



**Urban Mobility**  
STRATEGY

# **A Comprehensive Strategy to Address the Portland Region's Transportation Needs**



---

# Agenda

- 1 The Cost of Doing Nothing
- 2 ODOT's Urban Mobility Strategy
- 3 Tolling Facts & Benefits
- 4 Rate-Setting
- 5 Outreach Opportunities
- 6 Answers to Common Questions
- 7 What's Next

# Safety

- I-5 and I-205 combined accounted for 21,365 crashes from 2016 – 2020
- Current infrastructure will fail during a Cascadia level earthquake
  - No seismic resilient interstate bridge across the Willamette River in the Portland metro area
- Emergency responders are stuck in traffic just like the rest of us



# Congestion + Pollution

- Congestion drains \$1.2 million per day from our local economy
- Region is expected to grow 23% by 2040
- I-5 Rose Quarter corridor has the highest traffic volume in the state of Oregon, with up to 12 hours of congestion each day.
- I-5 Bridge is congested for 11 hours on weekdays.
- Daily congestion on I-205 is 7 hours daily, and is forecasted to jump to 14 hours per day by 2045
- 40% of Oregon's carbon emissions come from the transportation sector

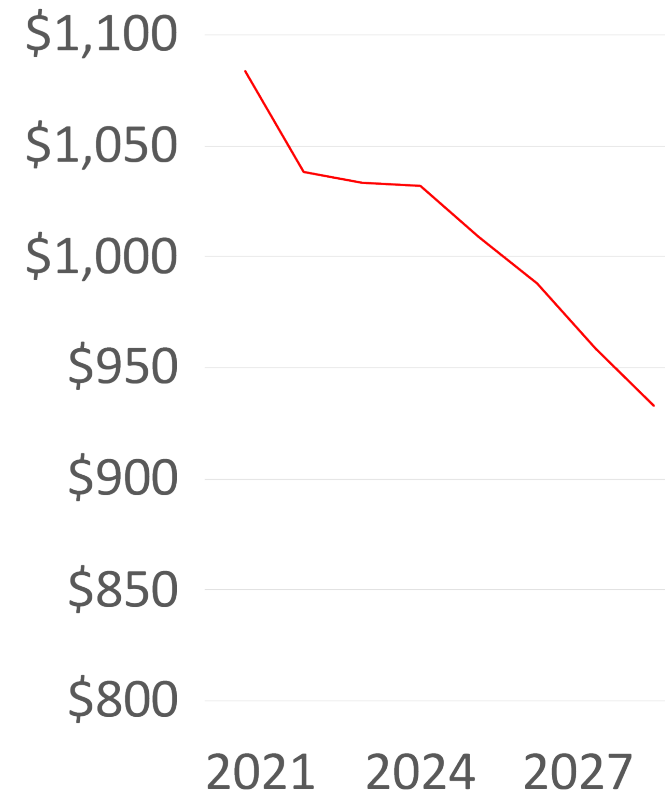


▲  
**Portland is ranked No. 11**  
in the United States  
for traffic congestion.

# Increased Costs, Decreasing Revenues

- The decline of the gas tax
  - It's a flat rate tax that has not kept up with inflation
  - Fuel efficient cars, while great for the climate, mean less revenue
- National Highway Construction Cost- 37% increase since the end of 2020 and 82% since 2009

State Highway Fund Net Revenue  
Adjusted for Inflation; Millions of Dollars



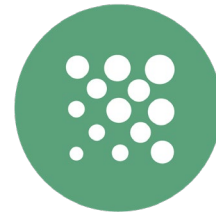
# **ODOT's Urban Mobility Strategy**

**History, Objectives, Improvement Projects**

# Responding to Legislative Direction



**2015-2016:** Governor led transportation visioning panel with meetings around the state



**2020-2021: Urban Mobility Strategy adopted** to coordinate all projects for climate, equity, safety and mobility



**2017: House Bill 2017 passed** – identified core projects and gave direction to study and implement a toll program for congestion relief



**2021: House Bill 3055 passed** – allows for financial flexibility to deliver core projects, including toll program development

# Responding to Legislative Direction

(Traffic Congestion Relief Program)

**SECTION 120.** (1) The Oregon Transportation Commission shall establish a traffic congestion relief program.

(2) No later than December 31, 2018, the commission shall seek approval from the Federal Highway Administration, if required by federal law, to implement value pricing as described in this section.

