(0.54)	(13.52)	(1.37)		60.06	-	-
2044	\$2.37	31.11	33.13	\$3.96	4.90	5.11	36.00	78.64	20.23	98.87	(2.45)	(5.52)	90.89	1.88	92.77	(2.35)	(0.61)	(7.83)	(4.19)	(0.56)	(13.98)	(1.40)		61.86	(17.67)	(99.56)
2045	\$2.42	31.47	33.54	\$4.00	4.96	5.18	36.42	81.20	20.73	101.93	(2.52)	(5.67)	93.74	1.90	95.64	(2.42)	(0.63)	(8.07)	(4.30)	(0.57)	(14.47)	(1.44)		63.75	(31.69)	(102.05)
2046	\$2.47	31.65	33.74	\$4.05	4.99	5.21	36.64	83.37	21.13	104.50	(2.57)	(5.78)	96.15	1.92	98.06	(2.48)	(0.65)	(8.29)	(4.40)	(0.58)	(15.11)	(1.47)		65.07	(13.93)	-
2047	\$2.52	31.83	33.95	\$4.10	5.03	5.25	36.86	85.63	21.55	107.18	(2.63)	(5.90)	98.65	1.93	100.58	(2.54)	(0.67)	(8.53)	(4.51)	(0.60)	(15.58)	(1.51)		66.63	-	-
2048	\$2.57	32.02	34.16	\$4.16	5.06	5.29	37.08	87.95	21.98	109.93	(2.69)	(6.03)	101.21	1.94	103.15	(2.61)	(0.69)	(8.77)	(4.63)	(0.61)	(16.07)	(1.55)		68.22	-	-
2049	\$2.63	32.21	34.37	\$4.21	5.10	5.33	37.31	90.30	22.41	112.71	(2.75)	(6.15)	103.81	1.95	105.76	(2.68)	(0.71)	(9.03)	(4.74)	(0.63)	(16.63)	(1.59)		69.76	-	(1.74)
2050	\$2.68	32.40	34.59	\$4.26	5.13	5.36	37.53	92.74	22.86	115.59	(2.81)	(6.28)	106.50	1.97	108.47	(2.74)	(0.74)	(9.29)	(4.86)	(0.64)	(17.16)	(1.63)		71.42	-	(1.78)
2051	\$2.74	32.59	34.80	\$4.31	5.17	5.40	37.76	95.21	23.31	118.53	(2.87)	(6.42)	109.24	1.98	111.22	(2.81)	(0.76)	(9.55)	(4.98)	(0.66)	(17.92)	(1.67)		72.87	-	-
2052	\$2.79	32.78	35.02	\$4.37	5.20	5.44	37.99	97.72	23.77	121.49	(2.93)	(6.55)	112.01	1.99	114.01	(2.88)	(0.78)	(9.83)	(5.11)	(0.68)	(18.56)	(1.71)		74.46	-	-
2053	\$2.85	32.98	35.25	\$4.42	5.24	5.48	38.22	100.36	24.25	124.61	(2.99)	(6.69)	114.93	2.01	116.93	(2.96)	(0.81)	(10.11)	(5.23)	(0.69)	(19.21)	(1.75)		76.17	-	-
2054	\$2.91	33.18	35.47	\$4.48	5.28	5.52	38.45	103.10	24.75	127.85	(3.06)	(6.83)	117.95	2.02	119.97	(3.04)	(0.83)	(10.40)	(5.36)	(0.71)	(19.81)	(1.80)		78.02	(22.64)	(11.53)
2055	\$2.97	33.38	35.70	\$4.54	5.31	5.56	38.69	105.95	25.27	131.21	(3.13)	(6.98)	121.10	2.03	123.13	(3.12)	(0.86)	(10.70)	(5.50)	(0.73)	(20.44)	(1.84)		79.95	(31.64)	(11.81)
2056	\$3.03	33.58	35.92	\$4.60	5.35	5.60	38.93	108.83	25.79	134.62	(3.20)	(7.14)	124.28	2.05	126.33	(3.20)	(0.88)	(11.01)	(5.64)	(0.75)	(21.12)	(1.89)		81.84	(8.63)	-
2057	\$3.09	33.78	36.15	\$4.67	5.39	5.64	39.17	111.75	26.32	138.07	(3.27)	(7.29)	127.50	2.06	129.56	(3.28)	(0.91)	(11.34)	(5.78)	(0.77)	(21.90)	(1.93)		83.65	-	-
2058	\$3.15	33.99	36.39	\$4.73	5.43	5.68	39.41	114.70	26.85	141.56	(3.35)	(7.45)	130.76	2.08	132.84	(3.36)	(0.94)	(11.68)	(5.92)	(0.79)	(22.70)	(1.98)		85.46	-	-
2059	\$3.22	34.20	36.62	\$4.79	5.46	5.72	39.66	117.78	27.40	145.18	(3.42)	(7.61)	134.15	2.09	136.24	(3.45)	(0.97)	(12.02)	(6.07)	(0.81)	(23.46)	(2.03)		87.43	-	(2.23)
2060	\$3.28	34.41	36.86	\$4.85	5.50	5.76	39.91	120.96	27.98	148.93	(3.50)	(7.77)	137.66	2.10	139.76	(3.54)	(1.00)	(12.38)	(6.22)	(0.83)	(24.24)	(2.08)		89.47	-	(2.28)
Totals FY 2026-60	***** **	***** **		177.61	185.41		1,205.74	2,683.08	738.06	3,421.13	(88.57)	(199.32)	3,133.25	66.66	3,199.91	(80.96)	(21.81)	(281.72)	(146.25)	(19.73)	(502.04)	(48.96)		2,098.45	(164.74)	(252.15)

