



Urban Mobility
STRATEGY

I-205 Toll Project

Tualatin City Council

Garet Prior (he/him)

Heather Wills (she/her)

Chris Wellander (he/him)



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Urban Mobility Strategy Map

Currently Funded by HB2017

-  System Improvement Project
-  Bike/Ped Crossing Project

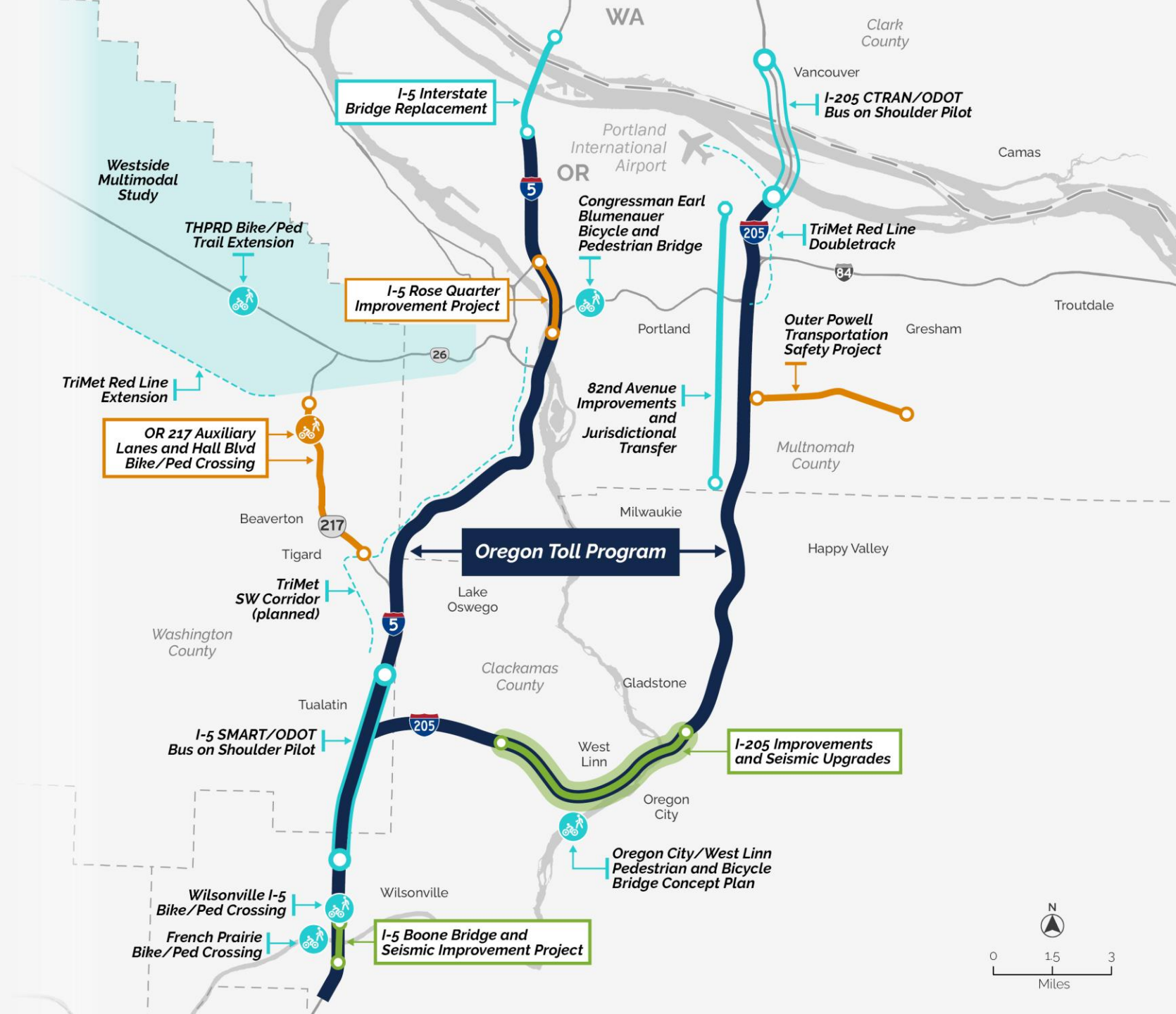
Made Possible with HB3055

-  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



When would it start?