(3) After seeking and receiving approval from the Federal Highway Administration, the commission shall implement value pricing to reduce traffic congestion. Value pricing may include, but is not limited to, variable time-of-day pricing. The commission shall implement value pricing in the following locations:

(a) On Interstate 205, beginning at the Washington state line and ending where it intersects with Interstate 5 in this state.

(b) On Interstate 5, beginning at the Washington state line and ending where it intersects with Interstate 205.

(4) In addition to areas listed in subsection (3) of this section, the commission may implement value pricing in other areas of this state.

*House Bill 2017, Section 120*



# Responding to Legislative Direction

## Budget Note

The Oregon Department of Transportation is directed to ensure an ongoing commitment to fully fund congestion relief on I-205, including but not limited to the Stafford Rd to Abernethy Bridge bottleneck.

Pursuant to HB 2017, any value pricing revenue shall be dedicated to I-205. In the event that value pricing revenue is not sufficient, or should value pricing prove not to be a viable funding source, the agency shall report immediately to the Legislative Assembly on the funding issues along with specifics on funding needs and options available to the Legislative Assembly to quickly remedy such funding gaps.

An initial report shall be provided to the Joint Transportation Committee no later than the last legislative days in calendar year 2018.

*House Bill 5045 (2017) Budget Note*

# Responding to Legislative Direction

81st OREGON LEGISLATIVE ASSEMBLY--2021 Regular Session *Enrolled House Bill 3055*





- 383.001. The Legislative Assembly finds that: (1) The development, improvement, expansion and maintenance of an efficient, safe and well maintained system of roads, highways and other transportation facilities is essential to the economic well-being and high quality of life of the people of this state.
- (2) Public sources of revenues, including federal funding, to provide an efficient transportation system have not kept pace with the state's growing population and growing transportation needs, and all available alternative sources of funding should be utilized to supplement available public sources of revenues.
- (8) The funding of transportation facilities through the imposition of tolls on those who use such facilities is a fair and impartial means of assessing the costs of improvements against those who most benefit from such improvements, and is consistent with public policy.
- (10) Significant traffic congestion adversely impacts Oregon's economy and the quality of life of Oregon's communities. Where appropriate, variable rate tolls should be applied to reduce traffic congestion and support the state's greenhouse gas emissions reduction goals.

The **Urban Mobility Strategy** is a cohesive approach to make everyday travel safer and more efficient in the Portland metropolitan region.






- **Reduce** traffic jams using congestion pricing through variable rate tolls
- **Decrease** highway bottlenecks with improvement projects
- **Invest** in strategic multimodal transportation investments to address diversion
- **Modernize** the region to withstand a Cascadia level earthquake
- **Develop** sustainable funding to preserve and improve the transportation system

# Urban Mobility Strategy Map

## ODOT Projects

-  System Improvement Project
-  Bike/Ped Crossing Project
-  Regional Mobility Pricing Project
-  I-205 Toll Project

## Partner Project with ODOT Support

-  System Improvement Project
-  Bike/Ped Crossing Project
-  Bus on Shoulder Pilot
-  TriMet Project
-  Multimodal/Community Study

