



# Oregon Toll Program

## Washington County Coordinating Committee (WCCC) Transportation Advisory Committee (TAC) Update

### Presenters:

**Garet Prior** (he/him)

**Heather Wills** (she/her)

September 2, 2021

# Our charge



**Equity**



**Climate  
Change**



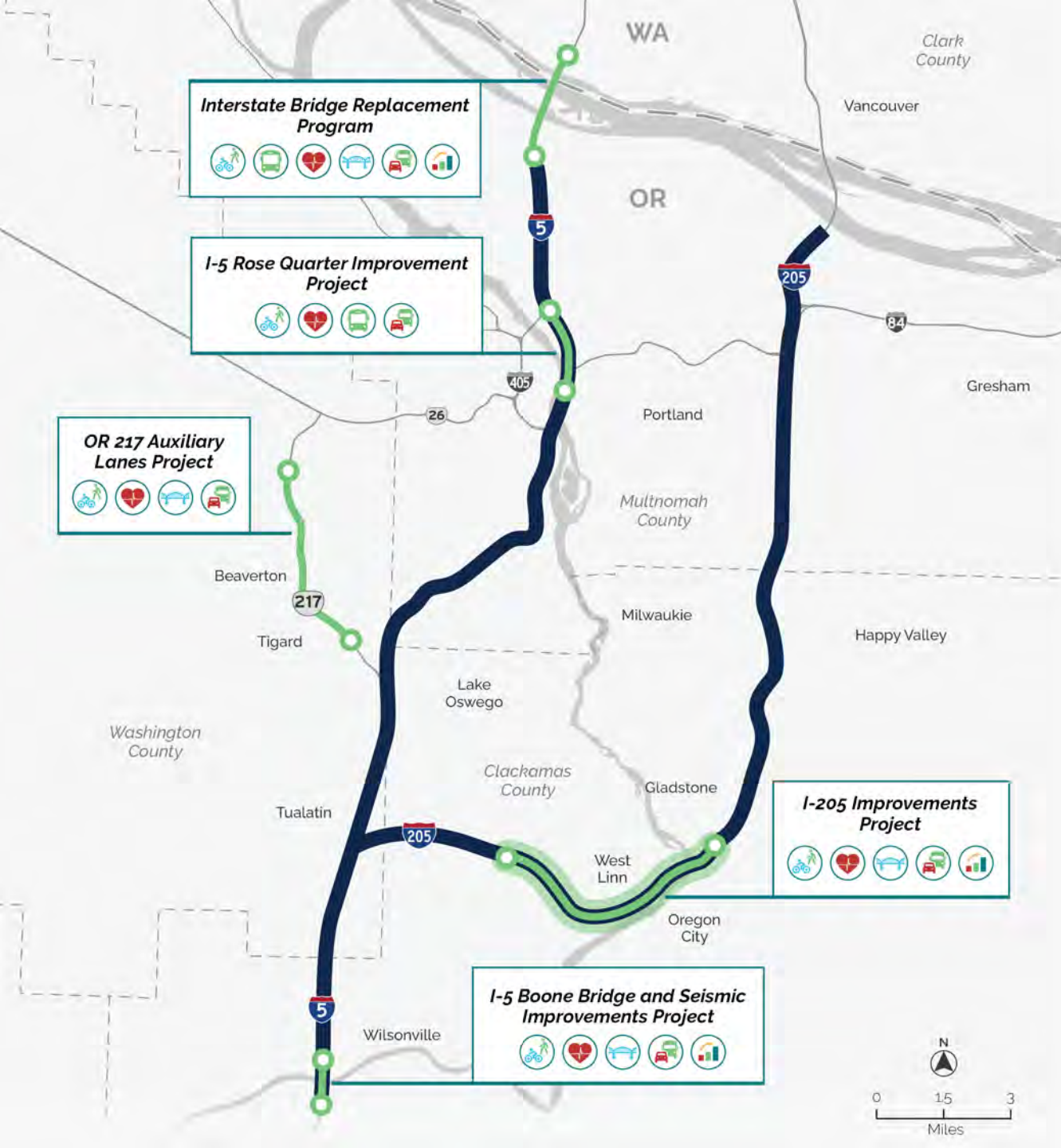
**Congestion**



**Safety**









**Reliable  
Funding**



-  Core Project
-  Regional Mobility Pricing Project
-  I-205 Toll Project

**Project Elements**

-  Bicycle and Pedestrian Improvements
-  Public Transportation Improvements
-  Safety Enhancements
-  Seismic Bridge Enhancements
-  Congestion Management
-  Toll Revenue Funds Investments

