

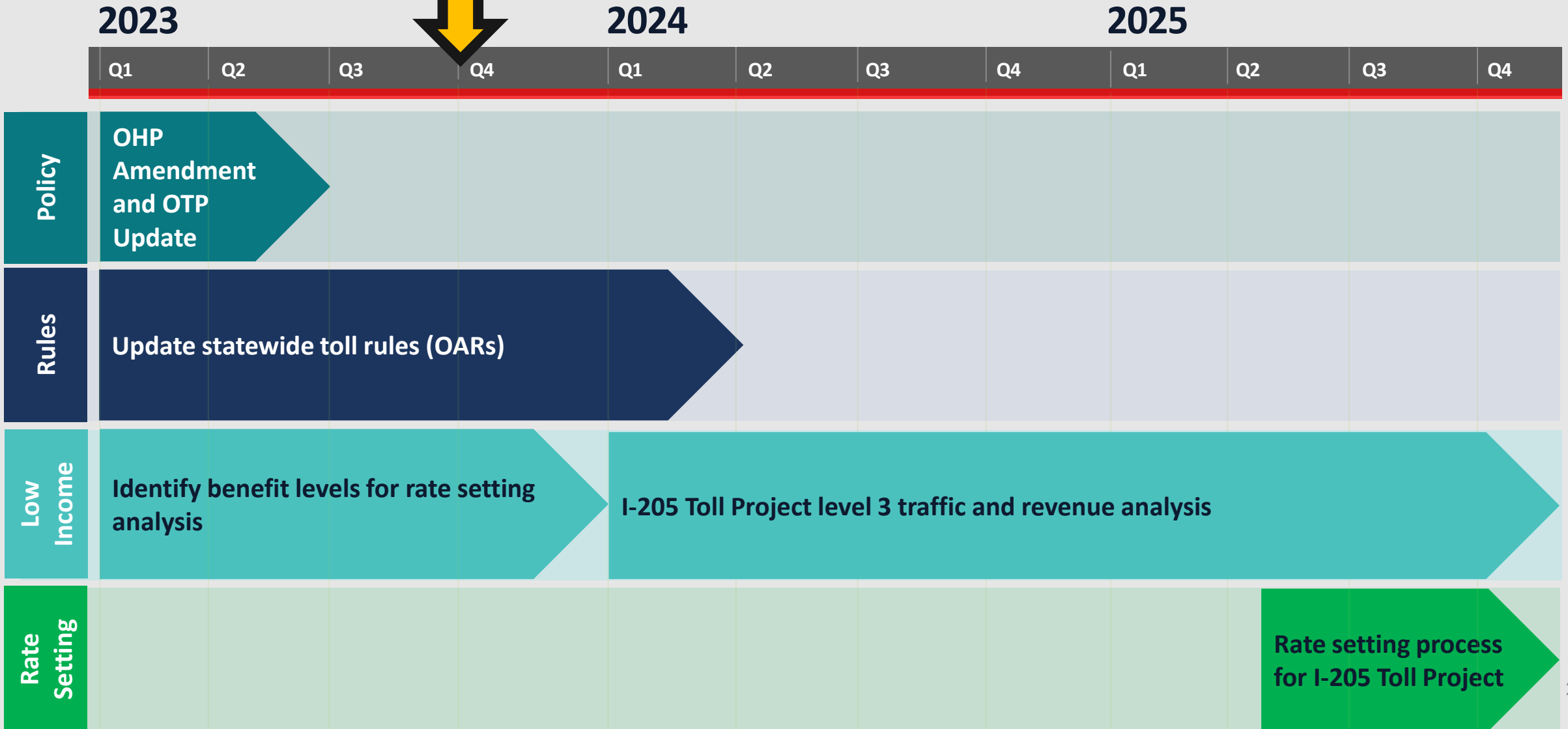
Low-Income Toll Program Update

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Timeline: OTC Toll Policy Decisions