Note: Core project names are boxed



# **Tolling**

**Facts & Benefits**

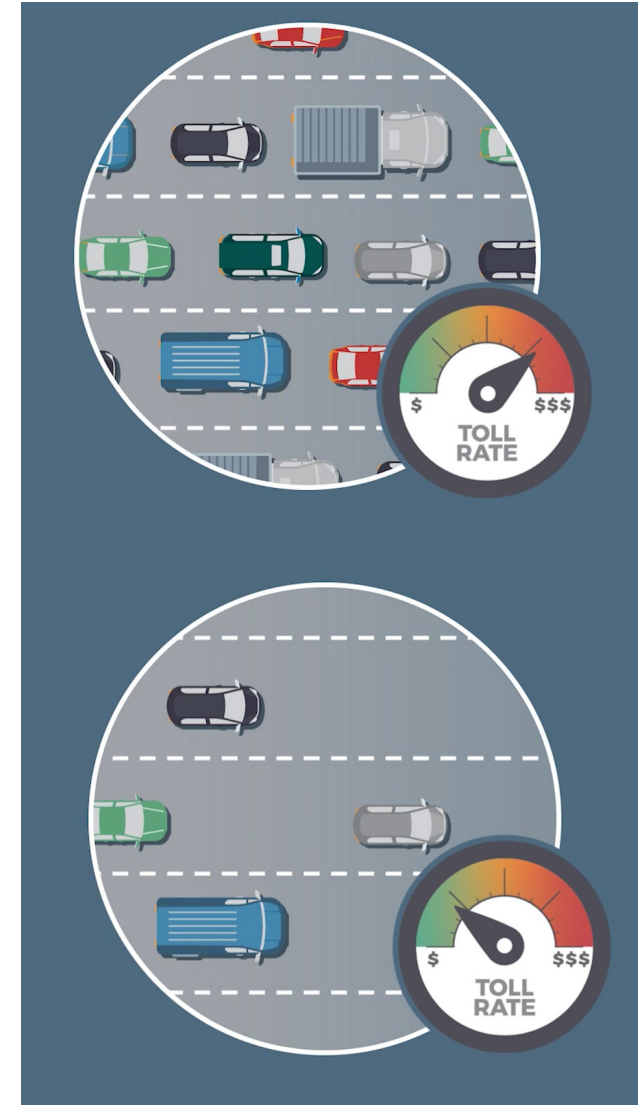


Click here to play [video](#)

# Basic Definitions

We are doing congestion pricing with **variable rate tolls**, which means

- A higher toll during congested hours (rush hour) and a lower toll at other times
- There will be a set rate schedule, so you'll know before you go



# Benefits of Tolling

Funds the Urban Mobility Strategy Improvement Projects. **Without tolling – Projects are not built.**



