

Statewide Toll Rulemaking Advisory Committee

Overview

Oregon's Toll Program goals established by the Oregon Transportation Commission (OTC) are to use variable rate tolls to reduce congestion and fund transportation system improvements and maintenance in a manner that supports equity and climate goals. The Oregon Toll Program is currently working to implement variable rate tolling on the Abernethy and Tualatin River bridges on I-205 to fund improvements in that corridor and manage congestion. In 2025, ODOT plans to expand congestion pricing to the remainder of the I-5 and I-205 corridors in the Portland metropolitan area under the Regional Mobility Pricing Project.

Oregon Administrative Rules (OARs) must be updated to implement new transportation policy related to tolling and operationalize the toll program. ODOT is establishing an advisory committee to solicit feedback from transportation system users and stakeholders on draft rules to be considered for adoption by the OTC. ODOT's Statewide Toll Rulemaking Advisory Committee (STRAC) will provide input to ODOT on rules to govern the toll program and the process to establish toll rates that meet project objectives. The OTC will make final decisions on rules and toll rates as the toll authority for the state.

Scope

To effectively implement a tolling program, the OTC will need to approve rules that govern a variety of policy and operational issues. These rules will need to be consistent with state tolling statutes (ORS 383) and policies set by the OTC in the Oregon Highway Plan and Oregon Transportation Plan. After considering technical analysis, traffic and revenue studies, project objectives, and stakeholder input, the committee will make recommendations about program rules and project specific rate schedules.

Rules will govern tolls on both planned projects in the Portland metropolitan region and future toll projects that may occur in other parts of the state. Rules cover two major categories:

- **Tolling operations.** Rules that lay out how customers interact with the toll program, from how customers pay a toll and what types of accounts they can open, to the enforcement process and civil penalties, to how ODOT manages and protects customer personal information, and other issues.
- **Toll rates.** Rules that lay out how the OTC sets rates, including what intervals of the day have different toll rates, how rates should differ between vehicle classes, what types of customer accounts are exempt, what performance standards require a review of rates, if discounts, credits, or exemptions should be included, and other issues.

The STRAC will also review and provide input on a recommended schedule of rates for I-205 and may provide input on rates for other facilities to be tolled. The OTC will determine what facilities will be tolled, set rates, and determine where toll revenue will be spent.

Membership

ODOT embraces equity and is committed to fostering a culture of inclusion. With that value in mind, our goal is to seek a diverse membership for the STRAC that reflects various lived experiences and a balanced representation of those who use or are impacted by the Toll Program. The STRAC will consist of 10-15 members from across the state, to include, but not limited to:

- people who own or work for businesses that use the corridors planned to be tolled
- commuters or regular visitors who use or are impacted by these corridors
- people with experience working on environmental protection
- people who are part of or work with underserved or underrepresented communities
- people who represent Oregon's population based on gender, race, ability, age and geography

Some members may be drawn from other key toll advisory committees—including the Regional Toll Advisory Committee and the Equity and Mobility Advisory Committee—to ensure their perspectives are part of the discussion.

ODOT will select members who can understand the need for Oregon's Toll Program and bring their unique perspectives and backgrounds to the table while seeking to serve the best interests of all Oregonians and the state's transportation system. Members will need to apply an equity lens to ensure that the rules developed address the needs and concerns of underserved and underrepresented communities, as described in our [Equity Framework](#). Members whose time on the committee is not being compensated by another party may be eligible to receive compensation for attending meetings under [ODOT's Equitable Engagement Compensation Policy](#).

Timeline

The STRAC will start its work in fall of 2022, holding regular meetings to complete their work by the fall of 2023. ODOT will then finish the rulemaking and rate-setting process by the end of 2023. This will allow the OTC to approve rates by June of 2024 and begin implementing tolls on I-205.

Public Engagement

ODOT will conduct public engagement activities to help ensure that all voices—including those of underserved and underrepresented communities—are heard throughout the rule development process. This will include opportunities to weigh in on key issues before the proposed rules move forward into the formal public comment period.