Today

Late 2024

Late 2025



● Comment period for draft document ◆ Final environmental document *May require federal approval

Why is I-205 tolling starting before regional congestion pricing (tolls)?

- I-205 will serve as a proof of concept for federal review and the first step towards a regional congestion pricing system
- Tolling on I-205 is needed to complete the I-205 Improvements Project (first phase \$375 Million)
- Delaying I-205 Improvements costs estimated \$24 Million per year and \$50 – 100 Million in forgone toll revenue)

Early data on benefits and impacts

***Draft Environmental
Assessment in June 2022***



How much will it cost?

- Estimate for environmental analysis = \$0.60 to \$2.00 per toll gantry
- You will know the toll rate before you get on the road
- Only pay for what you use
- There will be a program for people experiencing low incomes

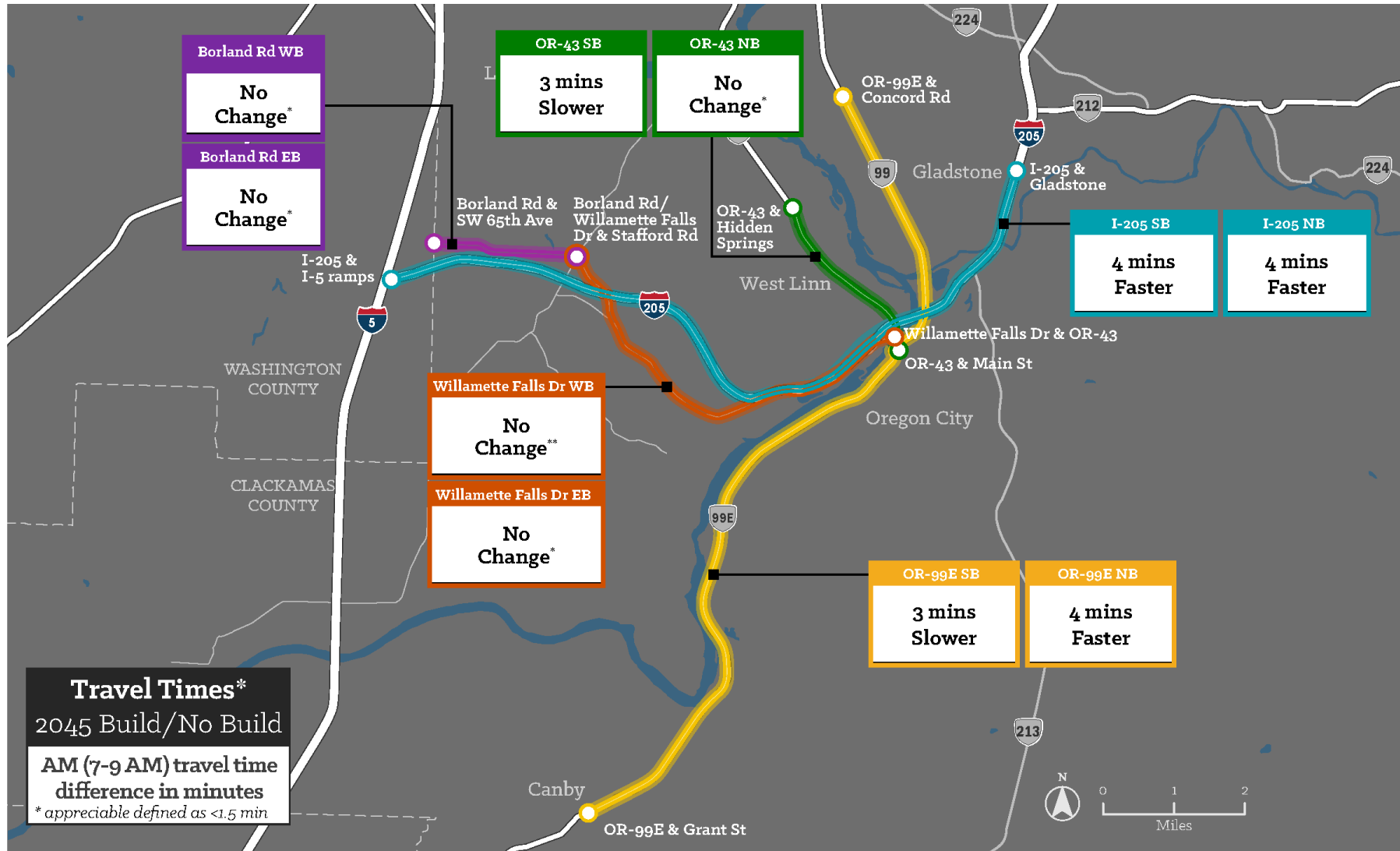


Peak Hours Toll Rate



Off-Peak Hours Toll Rate

Morning travel times with Toll & Invest (2045)