Fund seismic upgrades for bridges to withstand a Cascadia level earthquake



Improve the flow of goods to and from market



Invest in transit and bike/pedestrian options



Reduce congestion and traffic jams, providing a predictable trip



Raise sustainable revenue to preserve and improve the system



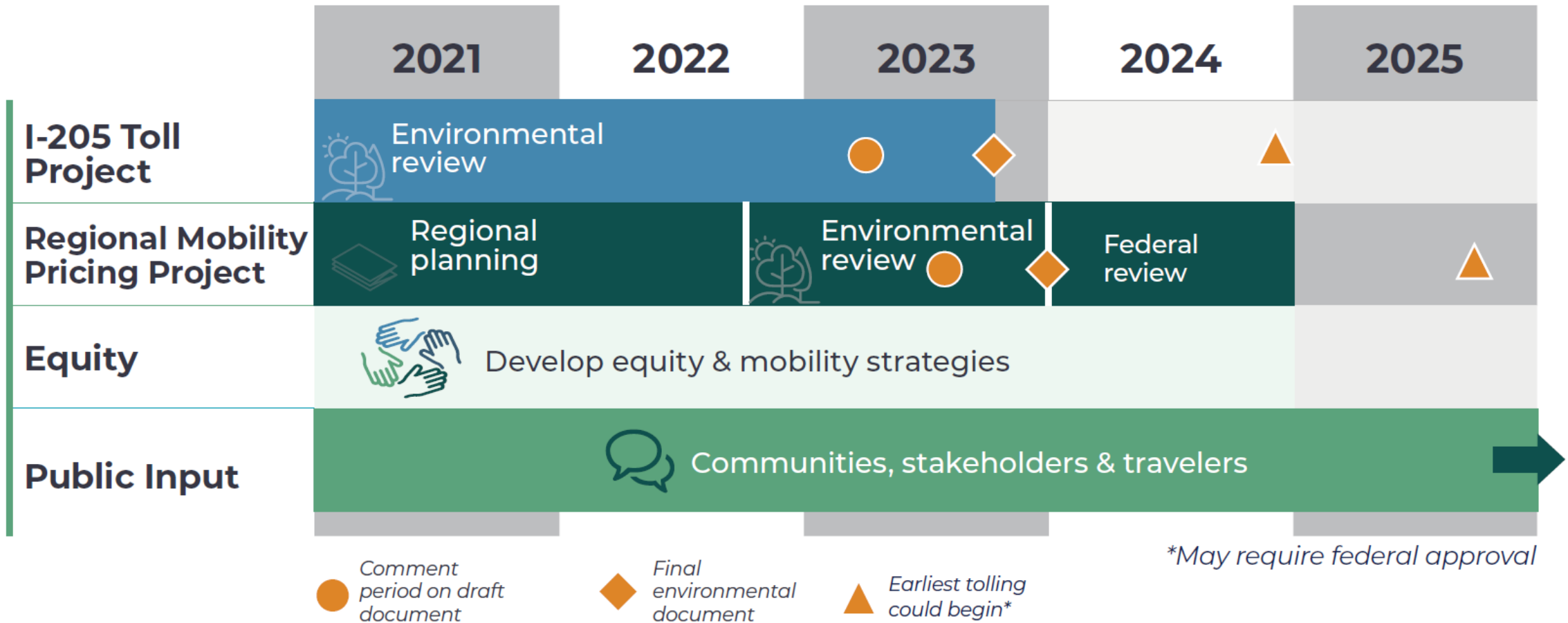
Increase safety through revenue raised for transportation improvements



Reduce carbon emissions to support reaching Oregon's climate goals



# Tolling Timeline



# Tolling Locations

- Tolling is planned on all lanes of I-5 and I-205 in the Portland area
- Regional Mobility Pricing Project gantry locations not yet known – will be in the draft EA
- I-205 Toll Project gantries in orange



# Rate-Setting

Costs and Payment

# Low-Income Toll Program

This was a **Legislative-directed equity study**

- Low-Income Toll Report outlines alternatives to offer financial assistance.
- A possible solution is lower toll rates for people experiencing low incomes.
- A toll discount would help alleviate the burden of choosing between paying a toll and meeting those basic needs.

Oregon Toll Program

## Low-Income Toll Report:

Options to Develop a Low-Income Toll Program and Best Practices for Implementation