# Oregon Toll Program



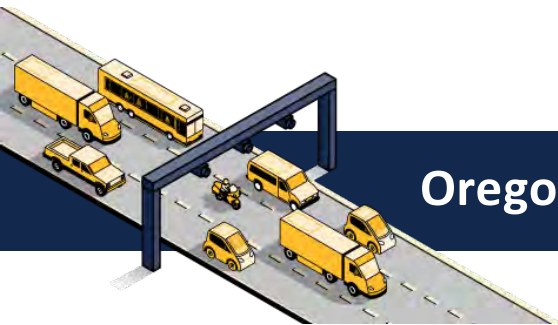
# Key terms – we are here to help!

## **Toll and tolling are general terms**

A fee on drivers, which can be charged for a segment of the road or access to an area (bridge).

## **Congestion pricing is a type of tolling**

A type of tolling that charges a higher price during peak traffic periods to manage congestion.



# How will it work?



# How much will it cost?

You will know the price before you get on the road



Peak Hours Toll Rate

There will be an income-based toll rate and transit exempted (HB 3055)



Off-Peak Hours Toll Rate



# What are the benefits?



Improved  
travel time  
and reliability



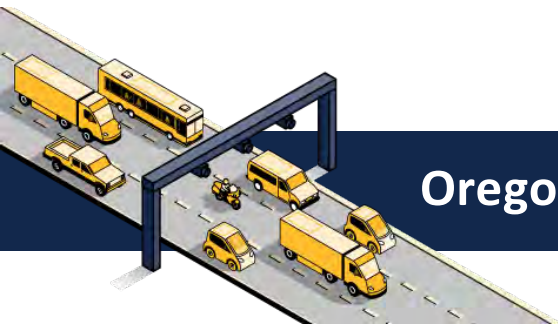
Reduced  
greenhouse  
gas emissions  
and fuel  
consumption



Sustainable  
funding for  
investments



Investments  
to advance  
equity





# What will it pay for?



UMO core  
improvement  
projects



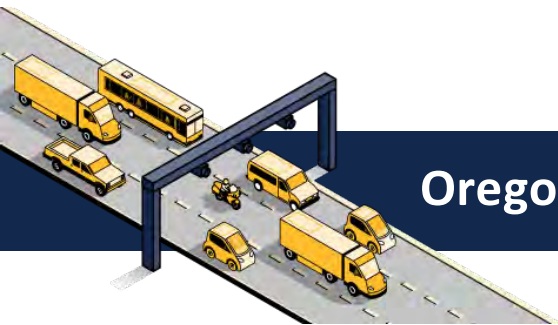
Transit and  
multimodal  
transportation  
options



Neighborhood  
health and  
safety



Affordable  
options for  
people  
experiencing  
low income



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# When will it start?



\*May require federal approval



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# Key Decisions

## Oregon Toll Program



# KEY DECISION: Commitments to advance equity and mobility



## Oregon Transportation Commission



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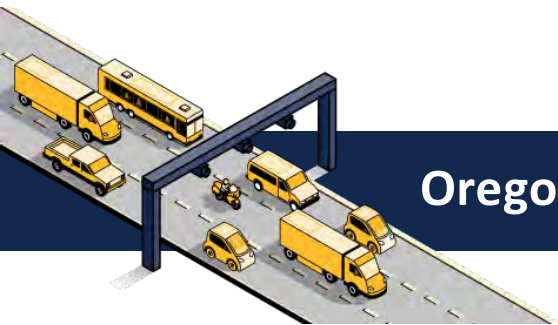


# Equity and Mobility Advisory Committee

# Oregon Toll Program

# EQUITY FRAMEWORK STEP 1

Identify who, what, and where





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**RESEARCH AND  
COMMUNITY  
FEEDBACK**