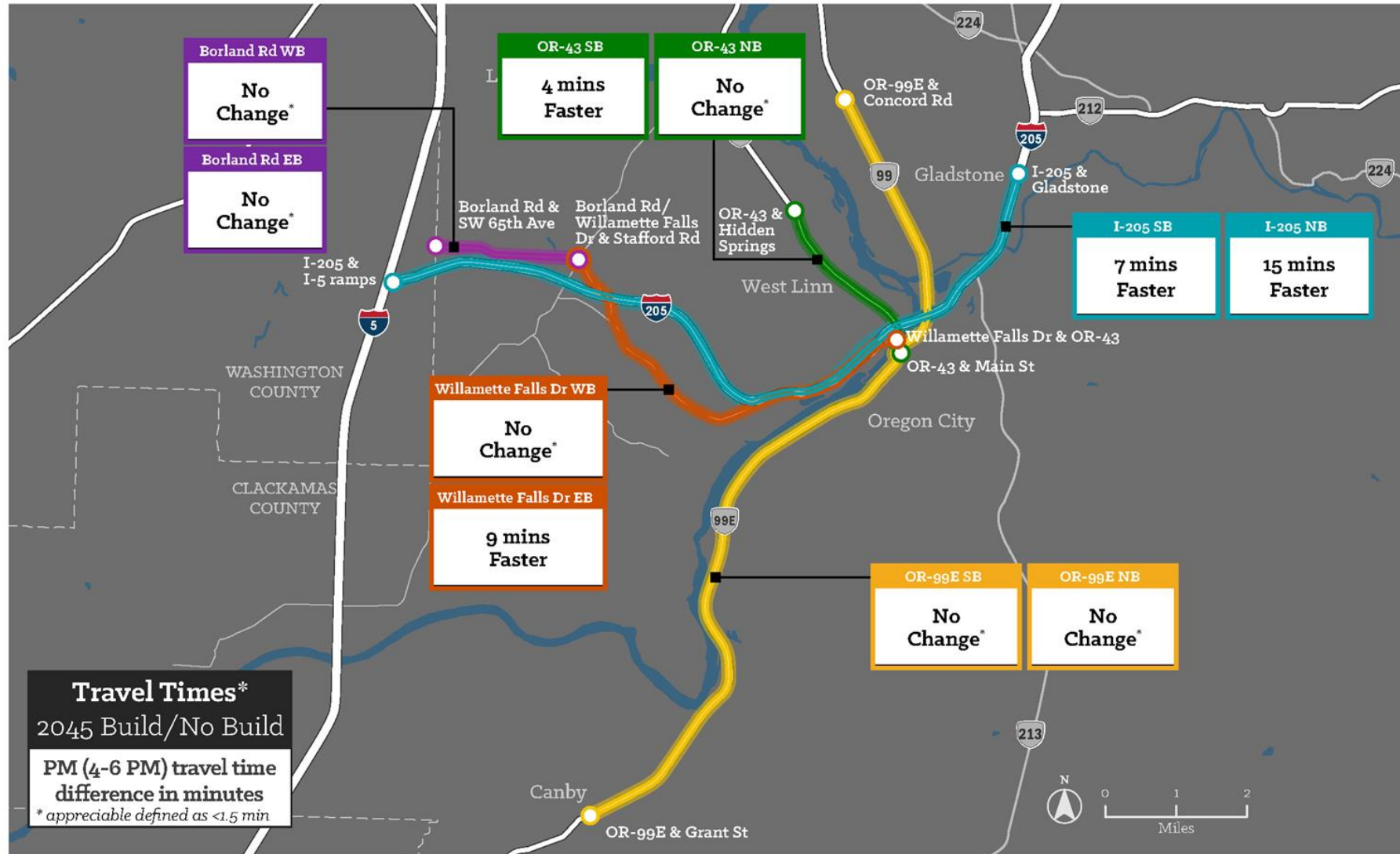


** Based on DTA model output

2/28/2022

Preliminary data; subject to change

Afternoon travel times with Toll & Invest (2045)



** Based on DTA model output

2/28/2022

Preliminary data; subject to change

Topics we are studying with the I-205 Toll Project

Travel time

Diversion
(short and
long term)