A Report to the Oregon Legislature  
September 2022



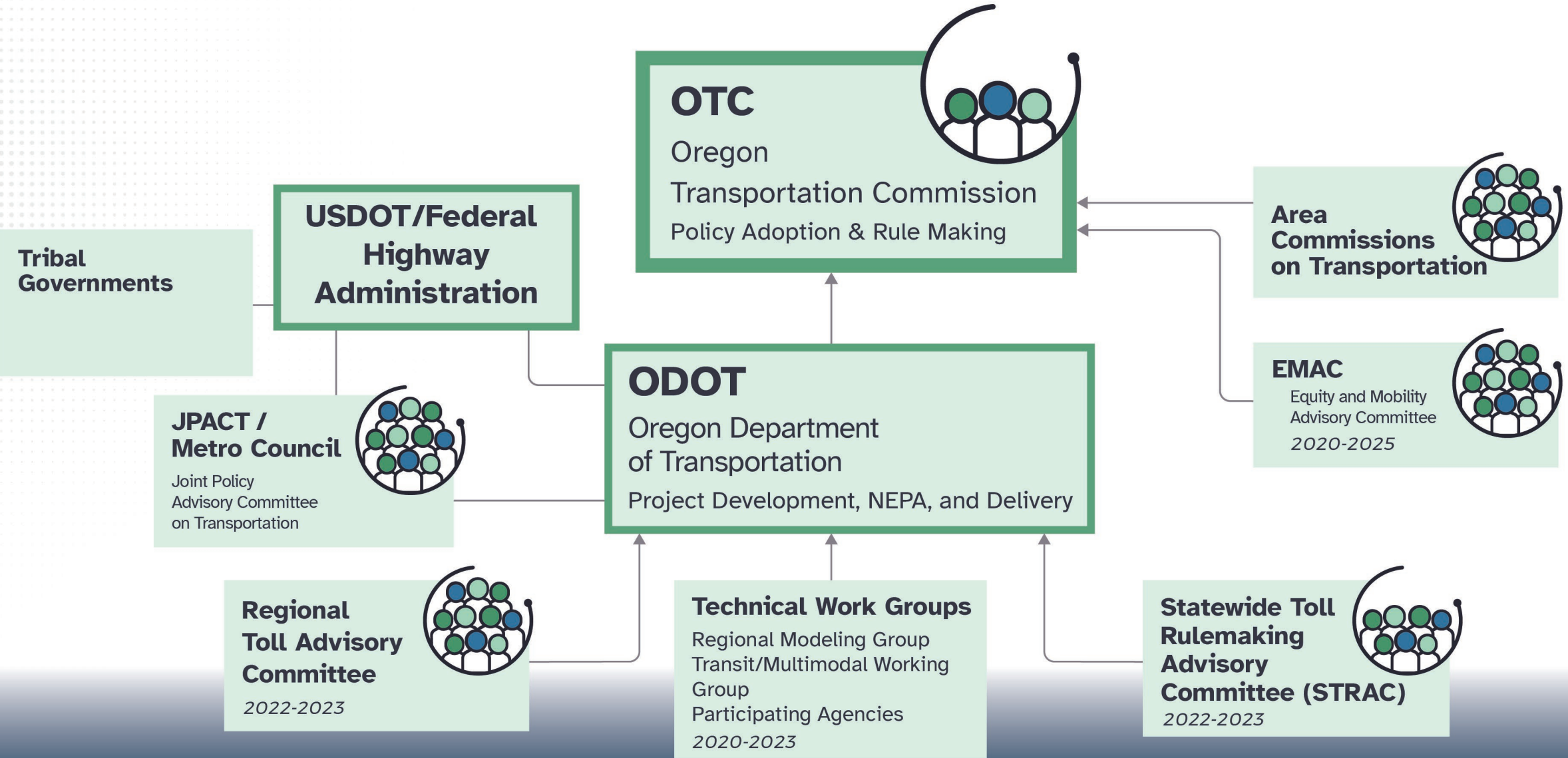
# ODOT Plans Low-Income Options for Tolling in the Portland Metro Area

## Next steps:

- **Statewide Toll Rulemaking Advisory Committee (STRAC)** to provide input on rules for the Oregon Toll Program.
- **The Oregon Transportation Commission** will take the Low-Income Toll Report and the STRAC's recommendations to set the toll rates and rules about ***six months before tolling begins in 2024*** for the Abernethy and Tualatin river bridges on I-205.

