

I-205 Toll Project: Regional Transportation Plan (RTP) and Metropolitan Transportation Improvements Program (MTIP) Amendments

**Metro Policy Advisory Committee
(MPAC)**

Presenters:

Mandy Putney (she/her)



Brendan Finn (he/him)

December 8, 2021



Regional Congestion Management and Mobility Projects

Currently Funded by HB2017

-  System Improvement Project
-  Bike/Ped Crossing Project

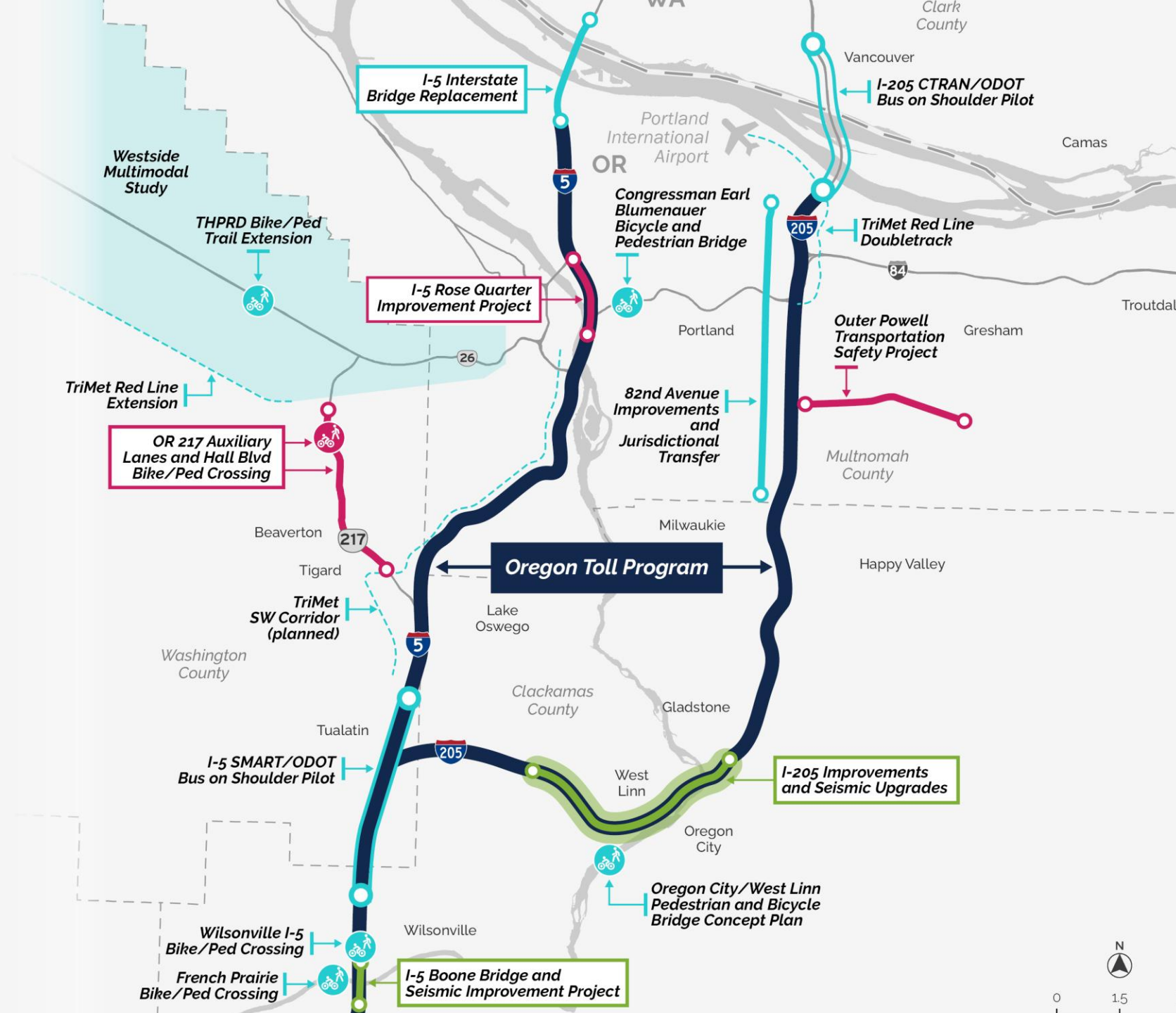
Made Possible with HB3055

-  System Improvement 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 Study

Note: Core project names are boxed



Our charge – Urban Mobility Office



Equity



**Climate
Change**



Congestion



Safety



**Reliable
Funding**



**Equity and Mobility
Advisory Committee**

**Oregon Transportation
Commission**



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Reliable, emissions-reducing, and competitive transportation options