*Oregon Toll Program*

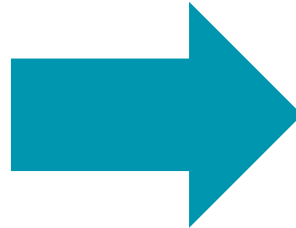
**POLICY & STRATEGY  
OPTIONS**

*I-205 Toll Project*

**UPDATED  
PERFORMANCE  
MEASURES**

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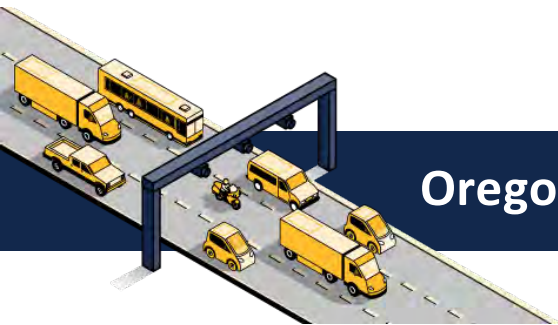


# EMAC [DRAFT] RECOMMENDATION TO THE OREGON TRANSPORTATION COMMISSION

The purpose of this working document is to capture the status and history of the Oregon Toll Program's Equity and Mobility Advisory Committee (EMAC) in developing recommendations for the Oregon Transportation Commission regarding the I-205 Toll Project, Regional Mobility Pricing Project, and the Oregon Toll Program (which covers the entire state).

*Words in italics = PLACEHOLDER TEXT*

## November 2021



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# Regional Mobility Pricing Project



**Equity**



**Climate Change**



**Congestion**



**Safety**



**Reliable Funding**

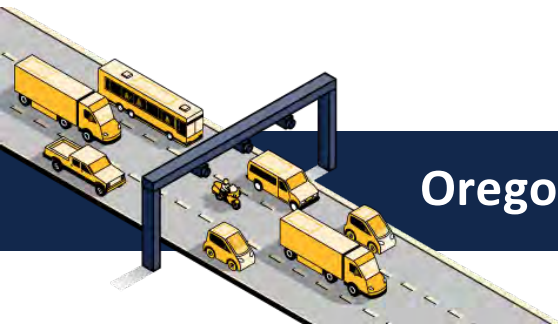


# KEY DECISION: Project direction and alternative(s) for analysis (Purpose and Need Statement)

**Timing:** Early 2022

## How to get involved?

- Sign up for newsletter communications
- Small group conversations with community engagement liaisons
- Presentations to community-based organizations, businesses, and elected boards/commissions
- Regional toll project work groups



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# Project requirements

**Variable rate toll schedule for the Federal Highway Administration's (FHWA) Value Pricing Pilot Program (VPPP) authority**

**Value Pricing Pilot Program**

The Value Pricing Pilot Program provides transportation agencies with options to manage congestion on highways through tolling and other pricing mechanisms. The Federal Highway Administration (FHWA) Office of Operations manages the program with support from the Office of Innovative Program Delivery.

**What Is Value Pricing?**

Value pricing—sometimes called congestion pricing—works by charging drivers on congested roadways during peak periods. Pricing shifts some rush hour highway travel to other transportation modes or to off-peak periods. By removing even just a small fraction of the vehicles from a congested roadway, pricing helps the system to flow more efficiently.

**Who's Eligible for the Program?**

State, regional, and local government agencies may apply for tolling authority if they are allocated one of 15 slots available in the program. Each slot may include multiple projects.



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Source: FHWA Website



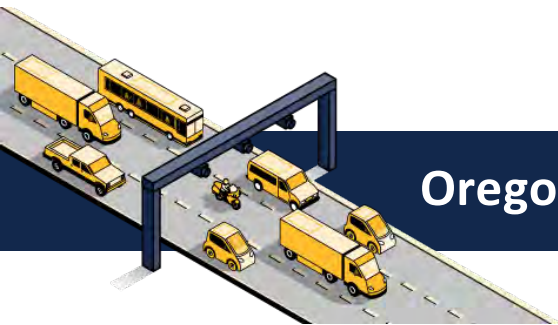
# Project requirements

Federal congestion management standard

**Minimum average operating speed of 45 miles per hour** during morning or evening weekday peak hour periods  
(*23 USC 166*)



