

# Portland Region Value Pricing Policy Advisory Committee

## Purpose

The Value Pricing Policy Advisory Committee shall advise the Oregon Transportation Commission in implementing Section 120 of HB 2017 by:

- evaluating options to implement value pricing to reduce congestion on I-5 and I-205 in the Portland area based on factors provided below by the Commission;
- considering public input for the various options;
- determining effects and potential mitigation strategies for options; and
- providing input and recommendations on value pricing to the Commission prior to applying to the Federal Highway Administration.

## Membership

The PAC shall consist of voting members appointed by the ODOT Director who represent:

- Oregon Transportation Commission
- Oregon Department of Transportation and Washington State Department of Transportation
- City, county, and metropolitan planning organization officials from Oregon and Washington
- Highway users
- Advocates for equity and social justice
- Public transportation
- Environmental advocacy groups
- Port of Portland
- Business community

The PAC will also include ex officio members.

## Charge from the Commission

As laid out in Section 120 of HB 2017, value pricing is designed to relieve congestion on I-5 and I-205 in the Portland metropolitan region. The Commission intends to evaluate value pricing options that will address congestion through one or more of the following means.

- **Managing congestion:** Value pricing used to manage demand and encourage more efficient use of the transportation system by shifting trips to less congested times or designated lanes through pricing and/or maximizing the use of other modes to improve freeway reliability.
- **Financing bottleneck relief projects:** Value pricing used as a means to finance the construction of infrastructure, such as new freeway lanes, that will address identified bottlenecks that improve the efficient movement of goods and people.

## Attachment 1

When evaluating value pricing options, the PAC shall at a minimum consider the following factors:

- **Revenue and cost:** To what extent the option will raise sufficient revenue to cover the cost of implementing value pricing as well as the ongoing operational expenses, including the costs of maintenance and repairs of the facility.
- **Traffic operations improvements:** To what extent the option will improve the traffic operations of the priced facility, including but not limited to increasing reliability and mitigating congestion.
- **Diversion of traffic:** To what extent the option will cause diversion to other routes and modes that will impact the performance and operations of other transportation facilities, including both roads and transit service.
- **Adequacy of transit service:** To what extent public transportation service is available to serve as an alternative, non-tolled mode of travel.
- **Equity impacts:** Whether the option will disproportionately impact environmental justice households or communities and to what extent mitigation strategies could reduce the impact.
- **Impacts on the community, economy, and environment:** Whether and how the option will impact the surrounding community, economy, and/or environment and the economy of the state in general.
- **Public input:** To what extent the public supports a particular pricing option as a way to address congestion.
- **Consistency with state law and policy:** Whether the option will comply with existing Oregon Transportation Commission policies, state laws, and planning regulations.
- **Feasibility under federal law:** Whether the option is allowable under federal tolling laws or will require a waiver under the Value Pricing Pilot Program or some other authority.
- **Project delivery schedules:** Whether a value pricing option has the potential to alter the expected delivery schedule for a project on the corridor.

The PAC may also consider other factors.