Safety

Freight

Climate
and air
quality

Businesses

Toll rate
and
revenue
estimates

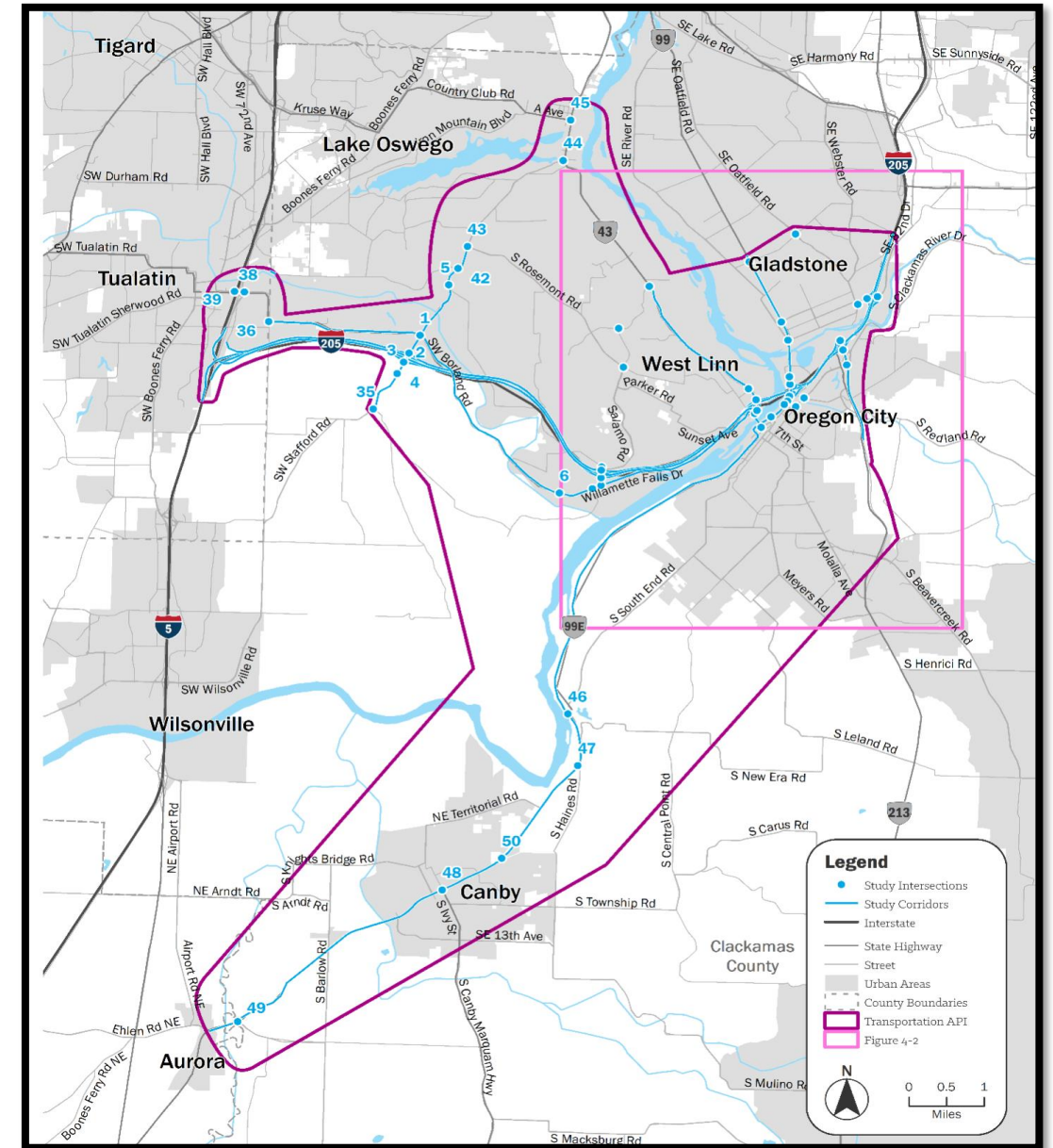
Low-
income
population
s

Sound

Equity
population
s

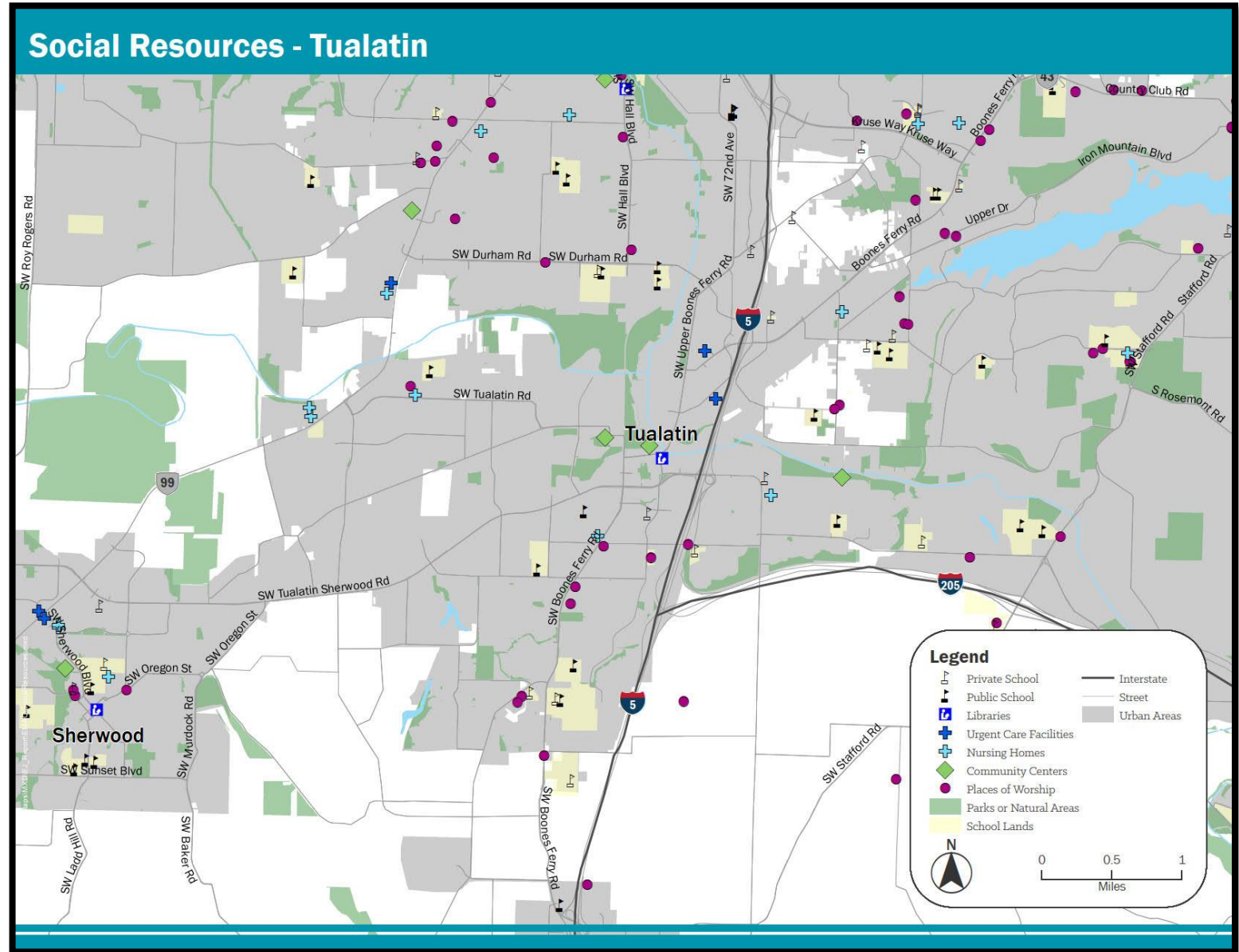
Local intersection analysis

- 50 local intersections are being studied
- 3 intersections in Tualatin (65th @ Borland Road)
- Next step: Work with local communities to identify where mitigation is needed to address impacts