# **Outreach and Governance**

**Committees and Community Engagement**



**Broad Public and Stakeholder Engagement**

# Oregon Toll Program Engagement

	2020	2021	2022
<b>Public Outreach</b>			
Public briefings and presentations	<b>70</b>	<b>106</b>	<b>105</b>
Events (tabling, webinars, workshops, in person open houses, in-person listening sessions)	<b>4</b>	<b>3</b>	<b>25</b>
Discussion and focus groups	<b>14</b>	<b>7</b>	<b>16</b>
Online survey comments received	<b>4,300</b>	<b>6,503</b>	<b>12,114</b>
Communications received (project inbox, phone calls)	<b>428</b>	<b>1,100</b>	<b>1,425</b>



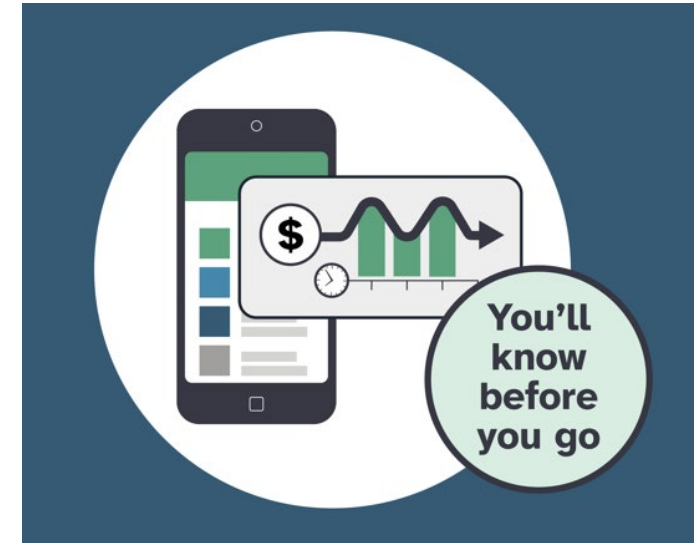
# Answers to Common Questions



# Answers to Common Questions

## We've heard questions about toll rates

- There have been no final decisions made about toll rates
  - Tolls on Abernethy and Tualatin River bridges will pay for the improvements on I-205
  - The Regional Mobility Pricing Project (I-5 and the rest of I-205) tolls aim to reduce congestion and fund transportation projects
- The Oregon Transportation Commission will set toll rates at least 6 months before tolling begins in 2024 for the Abernethy and Tualatin River bridges





# Answers to Common Questions

## The public has voiced concern that traffic will divert from I-5 and I-205 to local roads

- Diversion is already happening and if we do nothing it will only get worse
  - Daily congestion on I-205 will grow from 7 hrs to 14 hrs per day by 2045
  - But with tolling and roadway improvements, drivers on I-205 between Tualatin and Gladstone will see up to 50% shorter travel times
- We're collaborating with local governments to identify where impacts would occur and invest in mitigation and safety upgrades
- Other cities show us that when given the option to save 15 minutes in their commute, most people will choose to pay a toll