NOTE: Interstate Bridge Replacement Program to be decided through bi-state process



ODOT Recommendation for Low-Income Toll Program Decisions

By end of 2023:

- Commit to program for up to 200% of FPL and identify benefit level, with further analysis to confirm/refine
- Determine options for a 200-400% of FPL program to analyze in greater depth to allow OTC to make a decision in 2025
- Identify the geographic extent

Low Income Toll Program Inputs

- Recognition of existing transportation funding sources and impact on people experiencing low incomes
- HB 3055 provided direction to develop an income-based toll program and required report to Legislature
- Past OTC decisions on the Low Income Toll Report and Oregon Highway Plan Toll Amendment provided direction
- Equity and Mobility Advisory Committee's recommendations on strategy for program investment and accountability

Rationale for 200% FPL

- Ability to rely on existing service providers for income verification, similar to TriMet's Low-Income Fare Program (200% of FPL)
- 200% FPL is a common practice used by the few operating low-income toll programs
- People at this income-level face daily challenges to pay for basic survival needs
- Ability to attract certain users back to the toll facility

Rationale for an Additional Benefit Level

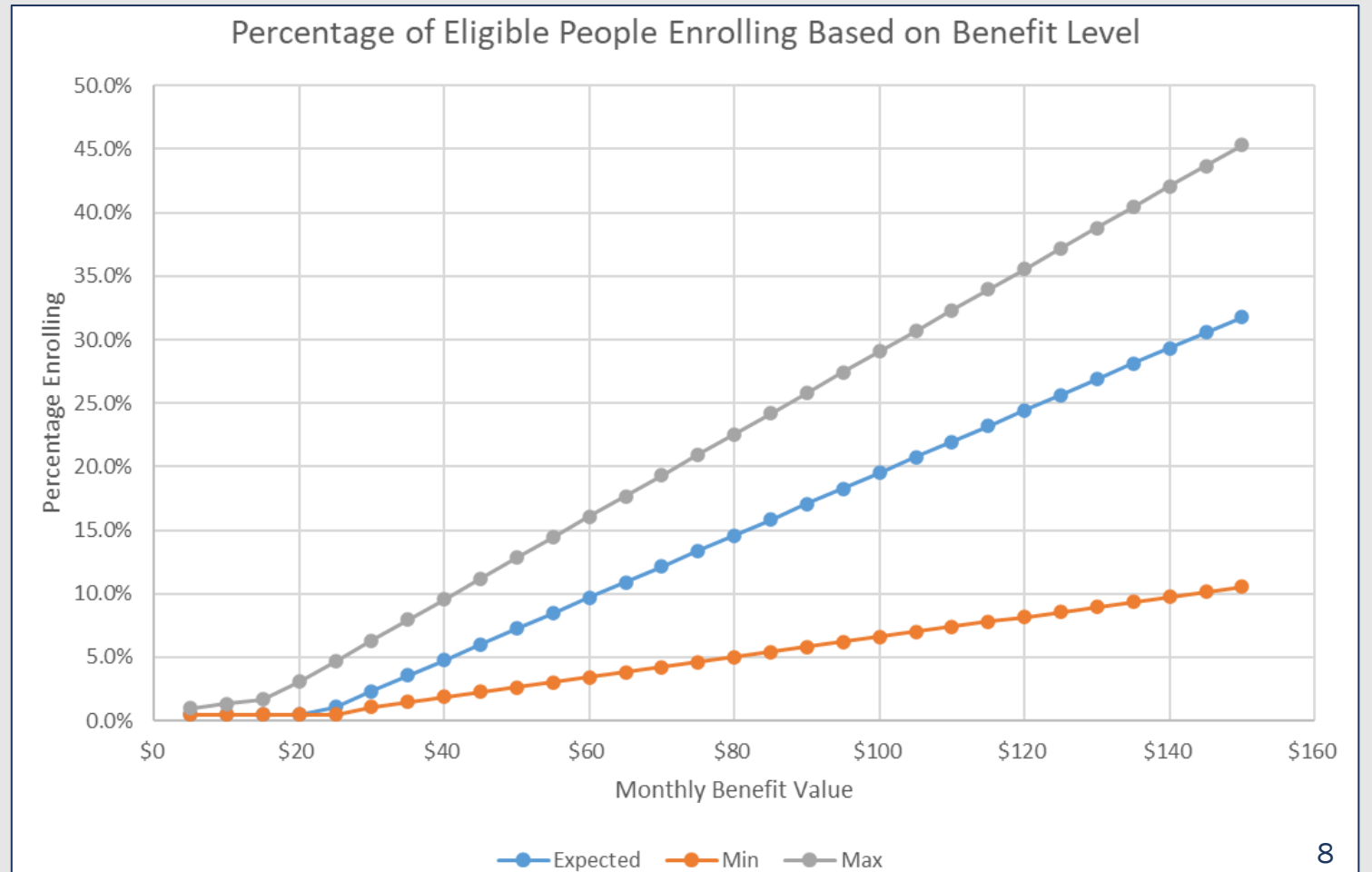
- Avoid a single-tier benefit cliff
- Reach customers at the minimum wage, between 200% and 400% FPL (preschool teachers, cooks, home health care, etc.)
- Attempt to not further transportation cost burden on households
- EMAC has been strongly supportive of a 400% FPL benefit-level
- NOTE: there has been opposition by some potential toll users because of the increase in tolls for these other users