Source: Roadtrafficsigns.com



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 Oregon  
Department  
of Transportation

# Basis for any project alternative(s)

LEVEL 1 CONFIGURATION	AVAILABLE OPTIONS
<b>TRIP BUILDING APPROACH</b>	<ul style="list-style-type: none"><li>● Segment (breaks at major interchanges)</li><li>● VMT (price per mile)</li><li>● Zone (large geographic units)</li></ul>
<b>TRIP PRICING MODEL</b>	<ul style="list-style-type: none"><li>● Rates consistent regardless of road characteristics</li><li>● Rates vary based on road characteristics</li></ul>
<b>GANTRY USE AND PLACEMENT</b>	<ul style="list-style-type: none"><li>● Traditional gantries between interchanges</li><li>● Traditional gantries at exit/entrance ramps</li><li>● Use of in-vehicle technologies</li></ul>



# Basis for any project alternative(s)

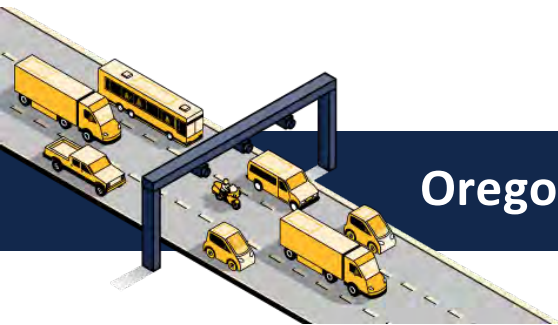
LEVEL 1 CONFIGURATION	
<b>TRIP-BUILDING APPROACH</b>	Segment-based (with segment breaks at interchanges) with base \$X.XX/mile fee
<b>TRIP PRICING MODEL</b>	Costs vary based on characteristics: <ul style="list-style-type: none"><li>• Length of segment</li><li>• Number of lanes (all lanes priced)</li><li>• Typical congestion patterns</li><li>• Time of day</li><li>• Vehicle type (axles, weight, trailers, etc.)</li><li>• Occupancy</li></ul>
<b>GANTRY USE AND PLACEMENT</b>	Use of traditional gantries with intent to incorporate in-vehicle in future



# Impacts to Washington County

- Nearly 50 percent of Washington County's workforce commutes into the county from other places
- Removing traffic bottlenecks along I-5 and I-205 will have system-wide benefits for residents and businesses
- Supporting transit and transportation options
- Addressing affordability concerns
- Studying impacts to neighborhood health and safety due to diversion

Source: Roadtrafficsigns.com



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# Toll Work Group

**Role:** Space to discuss and workshop tolling (non-voting)

**Timing:** Bi-monthly, off-set from R1ACT months

**Membership:** R1ACT members + southwest Washington

2021					2022					
Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	Jun.
R1ACT	TWG	R1ACT	TWG	R1ACT	TWG	R1ACT	TWG	R1ACT	TWG	R1ACT
	Regional Workshops					Regional Workshops				