# What's Next?

**Next Steps and Upcoming Milestones**

**I-205 Toll Project**

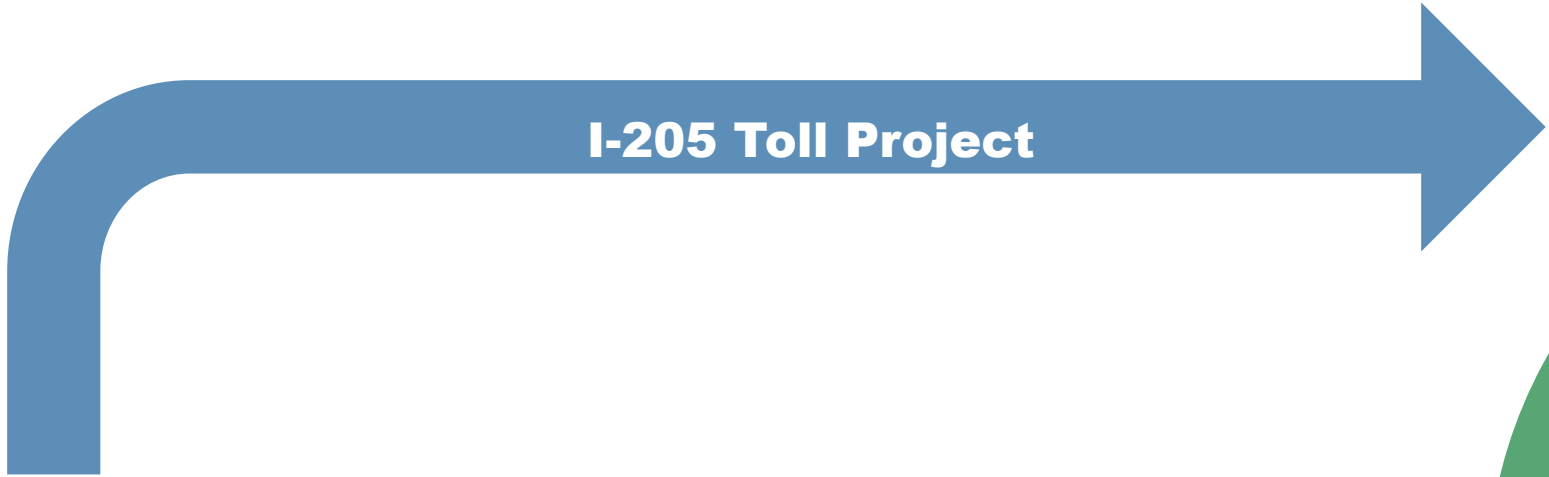
**What is being tolled:** Abernethy and Tualatin river bridges on I-205

**When is the comment period:** First quarter 2023

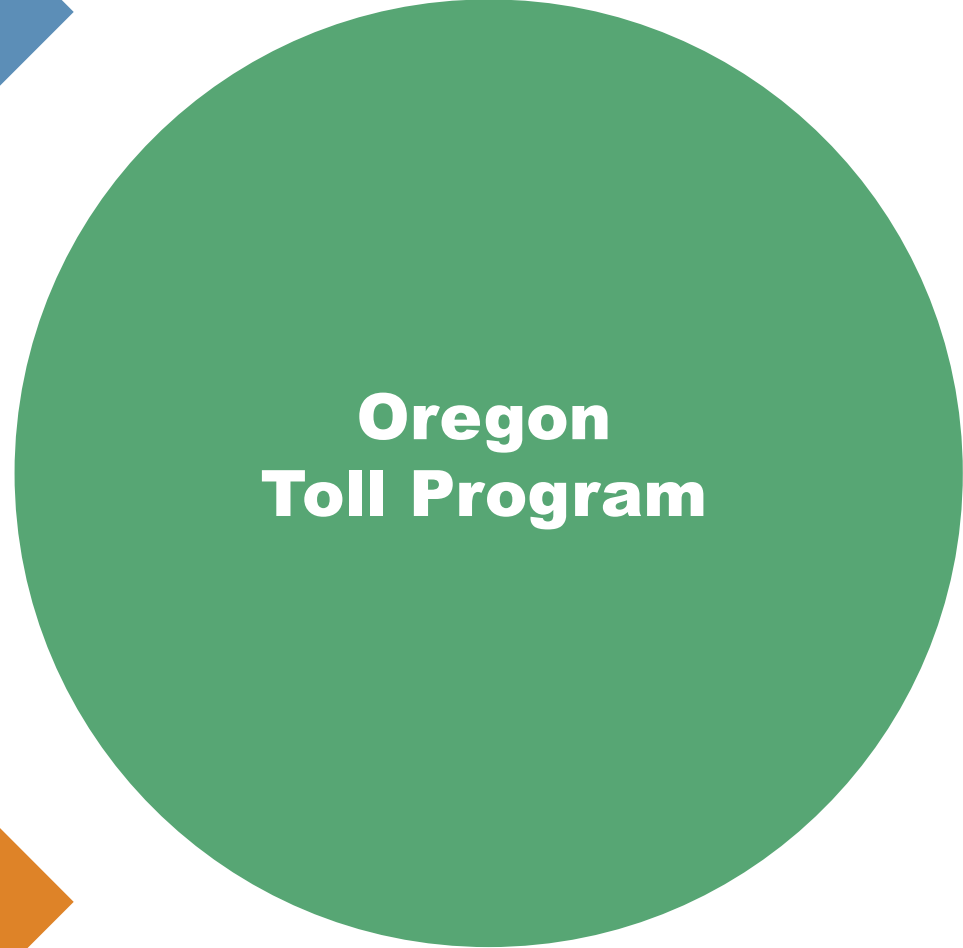
**When would tolling start:** Fourth quarter 2024