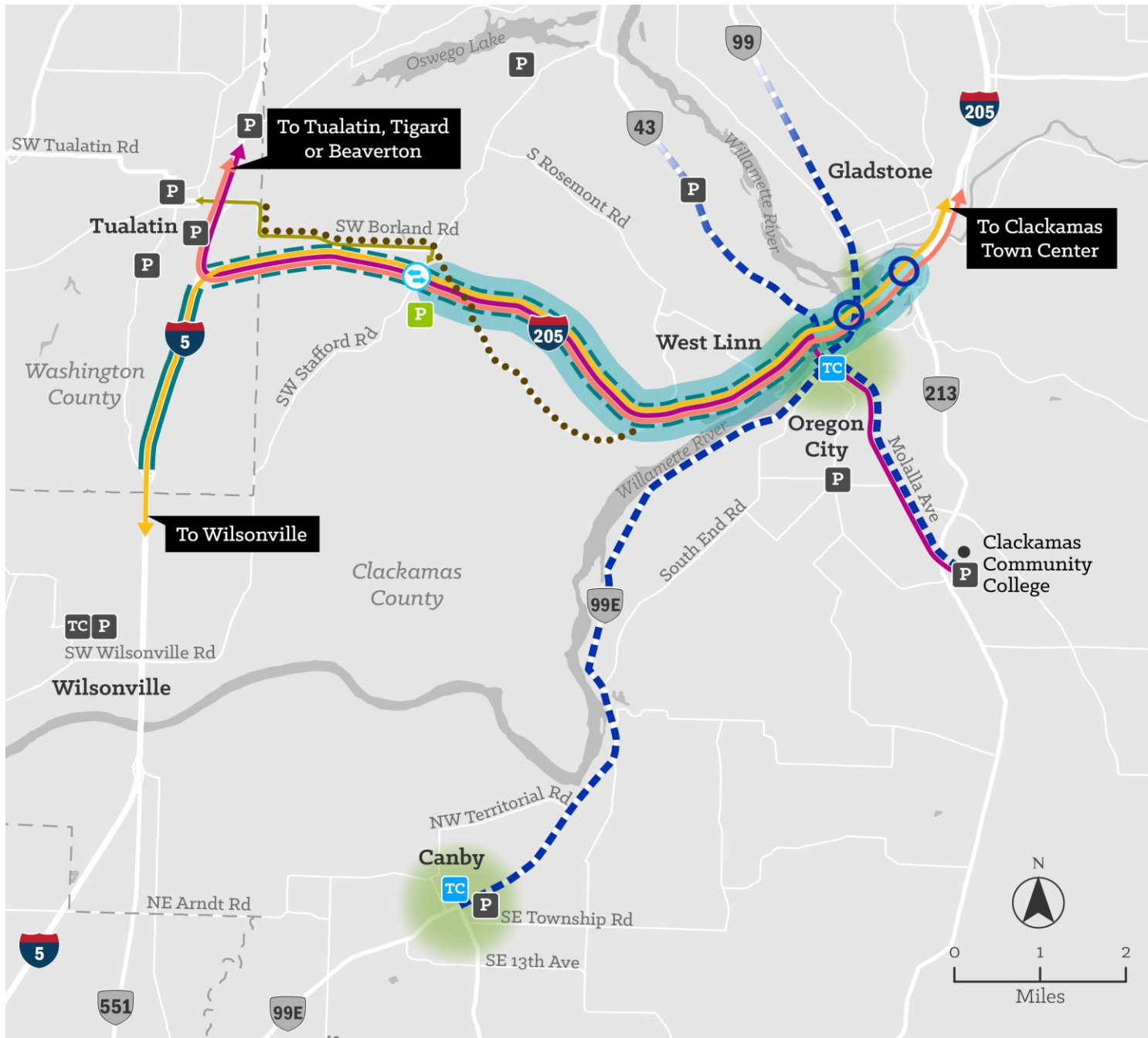


















Accessibility

- Schools
- Nursing homes
- Medical facilities
- Parks and green spaces



Transit, Bike, and Walk



-  I-205 Toll Segment
 -  Existing Bus On Shoulder Pilot Project
 -  Bus On Shoulder
 -  Transit Priority Treatments and Enhanced Pedestrian Access to Bus Stops
 -  I-205 On-Ramp Meter Bypass Lanes
 -  Existing Transit Center
 -  Enhanced Transit Center/Mobility Hub
 -  Existing Park and Ride
 -  New Park and Ride
 -  Transfer Point
 -  Shuttle Route
 -  Bike/Ped Improvements
 -  General Areas for Bike/Ped Improvements
- Express Bus Concepts**
-  Wilsonville–Clackamas Town Center
 -  Clackamas Community College–Beaverton
 -  Clackamas Town Center–Washington Square

How will the program address people experiencing low income?

By September 2022, ODOT will develop a Low-Income Toll Report that identifies options for how to address impacts

By June/July 2022, the I-205 Toll Project will provide information on:

- People experiencing low incomes
- Children under 18
- Older adults
- People experiencing a disability
- Limited English speaking households
- Racial and/or Ethnic Minorities

Discussion questions

1. What is needed to address impacts and realize the benefits of time savings and reliability for Tualatin residents from tolling?
2. When we have the analysis on the I-205 Toll Project ready in June, what can we do to best connect with people in Tualatin?

Contact us with your questions!

Garet Prior, ODOT Toll Policy Manager

Garet.Prior@odot.oregon.gov

(503) 396-2588



Heather Wills, Consultant Toll Program Manager

Heather.Wills@wsp.com



Chris Wellander, Senior Transportation Engineering Manager

Chris.Wellander@wsp.com

