Background and Introduction

Where are we in the process?
The project team identified five tolling concepts, referred to as Concepts A through E, to move forward for round 2 technical evaluation and additional public outreach. The team identified these five concepts using information from 1) the round 1 technical evaluation, 2) public input and 3) experience with congestion pricing projects throughout the US. The project team chose these concepts for their ability to address congestion issues on I-5 and I-205 and their ability to examine different types of strategies to address congestion related issues. The project team will examine the potential benefits and impacts of the five round 2 concepts and will present the results at PAC Meeting #5 on May 14, 2018.

Project timeline

What do we know now?
The following pages summarize what we know now about each of the five concepts that are currently being analyzed in the round 2 technical evaluation. It is important to note that this summary does not reflect findings from the round 2 evaluation. Round 2 evaluation findings will be available in May 2018. On the following pages, “what we know now” about the five round 2 concepts is shown as potential benefits or impacts, using the following symbols:

▲ Green “up” arrows indicate potential benefits
▼ Red “down” arrows indicate potential impacts
► Yellow “sideways” arrows indicate relatively similar potential benefits and impacts

It is important to note that, just because a concept has more green “up” arrows, this does not necessarily mean that the concept is overall “better” than the other concepts.
Round 2 Concept A:
Northern I-5 Priced Lanes

Description
This concept would convert the existing (left) northbound high-occupancy vehicle (HOV) lane on I-5 to a priced lane and would convert the existing left southbound general purpose (GP) lane to a priced lane in the same segment.

What we know now:

Traffic operations:
▲ Potential to relieve severe congestion in the northern I-5 corridor for users of the priced lanes
▼ Prohibitions on heavy vehicles using the left lane could mean that freight does not benefit from this concept

Diversion:
► Some minor diversion on parallel/adjacent streets

Transit service and active transportation:
▲ Public transportation options are currently available and numerous bicycle routes and pedestrian facilities are adjacent to the corridor

Equity benefits and impacts:
► Maintains an unpriced lane option for all trips. Impacts and mitigation needs are likely to be limited.

Revenue and costs:
▼ Single lane toll systems typically generate limited net revenue
▲ Relatively low capital costs to implement

Federal policy:
Northbound would use the Section 166 of Title 23 – HOV/HOT Lane Program
Southbound would use the Value Pricing Pilot Program (VPPP)
Round 2 Concept B:
Priced Roadway between Going St./Alberta St. and Multnomah Blvd.

Description
This concept would toll all existing lanes on I-5 in the northbound and southbound direction between Going Street/Alberta Street and Multnomah Boulevard.

What we know now:

Traffic operations:
▲ Potential for significant congestion relief in the most severely congested area in the Portland metro region
▲ Freight vehicles could benefit from travel time improvements on priced roadways

Diversion:
► Some travelers could divert onto adjacent roadways, but this can be managed with effective pricing

Transit service and active transportation:
▲ Public transportation options are available and numerous bicycle routes and pedestrian facilities are adjacent to the corridor

Equity benefits and impacts:
▼ Would require policies to address impacts of increased transportation costs for lower income populations and to improve travel options
► Tolls may only be needed during peak hours, opening the facility for use with lower tolls or for free during off-peak hours

Revenue and costs:
▲ Tolled roadways typically generate the highest revenue and should be able to cover routine and periodic maintenance costs

Federal policy:
Implementing congestion pricing on existing unpriced facilities would use the Value Pricing Pilot Program (VPPP)
**Round 2 Concept C: Priced Roadway – Toll All Lanes**

**Description**
This concept would price all existing lanes of I-5 and I-205 from the Oregon side of the Columbia River to the junction of the two highways north of Wilsonville, Oregon.

**What we know now:**

**Traffic operations:**
- Potential for the greatest congestion relief throughout the Portland metro area
- Freight vehicles could benefit from travel time improvements on priced roadways

**Diversion:**
- Some diversion on parallel/adjacent streets

**Transit service and active transportation:**
- Public transportation options and bicycle routes and pedestrian facilities are available throughout the region but not with consistent quality and frequency in all areas

**Equity benefits and impacts:**
- Would require policies to address impacts of increased transportation costs for lower income populations and to improve travel options
- Tolls may only be needed during peak hours, opening the facility for use with lower tolls or for free during off-peak hours

**Revenue and costs:**
- Tolled roadways typically generate the highest revenue, which could provide a new resource to address other transportation improvements and/or mitigation strategies

**Federal policy:**
Implementing congestion pricing on existing unpriced facilities would use the Value Pricing Pilot Program (VPPP)
Round 2 Concept D:
I-205 Priced Lane – OR99E to Stafford Rd.

Description
This concept would apply a variable toll on a single newly constructed (left) lane between OR99E and Stafford Road, including the Abernethy Bridge.

What we know now:
Traffic operations:
▲ Potential to relieve congestion on south I-205 by removing existing two-lane bottleneck for a long segment of I-205
► Prohibitions on heavy vehicles using the left lane could mean that freight benefits would be limited from this concept

Diversion:
► Some minimal diversion on parallel/adjacent streets

Transit service and active transportation:
▼ Few options available in the vicinity for public transportation, bicycle and pedestrian users

Equity benefits and impacts:
► Maintains an unpriced lane option for all trips. Impacts and mitigation needs may be limited or moderate.

Revenue and costs:
► Could provide a new revenue source to contribute funds toward the new travel lane in each direction and upgrades for the Abernethy Bridge. Single lane tolls typically generate limited net revenue.

Federal policy:
Congestion pricing in conjunction with new construction is authorized under Title 23 U.S.C. Section 129
Round 2 Concept E: Abernethy Bridge Priced Roadway

Description
This concept would apply a toll on all lanes of the Abernethy Bridge. This concept is being evaluated as a potential funding strategy to widen this section of I-205 and upgrade the bridge.

What we know now:

Traffic operations:
▲ Potential to relieve congestion on an existing bridge bottleneck where the existing lane configuration only has two through travel lanes

Diversion:
▼ Some travelers could divert onto adjacent roadways

Transit service and active transportation:
▼ Few options currently available in the vicinity for public transportation, bicycle and pedestrian users

Equity benefits and impacts:
▼ Would require policies to address impacts of increased transportation costs for lower income populations and to improve travel options

Revenue and costs:
▲ Could provide a new revenue source to fund upgrades for the Abernethy Bridge and the planned third lane between OR99E and Stafford Road

Federal policy:
Congestion pricing in conjunction with reconstruction of a bridge is authorized under Title 23 U.S.C. Section 129