Footnotes

<sup>1</sup> Reflects the average revenue per passenger car equivalent (PCE) based on the time-of-day variable weekday and weekend toll schedules.

<sup>2</sup> Annual auto and truck customer toll trips in both travel directions; with a single toll point at Abernethy, toll trips = toll transactions.

<sup>3</sup> Converts truck trips to their passenger car equivalent (PCE) number of trips from toll multiples paid; medium trucks are counted and tolled as 1.5x cars and heavy trucks as 2.0x cars.

<sup>4</sup> Gross toll revenue potential from registered account customers before any adjustments for uncollectible revenue, fees, and credits.

<sup>5</sup> Gross toll revenue potential from unregistered customers identified for a toll bill by mail from their license plate, before adjustments for uncollectible revenue/fees. The revenue from unregistered (non-account) customers assumes an additional toll increment of \$2.00 per trip regardless of vehicle type to offset higher collection costs / leakage via payment by mail.

<sup>6</sup> Revenue not recognized can result from unreadable vehicle license plate images or the inability to identify the vehicle owner's name and address from a readable license plate image, resulting in unbillable revenue. License plate images are used identify unregistered customers and for registered customers if their transponder pass is not correctly read or missing.

<sup>7</sup> Recognized but unpaid toll revenue after 80 days (two toll billing cycles) from date of travel.

<sup>8</sup> Late payment rebilling fee per invoice assessed to unregistered pay-by-mail customers who don't pay their first invoice within 30 days.

<sup>9</sup> Credit card fees estimated at 2.75% of applicable gross toll revenues collected via bank card; no additional factor currently assumed for any fees related to account balance refunds.

<sup>10</sup> Includes transponder purchase and inventory costs related to free-of-charge distribution of sticker tags transponders by ODOT to registered account customers.

<sup>11</sup> NOT UPDATED: values shown are annual facility operations and maintenance (O&M) costs plus a standard ODOT contingency for unforeseen expenses assumed for a widened I-205.

<sup>12</sup> Includes periodic RTS/CSC/BOS vendor re-procurement costs, system testing and acceptance, as well as periodic RTS equipment repair and replacement (R&R) costs.

<sup>13</sup> Includes periodic roadway and bridge facility major maintenance, repair and replacement (R&R) costs.

Key Assumptions

- These preliminary draft R&R results are based on assignment-only demand modeling that exclude DTA model and other post-processing; also, this analysis assumes no ODOT RMPP.
- Ramp-up reduction factors of 85% (-15%) for the first 24 months and 95% (-5%) for the third 12 months of toll operations are applied to the traffic and revenue forecasts to allow for the time it takes for users to become accustomed to tolling, determine their best travel options and/or obtain a registered account.
- Tolls are assumed to escalate annually by 2.15% in alignment with projected general price inflation.
- For auto, registered account customers are assumed to comprise 75% of all trips in the first year, increasing by 1% per year until reaching a ceiling of 85%.
- For medium and heavy trucks, registered account customers are assumed to comprise 80% of all trips in the first year, increasing by 1% per year until reaching 90%.



I-205 Toll Project Financials - Funding Generated for Aber. Bridge Project vs CSC Ops and State/Consultant Ops - December 2023

ODOT Tolling Rate/Financial Scenario #	Funding Resources (Loans/Bonds) Generated for Abernethy Bridge Project (in Millions)	Total Toll Revenue Spent on Customer Service Center (CSC) Vendor Operations (in Millions)	Total Toll Revenue Spent on CSC Ops + State/Consultant Operating Costs (in Millions)
0 (Max. toll \$2.25)	\$369.00	\$530.00	\$826.00
1 (Max. toll \$1.80)	\$371.00	\$520.00	\$811.00
2 (Max. toll \$5.60)	\$592.00	\$413.00	\$645.00
3 (Max. toll \$2.75)	\$469.00	\$502.00	\$783.00
		Note: Data rounded down to nearest million	Note: Data rounded down to nearest million
	Source: Page 2, ODOT Memorandum to RTAC on 205 Tolling Financial Scenarios (Updated December 14, 2023)	Source: Column 22, December 2023 WSP I-205 Trade-Off Analysis Spreadsheets.	Source: Column 22 Totals + Column 19 Totals, December 2023 WSP I-205 Trade-Off Analysis Spreadsheets.