Source: Roadtrafficsigns.com





# Partner Agency Involvement



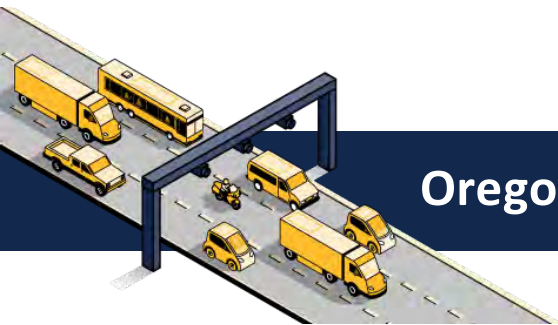
**Regional Modeling  
Group**



**Transit Multimodal  
Work Group**



**Regional Partner  
Agency Staff**



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# I-205 Toll Project



**Equity**



**Climate Change**



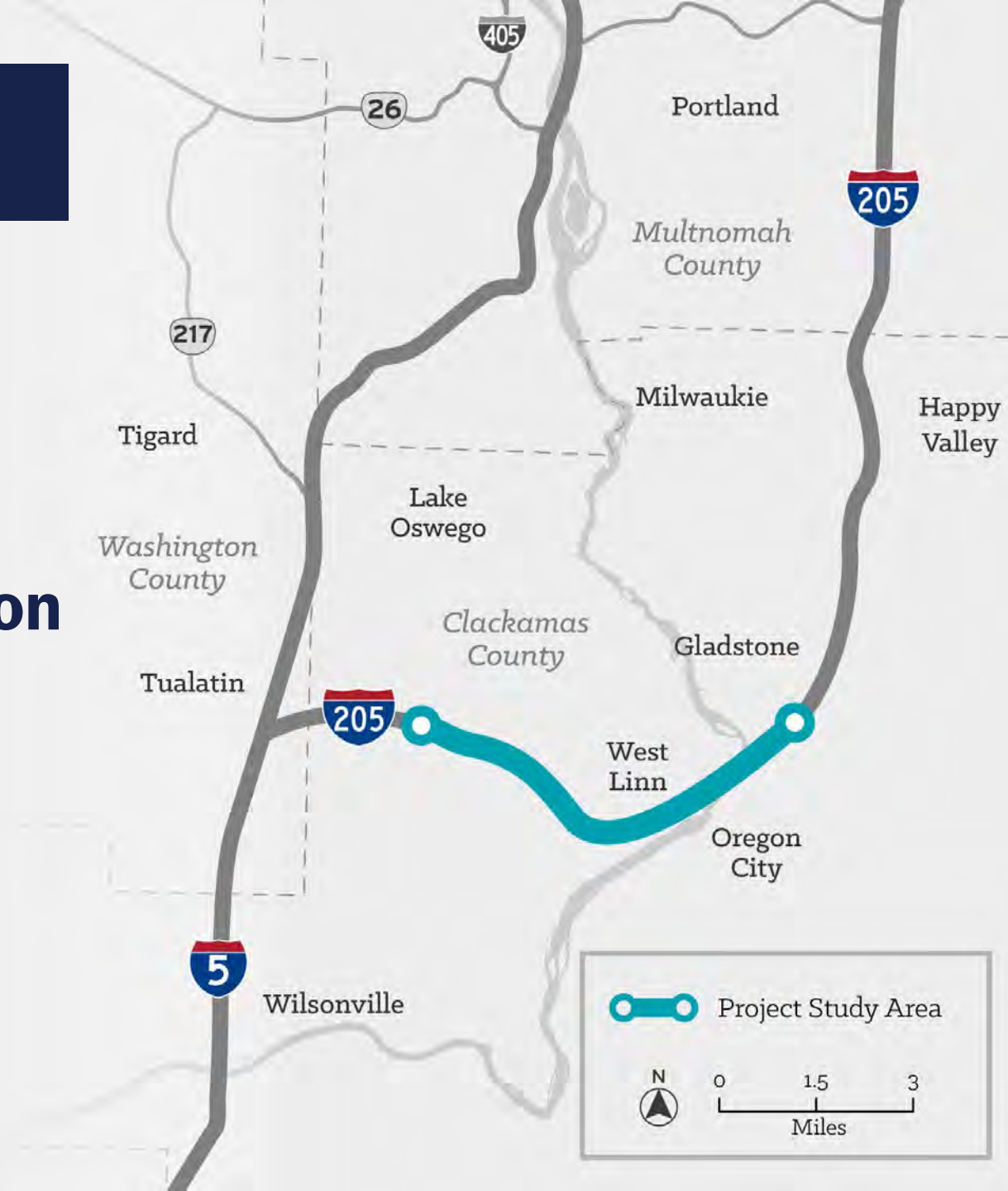
**Congestion**



**Safety**



**Reliable Funding**

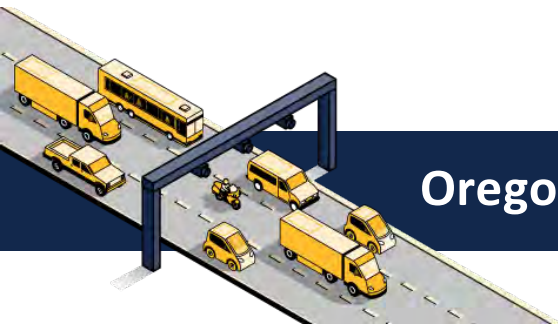


# KEY DECISION: Analysis of the impacts and project investments

**Timing:** Early 2022

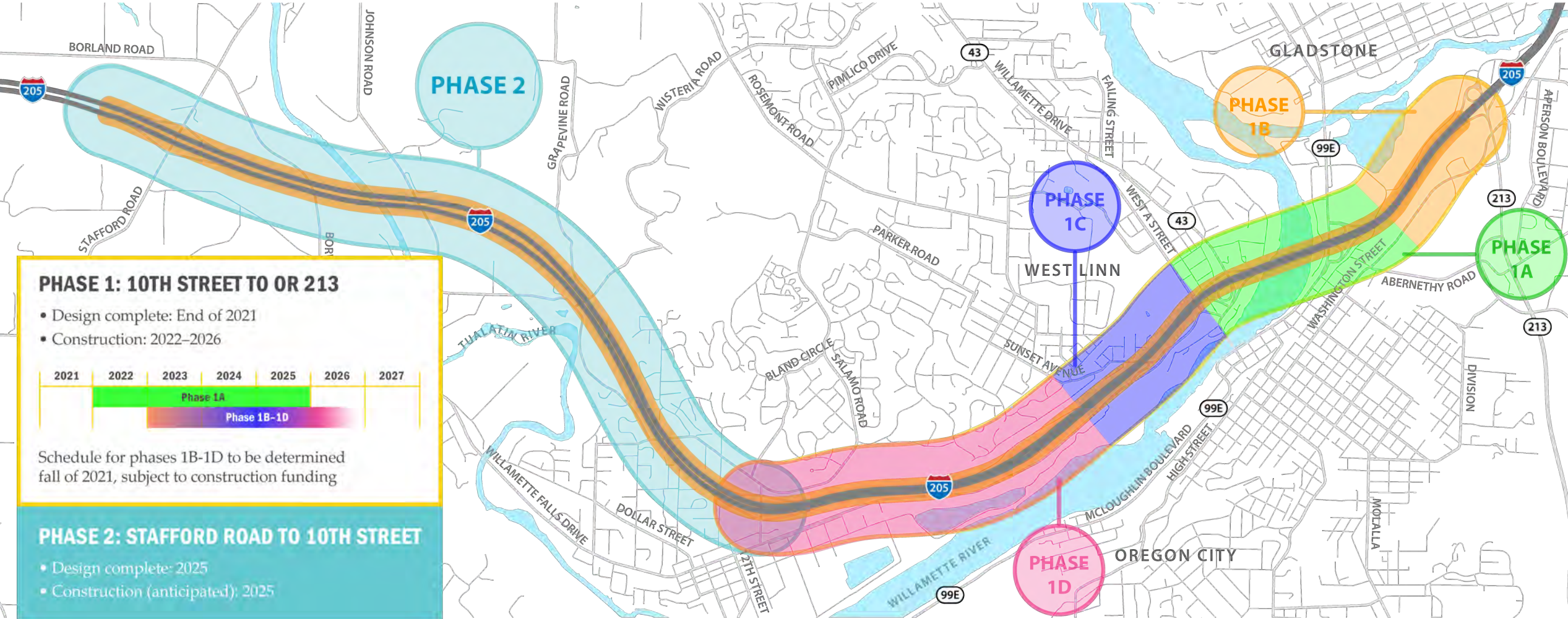
## How to get involved?

- Sign up for the newsletter
- Outreach specific to local residents, businesses, and people in the impacted areas
- Small group conversations with community engagement liaisons
- Regular coordination with local governments



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PHASE 2

PHASE 1B

PHASE 1C

PHASE 1A

PHASE 1D

BORLAND ROAD

STAFFORD ROAD

JOHNSON ROAD

GRAPEVINE ROAD

WISTERIA ROAD

ROSEMONT ROAD

PIMLICO DRIVE

43

WILLAMETTE DRIVE

FALLING STREET

GLADSTONE

99E

205

APERSON BOULEVARD

213

BOR

TUALATIN RIVER

WEST LINN

PARKER ROAD

43

WEST A STREET

213

BLAND CIRCLE  
SALAMO ROAD

SUNSET AVENUE

ABERNETHY ROAD

WASHINGTON STREET

**PHASE 1: 10TH STREET TO OR 213**

- Design complete: End of 2021
- Construction: 2022–2026



Schedule for phases 1B-1D to be determined fall of 2021, subject to construction funding