**Oregon  
Toll Program**

**Regional Mobility Pricing Project**



**I-205 Toll Project**

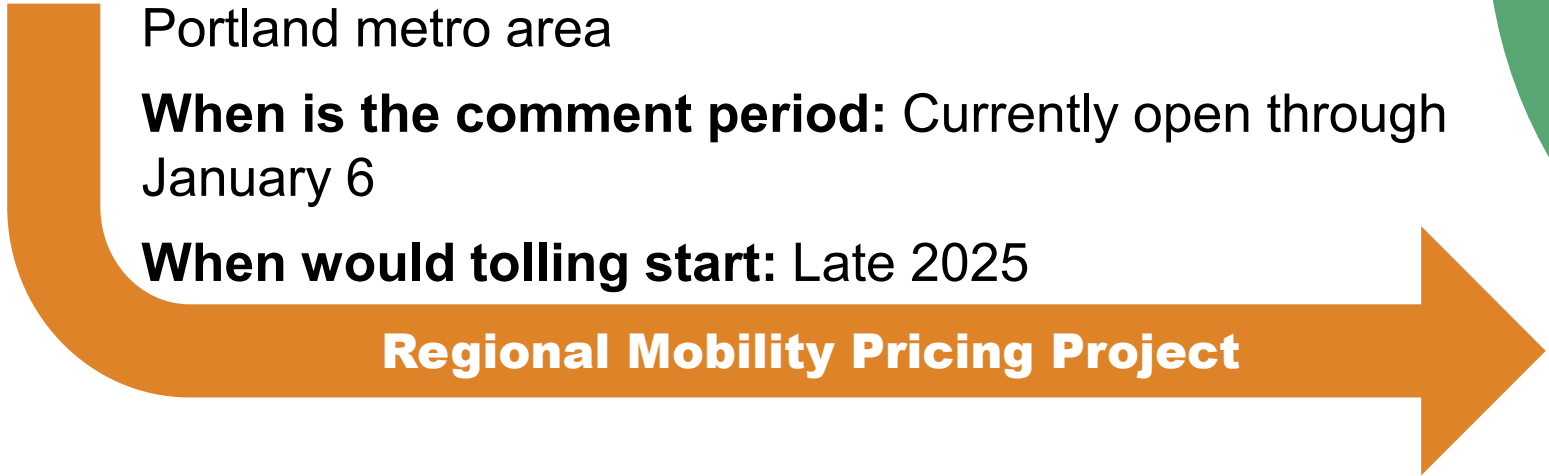


**Oregon  
Toll Program**

**What is being tolled:** I-5 and the rest of I-205 in the Portland metro area

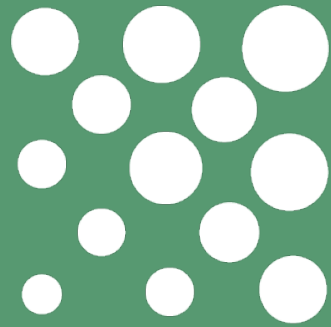
**When is the comment period:** Currently open through January 6

**When would tolling start:** Late 2025



**Regional Mobility Pricing Project**

**Thank you.**



**Urban Mobility**  
STRATEGY