

Why do we need an amendment?

The 2012 Oregon Highway Plan needs to be refreshed to frame congestion pricing and tolling policy. The purpose is to provide clarity around pricing and tolling to recognize new opportunities and support potential implementation. Policy updates are also needed to address evolving equity, climate, safety, modernization, and funding goals. Policies need to be in place to inform the rulemaking process for I-205 Toll Rate Setting which will begin in fall 2022.

Toll policies are primarily located in Goal 6 of the Oregon Highway Plan. That goal was last amended in 2012 and much has changed since then.

What is included?

This amendment will:

- Define terms and types of road pricing
- Clarify the need and goals for tolling and toll-based congestion pricing
 - The primary purpose of tolling is to help pay for infrastructure
 - The primary purpose of congestion pricing is to help manage congestion
- Incorporate connections to equity and climate goals, initiatives, and targets
- Provide guidance on rate setting and use of revenues

This amendment will not:

- Determine toll rates and revenue estimates
- Identify specific investments to be funded through toll projects

Schedule

The Oregon Transportation Commission will be the decision-makers on the policy update. They will receive a proposed amendment in November 2022. If adopted, the policy will be effective immediately.



How can you get involved?



The [Draft OHP Policy Amendment](#) is available for public review until September 15, 2022



Comments can be made via the [electronic comment form](#) or by email to: OHPManager@odot.oregon.gov



Informational webinar on June 30, 2022



Public hearing on July 20, 2022



Check the [Oregon Highway Plan Policy Amendment Webpage](#) for more information and updates.

Summary of Policies

Road Pricing Objectives

- 👍 Clarify appropriate uses for road tolls and congestion pricing and process for implementation
- 👍 Consider interconnections with other statewide goals
- 👍 Highlight supplemental options for managing demand
- 👍 Center equity throughout the process and outcomes

Rate Structures, Pricing Considerations, Exemptions and Discounts

- 👍 Set rates to achieve targeted revenue or performance outcomes
- 👍 Provide strategies to avoid imposing unfair burdens on people experiencing low-income
- 👍 Guide provision of discounts or exemptions to incentivize certain travel behaviors or address impacts

Use of Revenue

- 👍 Clarify that revenue must be used within the project corridor
- 👍 Outline revenue obligations and priorities for spending
- 👍 Address neighborhood impacts within the corridor

Infrastructure and Management

- 👍 Clarify authority of the Oregon Transportation Commission
- 👍 Provide guidance to ensure interoperability of toll systems
- 👍 Establish program assessment, monitoring, and adjustments

Comparison of Road Pricing Mechanisms

Mechanism: Types of System Pricing	Flat Rate Toll	Congestion Pricing: Variable Rate
User Experience		
One price to use	☑	☒
Price changes throughout day	☒	☑
Predictable price for travelers	☑	☑
Demand Management		
Encourage shifts away from single-occupancy vehicle travel	☑	☑
Encourage shifts from peak travel to off-peak travel	☒	☑
Traffic Operations		
Manages recurring traffic congestion (congestion pricing)	☒	☑
Responsive to day-to-day variations and real-time conditions	☒	☒

☑ = Does achieve

☒ = Does not achieve

Si desea obtener información sobre este proyecto traducida al español, sírvase llamar al 503-731-4128.

Nếu quý vị muốn thông tin về dự án này được dịch sang tiếng Việt, xin gọi 503-731-4128.

Если вы хотите чтобы информация об этом проекте была переведена на русский язык, пожалуйста, звоните по телефону 503-731-4128.

如果您想了解这个项目，我们有提供简体中文翻译，请致电：503-731-4128。

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