**PHASE 2: STAFFORD ROAD TO 10TH STREET**

- Design complete: 2025
- Construction (anticipated): 2025

WILLAMETTE FALLS DRIVE  
DOLLAR STREET  
21ST STREET

205

99E

M'CLOUGHIN BOULEVARD  
HIGH STREET

OREGON CITY

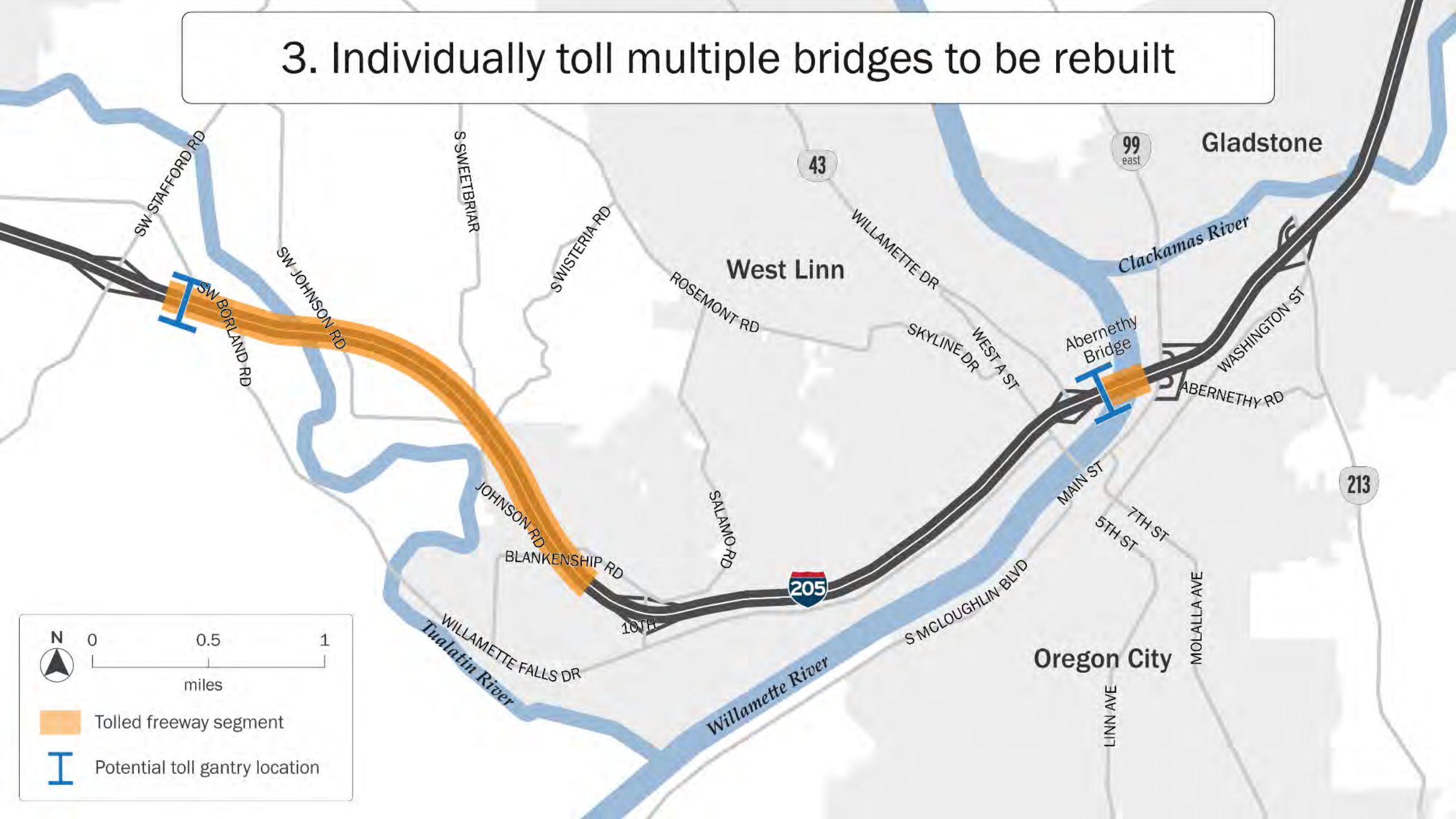
MIDTALLA

DIVISION

99E

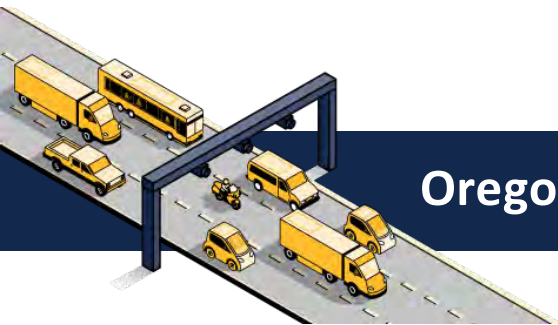
WILLAMETTE RIVER

# 3. Individually toll multiple bridges to be rebuilt



# Updated approach for the I-205 Toll Project

- **Purpose and Need Statement updated** to link financial connection of projects
- **Analyze Alternative 3** – toll points at Abernethy and Tualatin Bridges
- **Analyze No Build** – Abernethy Bridge constructed; third lane is not constructed until toll project approval
- **Regional Transportation Plan will be updated** to add a toll to the I-205 Improvements Project

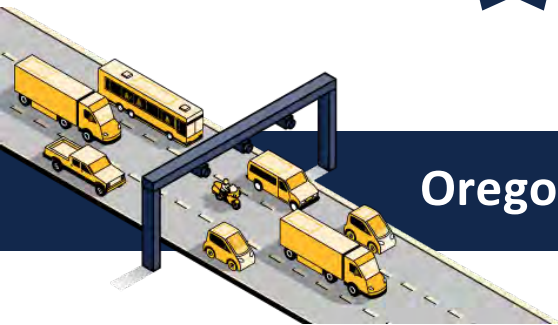


# Environmental Assessment (EA) Schedule

2021										2022								
Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	July	Aug	