Federal Poverty Level (FPL) and Median Income by Household Size

Household Size	200% Federal Poverty Level (2023)	400% Federal Poverty Level (2023)	Portland Metro Region Median Household Income (2022)
1	\$29,160	\$58,320	\$74,550
2	\$39,440	\$78,880	\$85,200
3	\$49,720	\$99,440	\$95,850
4	\$60,000	\$120,000	\$106,500
5	\$70,280	\$140,560	\$115,020
6	\$80,560	\$161,120	\$123,540

Low Income Program Research

- Only a portion of eligible people enroll in any benefits program
- Enrollment rate depends on value of benefit; higher benefits lead to higher enrollment
- Most low-income toll programs have very low enrollment



Traffic and Revenue Analysis for I-205 Toll Project

		Potential Benefit	Enrollment*	Revenue*	Traffic*
<200% FPL Options					
1	100% discount	\$115	23.0%	-6.9%	+5.0%
2	50% discount	\$45	6.0%	-0.6%	+0.7%
3	Credit	\$45	6.0%	-1.0%	+0.7%
200-400% FPL Options					
9	Credit (small)	\$5	0.5%	0.0%	0.0%
10	Credit (larger)	\$20	0.5%	-0.1%	0.0%
11	25% discount	\$25	1.1%	-0.2%	+0.1%

*Medium outcome in analysis

Further Investigation Needed for Additional Benefits up to 400% FPL

**Verification
process**

**Revenue
impact**

**Congestion
impact**

**Financing
risk**

**Schedule
impact**

**Operations
cost**

Geographic Extent of Existing Programs

Facility	Geographic extent
San Mateo 101 Express (San Francisco, CA)	San Mateo County residents
Elizabeth River Bridge Crossings (Hampton Roads, VA)	Hampton Roads region residents (recently expanded, previously limited to a few local cities)
I-10/I-110 Express Lanes (Los Angeles, CA)	Los Angeles County residents
Central 70 Express Lane (Denver, CO)	Globeville and Elyria-Swansea neighborhood residents

Outreach and Analysis to Aid OTC Decision by December 2023

- Complete preliminary traffic and revenue analysis
- Undertake analysis of implementation issues
- Continue our equity-focused engagement work
 - Toll advisory committees
 - Community Engagement Liaison Service-led discussion groups
 - Community-Based Organizations