

## Portland Area Value Pricing Feasibility Study

In 2017, the Oregon Legislature passed HB 2017, a comprehensive transportation package that addresses key infrastructure concerns, including roadway maintenance and expansion, freight mobility, public transit, multi-modal connectivity, and congestion reduction. It directed the Oregon Transportation Commission to develop a proposal for congestion pricing (called Value Pricing in the bill) on I-5 and I-205 from the state line to the junction of the two freeways just south of Tualatin, Oregon, in order to reduce traffic congestion in the Portland metropolitan region. In accordance with this direction, the Oregon Department of Transportation is currently evaluating congestion pricing proposals through the Portland Metro Area Value Pricing Feasibility Study. The bill directs the Oregon Transportation Commission to seek approval for recommended pricing concepts from the Federal Highway Administration no later than December 31, 2018, and requires the OTC to implement any proposal that receives approval.

The Vancouver City Council adopted a policy framework to inform their participation and engagement with the Value Pricing study. This approach reflects concerns about potential impacts to residents of Southwest Washington and the equitable distribution of benefits associated with various pricing concepts. In addition, it highlights the need to consider impacts to a future I-5 bridge replacement project, which we assume will require tolling to implement.

1. **Extend Timeline for Value Pricing Study:** The timeline for the Value Pricing Feasibility Analysis is insufficient. Given the significance of this project to the future of the entire region, the timeline for concept evaluation and recommendation should be extended to allow for more analysis and additional public input.
2. **User Equity:** Value pricing proposals should be designed to avoid or minimize impacts and distribute benefits in an equitable manner. Any revenue generated by congestion pricing should be spent on improvements within the area where it was generated, so that those paying the toll also receive the benefits of reduced peak-hour congestion, increased vehicle/person throughput, increased travel time reliability, expanded multimodal capacity, and/or improved operations on existing roadways.
3. **Interstate Equity:** The OTC should not seek approval for or implement any tolling plan that disproportionately impacts residents/commuters in Southwest Washington without providing commensurate benefits in reduced peak-hour congestion, increased vehicle/person throughput, increased travel time reliability, expanded multimodal capacity, and/or improved operations on existing roadways.
4. **Infrastructure Funding:** The five concepts currently under evaluation include both congestion management strategies and bottleneck relief strategies. If one of the aims of the value pricing discussion is to fund specific infrastructure projects that relieve existing bottlenecks within the region, it should include replacement of the Interstate 5 Bridge. Under any scenario, the OTC should not implement any congestion pricing strategy that negatively impacts a future Interstate 5 bridge replacement project, which we assume will require tolling to implement.
5. **System-Wide Impact Analysis:** The diversion and impact analysis for all tolling concepts should consider impacts to the entire regional system, including all impacted local street systems, SR-14 and SR-500 in Vancouver, and I-84, US-26 and OR-217 in Oregon.