Transportation Modeling						Transportation Impacts Analysis						<b>D</b>	UPDATE Transportation Modeling		UPDATE Transportation Impacts Analysis			<b>F</b>
			Analysis of Impacts to the Community and Actions to Address Impacts (Mitigation)									UPDATE Analysis of Impacts to the Community and Actions to Address Impacts (Mitigation)						

**D** *Publish DRAFT Environmental Assessment*

**F** *Publish FINAL Environmental Assessment Decision*



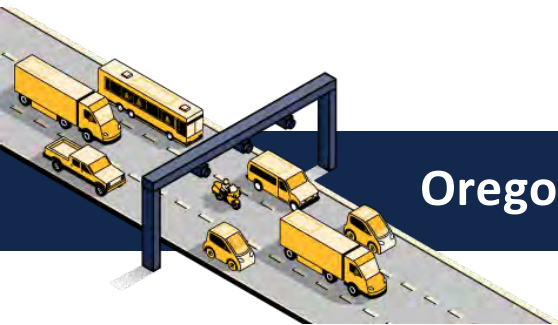
# We would love to hear from you!



Go to [oregontolling.org](http://oregontolling.org)



Follow us [@UrbMobilityOfc](https://twitter.com/UrbMobilityOfc)



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[www.OregonTolling.org](http://www.OregonTolling.org)



# Please contact us with your questions

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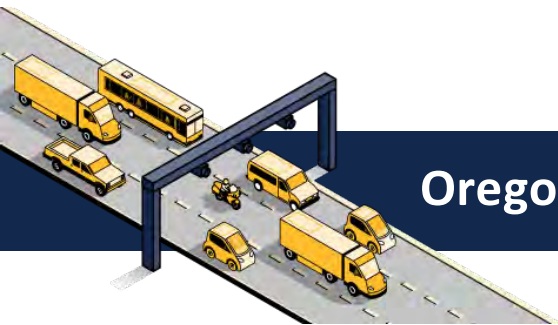
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