



# Portland Metro Area Value Pricing Feasibility Analysis

## FACT SHEET

## We have a congestion problem

It's not your imagination — more people and merchandise are sitting in Portland-area traffic longer. Buses, bicycles and pedestrians also are affected as the system slows. Regional growth has strained the Portland metro area's six major highways — including I-5 and I-205. Congestion and delays are increasing throughout all hours of the day creating unpredictability, costing people and businesses, and increasing crashes.

### Not one single solution

In 2017, the Oregon Legislature authorized substantial funding to improve area highways, transit, biking and walking facilities, and use technology to make the system work better. The Legislature also directed the Oregon Transportation Commission (OTC) to seek federal approval to implement value pricing on I-5 and I-205 to address the congestion problem.

### What is value pricing?

Pricing strategies have been used successfully for years by utilities, sporting events and movie theaters. The price is determined by how many users want to use a limited service.

Value pricing, also called congestion pricing or variable rate tolling, is a proven tool resulting in faster, more reliable and predictable trips. It has been successfully implemented in the U.S. and around the world.

Value pricing uses fees or tolls to manage

congestion. During more congested times of the day a higher fee is charged, encouraging some drivers to consider other travel options such as alternate routes, carpools, transit or travel at less congested times. This improves mobility for all drivers who pay the fee, and potentially for the entire system. Fees are collected electronically so drivers do not have to stop at toll booths.

The OTC will consider two main types of value pricing:

- **Priced lanes**, which give drivers a choice to pay to use the lane to save time or to use the adjacent, unpriced lanes.
- **Priced roadways**, a concept under which all lanes would be priced.

Implementation of priced lanes in the Portland metro area requires a decision about whether to construct new lanes or convert general travel lanes.

Both types of value pricing tools could be applied to the entire highway or to specific highway segments, which could include bridges.

**+30,761**  
MORE PEOPLE

Portland area  
population growth  
2014 - 2015

**+13.6%**  
MORE CONGESTION

Hours of weekday congestion growth  
in the Portland area  
2013 - 2015

**+22.6%**  
MORE TRAFFIC DELAYS

In the Portland  
area  
2013 - 2015

## BENEFITS OF VALUE PRICING

### FOR SAFETY

Reducing congestion, particularly at bottlenecks, smooths and steadies traffic flow and reduces the opportunity for rear-end crashes.

### FOR COMMUTERS

Improved travel time increases reliability and efficiency for priced lane users.

### FOR FREIGHT

Congestion relief through value pricing makes travel time more predictable, which saves costs and reduces truck trips.

## Value pricing: A tool to manage congestion in the Portland metro area

The Oregon Department of Transportation (ODOT) is conducting a feasibility analysis to explore the options available and determine how and where value pricing could help improve congestion on I-5 or I-205 during peak travel times. There are many ways value pricing could be applied.

Over the next several months, ODOT will engage the public on the potential value pricing concepts and their effects.

### Any proposal will reflect our values

To make sure that any proposal reflects our values around fairness and equity, the Oregon Transportation Commission (OTC) created a Policy Advisory Committee (PAC) so diverse perspectives can inform a final proposal. The PAC will consider the benefits to congested corridors and effects to travelers and adjacent neighborhoods. The PAC will recommend to the OTC the best location(s) and

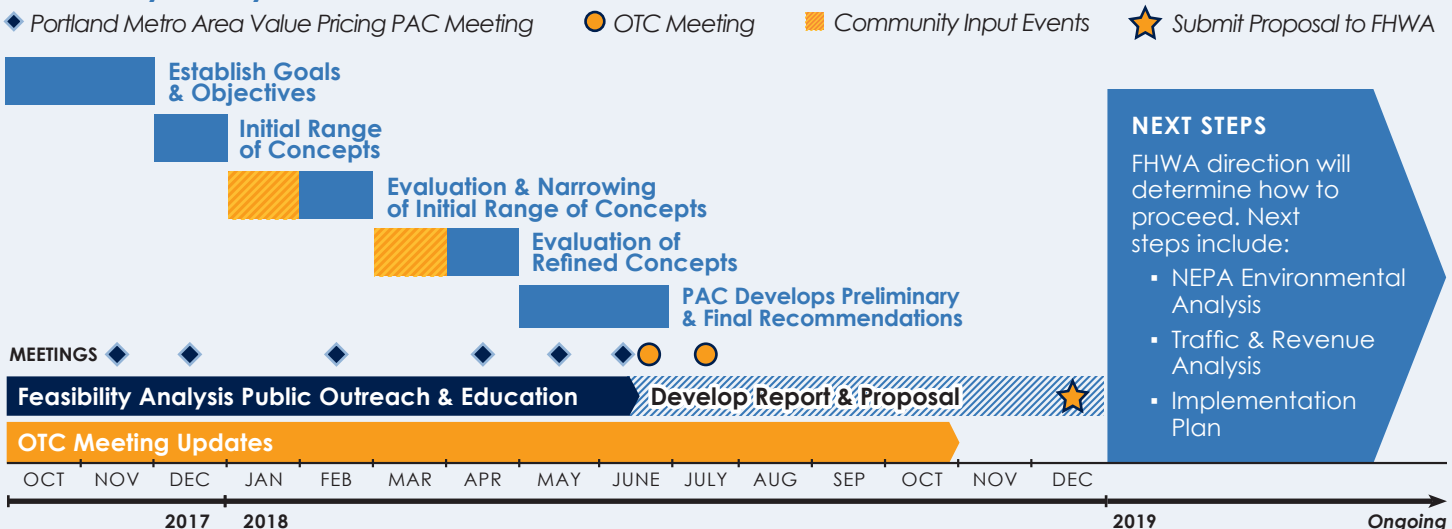
type(s) of value pricing for the metro area. The OTC is the tolling authority in the state and will submit its proposal to the Federal Highway Administration (FHWA) by the end of December 2018. After that, additional work will include public outreach; environmental, traffic, and revenue analysis; and a tolling agreement.

### Make your voice heard

Public review and input is essential to help fully evaluate value pricing and determine the best option for our area.

- **Ask a question or provide a comment:**  
ValuePricingInfo@odot.state.or.us  
(503) 610-8595
- **Provide input to the Policy Advisory Committee:**  
ValuePricingPAC@odot.state.or.us
- **Learn more:**  
www.ODOTValuePricing.org

## Feasibility Analysis Schedule



For Americans with Disabilities Act or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY (800) 735-2900 or Oregon Relay Service 7-1-1.