



ODOT's Urban Mobility Office

Oregon Toll Program Discussion

EMCTC Presentation
July 12, 2021

Today's conversation

- 1. Better understanding** of ODOT's Urban Mobility Office and the Oregon Toll Program.
- 2. What are the key problems** we should be trying to address with tolling on I-5 and I-205?
- 3. What would successful, equitable tolling** on I-5 and I-205 include?



History and context

- House Bill 2017 “Keep Oregon Moving” adopted
- ODOT launched the Urban Mobility Office in early 2020



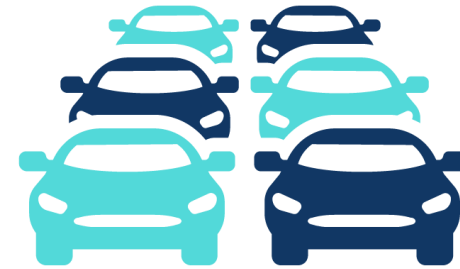
History and context



Oregon faces an **annual**

\$324 million shortfall

in its ability to adequately maintain a state of good repair on bridges and pavement



By 2040, Portland-metro households will spend an average of

69 hours

each year stuck in congestion without new investments in transportation

History and context

Average Weekday Volume Comparison

● 2019 Pre-pandemic Traffic Volumes
○ 2021 (~early May)



Largest expenses for Americans

#1 Housing

#2 Transportation

ODOT's Urban Mobility Office



Equity



**Climate
Change**



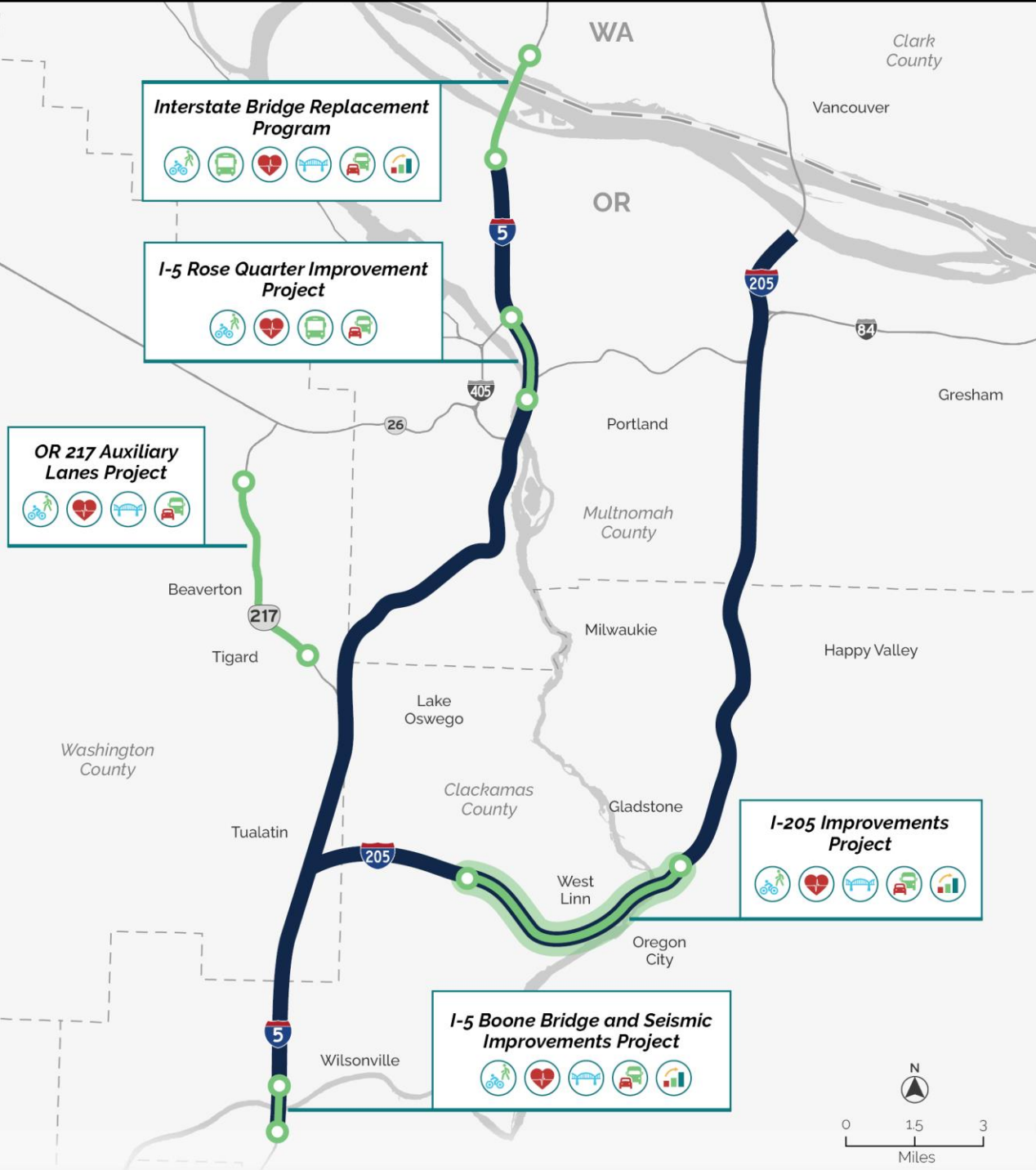
Congestion



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



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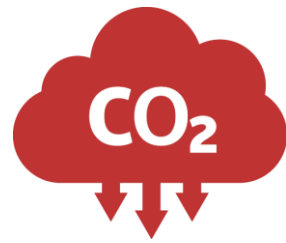


How will tolling work?

