



MEMORANDUM

TO: Southwest Washington Regional Transportation Council Board of Directors
FROM: Matt Ransom, Executive Director 
DATE: April 3, 2018
SUBJECT: **Evaluation Framework for the Portland Metro Area Value Pricing Feasibility Analysis**

AT A GLANCE

The following project evaluation framework is introduced for the Board's use in considering value pricing/tolling concepts now being studied by the Oregon Department of Transportation.

BACKGROUND

In January 2018, RTC staff presented a report covering contextual factors and trends for major project funding, at the national, state and regional scale. (link: <https://rtc.wa.gov/packets/board/2018/01/201801-08-ProjectFunding.pdf>).

In that report, RTC staff documented how tolling has been utilized as a tool for financing major infrastructure upgrades in the bridge / highway category for many decades. Following that report, Staff presented information in March regarding the current federal administration's infrastructure proposal:

(link <https://www.whitehouse.gov/wp-content/uploads/2018/02/INFRASTRUCTURE-211.pdf>) and specifically mentioned the emphasis that proposal has on transitioning federal funding policy to expand the use of tolling for funding and maintaining federal transportation infrastructure.

Recognizing that tolling is a tool to fund transportation infrastructure, and considering the recent trends in Washington State and at the federal level, RTC staff have begun specific examination and evaluation of the tolling Concepts now under review in the [Portland Metro Area Value Pricing Feasibility Analysis](#).

EVALUATION FRAMEWORK

The following Attachments provide a framework for evaluating and providing input in response to the specific tolling concepts now under review as part of the Portland Metro Area Value Pricing Feasibility Analysis.

- 1) Regional Evaluation Considerations (RTC)
- 2) Study Related Questions
- 3) Outline for RTC Board Input

Presented at RTC Board; January 2, 2018

REGIONAL EVALUATION CONSIDERATIONS

As part of the January 2018 report to the Board, RTC staff introduced four key regional policy considerations that can be used by the Board to evaluate the relative merits of a given tolling or regional funding proposal. The evaluation criteria are intended to be applied at the regional scale, recognizing the unique nature of each project.

- **Consistency with Regional Transportation Plan.** The Regional Transportation Plan is the region's consensus policy statement of transportation investment priorities and strategies. Regional or project specific funding proposals that enhance or promote implementation of the RTP's identified projects and transportation strategies can be seen as supportive and beneficial, and conversely, initiatives that diminish or restrict implementation of the RTP could be seen as un-supportive.
- **User Equity.** Project funding proposals should be designed to both avoid or minimize impacts and distribute the benefits in an equitable manner. Metrics that help assess funding program equity could include: constituencies should not necessarily be harmed or gain no benefit where avoidance could be achieved, or that mitigation or enhancements could be provided in a meaningful way.
- **System Performance Impacts & Benefits.** Funding proposals are ideally deployed to improve system performance conditions (freeways, major arterials, transit systems) as measured in any number of ways including: expanded roadway and multi-modal capacity, increased travel reliability, reduced peak-hour congestion / duration, increased corridor person / vehicle throughput or speed.
- **Project Funding.** Evaluation of new funding proposals should consider the full array of projects that need or may benefit from a new funding program, or whether specific funding proposals would permanently preclude future implementation of a needed regional project.

RTC Board Meeting – April 3, 2018

STUDY RELATED QUESTIONS – Portland Metro Area Value Pricing Feasibility Analysis

Answers to these fundamental questions can inform the RTC Staff and Board evaluation of the ongoing Value Pricing Feasibility Analysis, and contribute to formal input to the study Project Advisory Committee and the Oregon Transportation Commission.

- What toll rates have been utilized for the modeling of Phase II Concepts to date?
- What is the total distribution of tolls paid regionally; and specifically for Clark County payee by residence and/or business location?
- Are highway capacity improvement projects on I-5 and I-205 included as a component of the mitigation or performance improvement plan associated with a tolling Concept?
- How will an I-5 north tolling concept (ie. PAC Round 2 Concept A and C) be implemented in conjunction with a future replacement of the I-5/Columbia River bridges?
- Can Mitigation Funds be spent in Washington, or for the benefit of Washington residents/businesses, for purposes of mitigating the equity or project related impacts of a toll project implementation?
 - *Example:* can mitigation funds be applied to enhance express bus services from Washington into Oregon?
- What are the traffic diversion impacts created in Washington, along major routes and transit services, upon implementation?
- What are the regional economic impact and development implications of implementing broad scale tolling concepts (ie. Round 2 Concepts B and C) ?

DRAFT – OUTLINE OF FORMAL RTC BOARD INPUT for the Portland Metro Area Value Pricing Feasibility Analysis

Introduction

Statement of Position / Feedback

Findings in regards to REGIONAL EVALUATION CONSIDERATIONS

- Consistency with RTC Regional Transportation Plan
- User Equity
- System Performance and Impacts
- Project Funding

Recommended MITIGATION / PROJECTS