Climate and equity are connected

Toll-free travel options for people struggling to meet basic needs

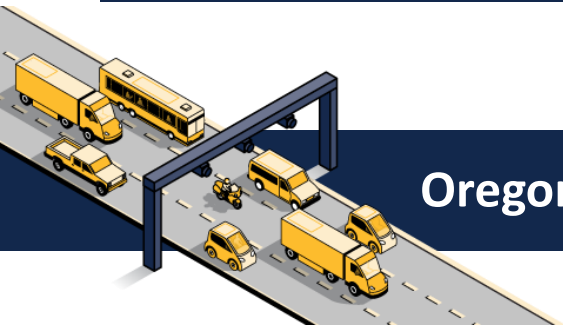
Equity investments, there on day 1

User-friendly system (language, tech access, and ability)

Benefits extend into SW Washington

State, region, and local communities working together

FOUNDATIONAL STATEMENTS



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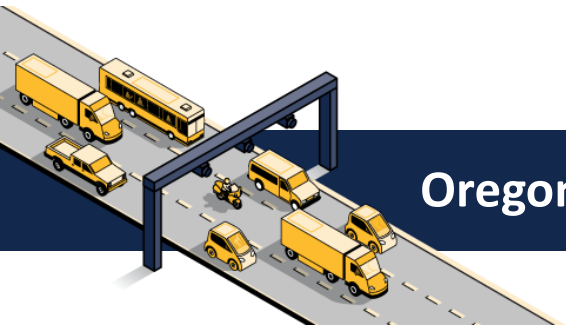
We are addressing low-income impacts



Timing: Fall 2021 – Fall 2022

- Equity and Mobility Advisory Committee
- Outreach through toll projects
- Workshops and briefings

September 15, 2022
Report back to legislature
(directed by HB3055)



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We care about what happens locally



- Diversion
- Noise
- Air quality
- Access to local businesses, faith centers, health care, schools, and parks
- Seniors, youth, and people living with a disability



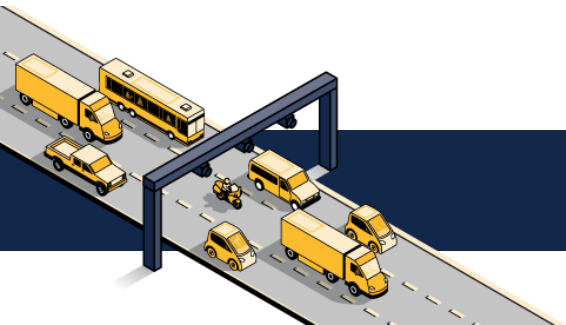
Downtown Oregon City

Source: Molly Johnson, Mt. Hood Territory website

Diversion: What it is and how we're studying it

- **Positive:** Changes in timing of trips, destinations, modes or trips not being made (e.g. telework)
- **Negative (*rerouting*):** Changes that result in increased traffic on local roads
- **Regional Travel Demand Model:** Illustrates changes in demand over the course of the day
- **More detailed modeling:** Analyze rerouting patterns on the local street network during peak hours

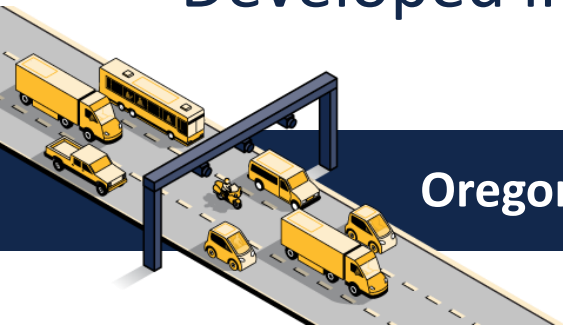
Intersection-level analysis ready in mid-January 2022



We know transportation options are limited

I-205 Toll Project: Transit & Multimodal Strategy

- Builds upon existing transportation plans
- Identifies needs we are hearing about and ideas to address them
- Informs ODOT's commitments to project mitigation
- Developed in coordination with partners



Transit & Multimodal Strategy: Needs & Ideas

Regional

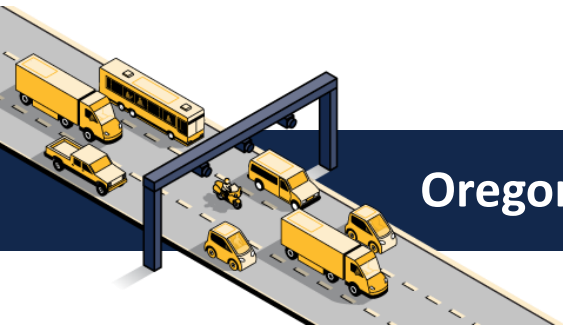
- Express service with bus-on-shoulder
- Carpool and vanpool programs – regionally

Programs

- Transportation management associations (TMA)
- Coordination with affordable housing and Transit Oriented Development

Local

- Park-and-ride and transit center improvements
- Addressing potential impacts of diversion
- Carpool, bus, shuttles, and vanpool programs - locally
- Emerging technologies and new mobility
- Walk and bike safety



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We need funding to answer key questions

During “PE” phase:

1. How will income-based toll rates be established?
2. What are the transit and multimodal investments?
3. Where are diversion impacts located and what will be done to address them?