What are the benefits of tolling?



Improved travel time and increased reliability



Reduced greenhouse gas emissions and fuel consumption



Sustainable funding for investments



Strategies and investments to advance equity and mobility

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How much will tolling cost?

- You will know the price before you get on the road
- A small shift in the number of drivers makes a big difference, called “congestion pricing”

\$\$

Peak Hours Toll Rate

\$

Off-Peak Hours Toll Rate

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What will tolling pay for?



UMO core
improvement
projects



Transit and
multimodal
transportation
options



Neighborhood
health and
safety



People
experiencing
low-income



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When will tolling start?



*May require federal approval



Transit and multimodal



Low-income



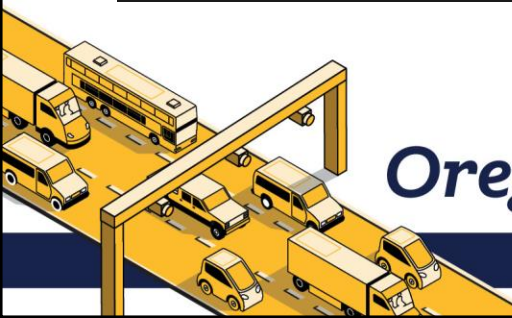
Neighborhood health and safety

Equity and Mobility Advisory Committee



Oregon Transportation Commission

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EQUITY FRAMEWORK STEP 1

Identify who, what, and where



Transit and multimodal transportation options



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**TOLLING, TRANSIT,
AND MULTIMODAL:
RESEARCH**

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**TRANSIT AND
MULTIMODAL:
EMAC POLICY &
STRATEGY
RECOMMENDATIONS**

I-205 Toll Project

**PERFORMANCE
MEASURES:
TRANSIT AND
MULTIMODAL**

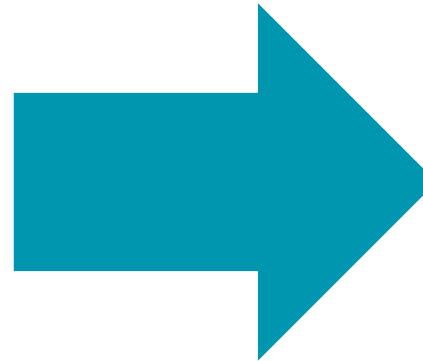
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Transit and multimodal transportation options



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TRANSIT AND MULTIMODAL: EMAC POLICY & STRATEGY RECOMMENDATIONS



Trauma-informed practices will **inform-drive** policy commitments to advance equity within Equity Framework-identified communities. To advance equity in development of the Oregon Toll Program through transit and multimodal transportation options, the Equity and Mobility Advisory Committee provides **the following options to support a future** recommendation to the Oregon Transportation Commission to **prioritize the following commitments:**

Dedication of (%) ~~not~~ toll revenues or (\$) annually toward a combination of transit and active transportation investments.

- How is this policy advancing equity?
- Who is responsible and involved?

Dedication of (%) ~~not~~ toll revenues or (\$) annually to Community Based Organizations to invest in programs or projects that improve transit and multimodal options for transportation.

- How is this policy advancing equity?
- Who is responsible and involved?

Include a baseline for Disadvantaged Business Enterprise investment.

- How is this policy advancing equity?
- Who is responsible and involved?

Public transit vehicles and registered vanpools and carpools should be exempt from paying tolls.

- How is this policy advancing equity?
- Who is responsible and involved?

A balanced approach of focusing on highway and areas farther from the highway that will be affected is needed. Consider a wider area of impact to include rural areas where Equity Framework-identified communities live not a limited distance from the highway.

- How is this policy advancing equity?
- Who is responsible and involved?

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Diversion and impact on neighborhood health and safety



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**TOLLING,
NEIGHBORHOOD
HEALTH AND SAFETY:
RESEARCH**

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**TOLLING,
NEIGHBORHOOD
HEALTH AND SAFETY:
POLICY & STRATEGY
OPTIONS**

I-205 Toll Project

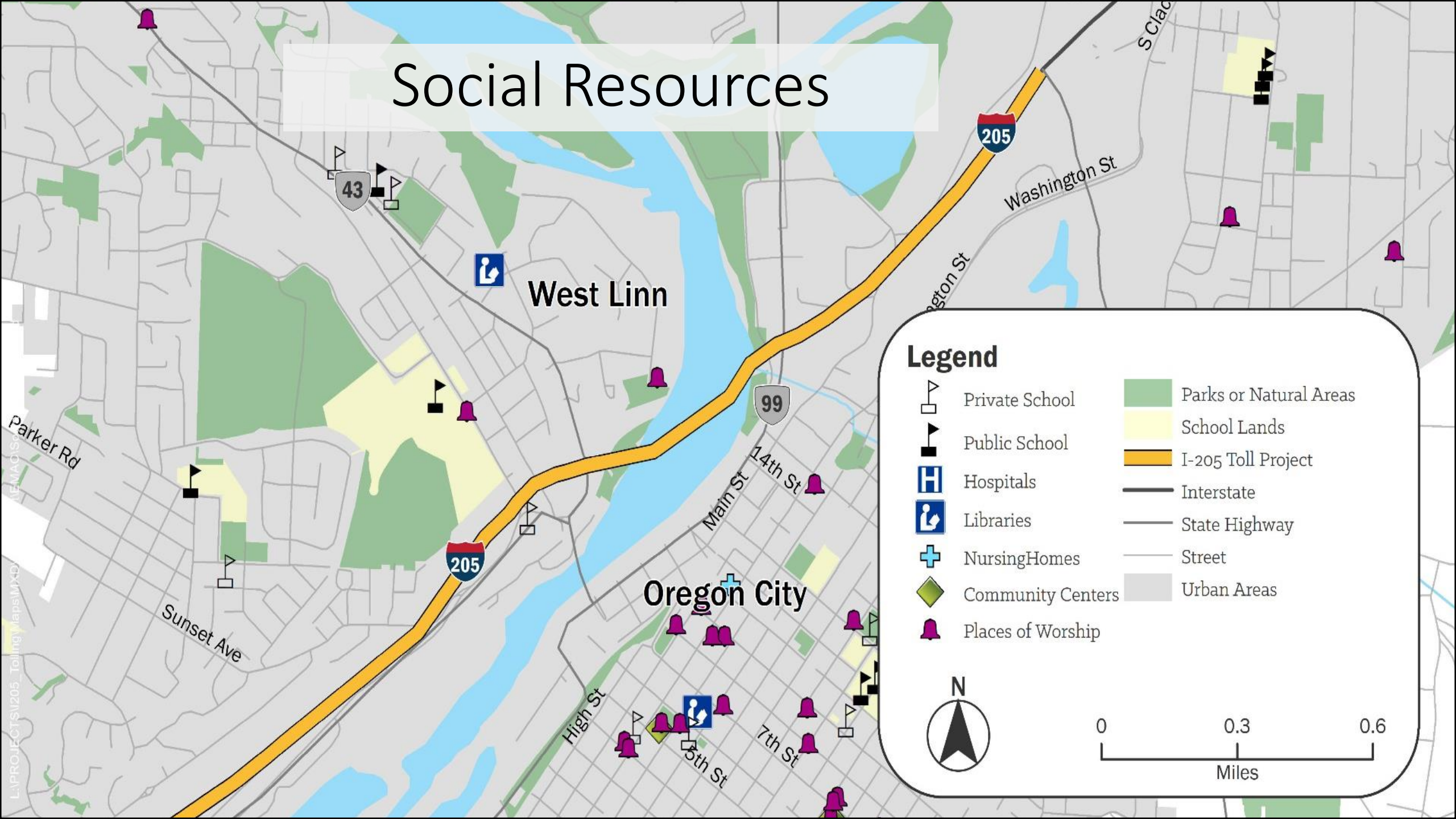


**PERFORMANCE
MEASURES:
NEIGHBORHOOD
HEALTH AND
SAFETY**



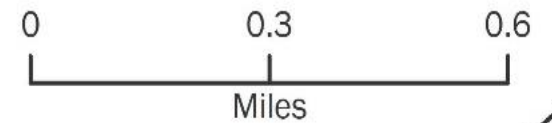
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Social Resources



Legend

- Private School
- Public School
- Hospitals
- Libraries
- NursingHomes
- Community Centers
- Places of Worship
- Parks or Natural Areas
- School Lands
- I-205 Toll Project
- Interstate
- State Highway
- Street
- Urban Areas



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Regional Mobility Pricing Project



Equity



Climate Change



Congestion



Safety



Reliable Funding



Regional Mobility Pricing Project Study Area

- Toll Evaluation Area
- I-205 Toll Project

N
0 1.5 3
Miles

Regional Mobility Pricing Project

KEY DECISION: Purpose and Need Statement

Timing: Early 2022

How to get involved?

- Briefings
- Small group conversations with community engagement liaisons
- Presentations to community-based organizations, businesses, and elected boards/commissions
- Regional workshop (September-October)



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I-205 Toll Project



Equity



Climate Change



Congestion



Safety



Reliable Funding



I-205 Toll Project

KEY DECISION: Possible mitigation of impacts

Timing: Early 2022

How to get involved?

- Equity and Mobility Advisory Committee meetings
- Presentations to community-based organizations, businesses, and elected boards/commissions



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Where we need your help!



Sign up to receive project updates and eNews at oregontolling.org or follow us [@UrbMobilityOfc](https://twitter.com/UrbMobilityOfc)



Participate in and share simple surveys



Provide comments on draft problem statement

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Please contact us with your questions

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