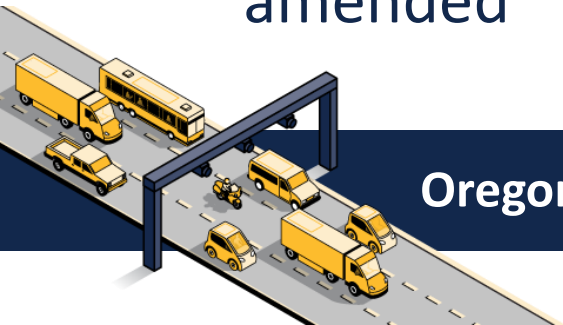
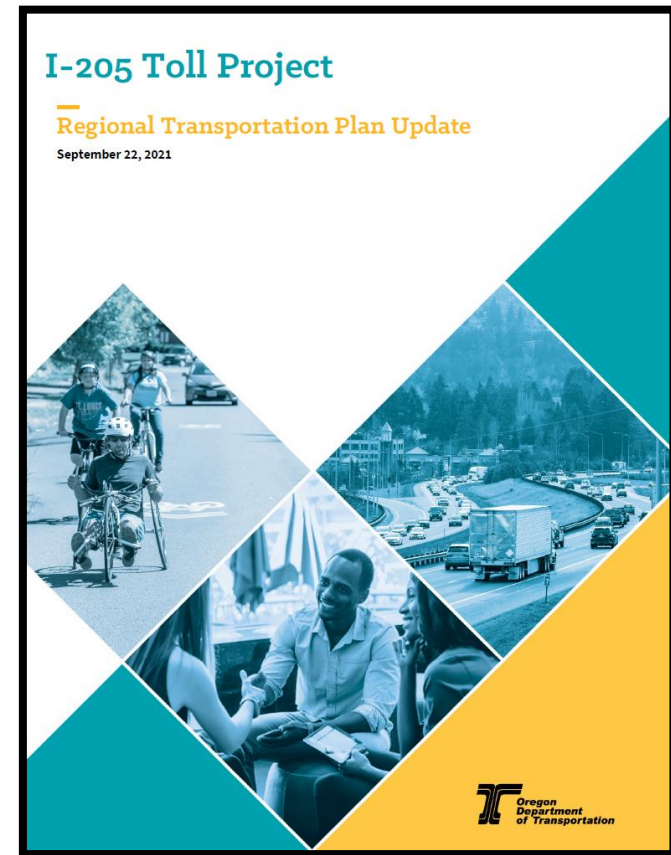
I-205 Toll Project RTP Amendment

October 2021 to February 2022

TPAC, MTAC, JPACT, MPAC, and Metro Council

Why now?

- Align the federal documentation (NEPA analysis) for I-205 Toll Project and I-205 Improvements Project
- FHWA requires NEPA to be completed under a programmed PE phase
- The RTP needs to be updated so that the MTIP can be amended

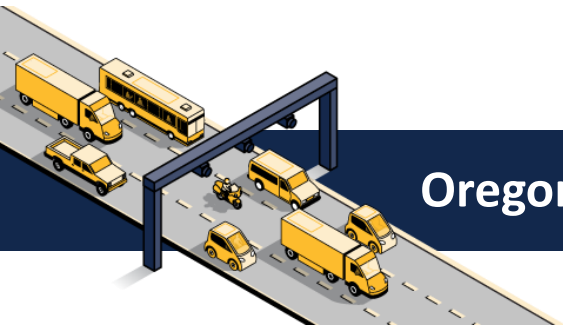


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Overall RTP Amendment Comments

- October 1 - November 15, 2021 (45 days)
- **348 total** comments, 7 were specific to the amendment
- Expressed **opposition to tolling** in general
- Most respondents identified as **white or preferred not to answer**
- Over half are **over age 45**
- One-third reported an annual income of **\$100,000 or more**
- **The majority** of respondents live in **Clackamas County**



Comments Specific to RTP Amendment

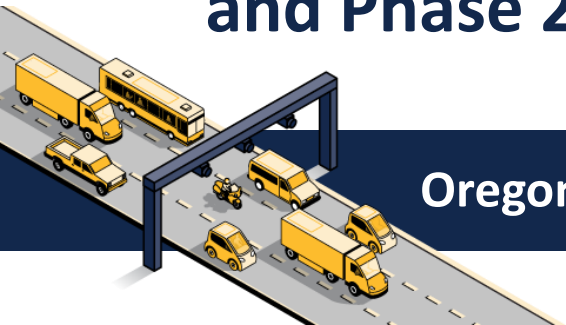
	Opinion
Support	1
Conditional Support	3
Oppose	2
No Indication	1
<i>Total</i>	7

- Need to meet Greenhouse Gas Emission goals
- Invest in transit and multimodal transportation, in addition to highway
- Impacts to low-income and diversion on local streets
- Edits to clarify language



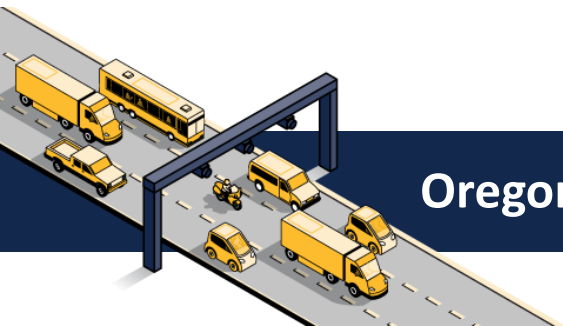
Proposed edits

Preliminary design work is underway to widen I-205 between OR 213 and Stafford Road and improve the I-205/Abernethy Bridge to ensure it remains functional after a catastrophic earthquake. ~~The design work was funded through HB 2017; however, construction funding for this project has not been identified.~~ Construction financing for Phase 1A **including** Abernethy Bridge **and adjacent intersections** is identified in HB 3055 (2021 Session). Variable Rate Tolls priced to manage travel demand as well as provide revenue **are expected to be used** will be used to fund the rest of the project **and mitigation** (Phase 1B, 1C, 1D and Phase 2).



Proposed edits

The proposed I-205 Toll Project would toll I-205 near the Abernethy and Tualatin River Bridges (see figure 8.13b) to raise revenue for construction of the planned I-205 Improvements Project and manage congestion between Stafford Road and Oregon Route 213 to give travelers a better and more reliable trip. Significant impacts caused by tolling will need to be addressed as part of this project through mitigation. More information about the I-205 Toll Project can be found at <https://www.oregon.gov/odot/tolling/Pages/I-205-Tolling.aspx>.”

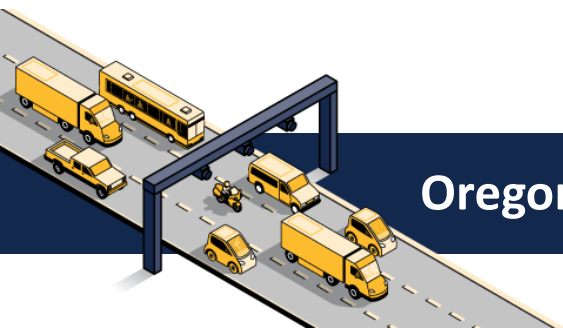


Proposed edits

“The Project would toll all lanes of I-205 on or near the Abernethy Bridge and Tualatin River Bridge. The Project’s purpose is to raise revenue to fund construction of the I-205 Improvements Project and manage congestion between Stafford Road and Oregon Route 213 (OR 213). The PE phase includes completion of environmental analysis under the National Environmental Policy Act (NEPA) and initial design for toll infrastructure.”

2. Amend 2018 RTP Appendix A to add I-205 Toll Project (Preliminary Engineering Phase) as follows:

RTP ID	Project Name	Start Location	End Location	Description	Estimated Cost (2016 dollars)	Time Period	Financially Constrained project list
<u>12099 (new project)</u>	<u>I-205 Tolling Project (PE)</u>	<u>Oswego Hwy (OR 43) Interchange</u>	<u>Stafford Rd Interchange</u>	<u>The Project would toll all lanes of I-205 on or near the Abernethy Bridge and Tualatin River Bridge. The Project’s purpose is to raise revenue to fund construction of the I-205 Improvements Project and manage congestion between Stafford Road and Oregon Route 213 (OR 213).</u>	<u>\$23,534,759</u>	<u>2018-2027</u>	<u>Yes</u>



Please contact us with your questions

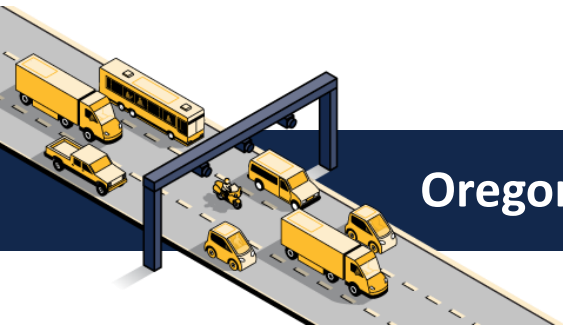
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