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Oregon Department  
of Transportation

## Congestion Pricing News

# Tolling committee sends recommendation to Oregon Transportation Commission

July 5, 2018

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PORLAND -- The committee studying tolls on Portland area freeways delivered its recommendation to the Oregon Transportation Commission (OTC) Thursday.

The report is the product of the 25-member Portland Metro Area Value Pricing Policy Advisory Committee, which met six times between November 2017 and June 2018. The OTC created the committee to develop a recommendation for congestion pricing on interstates 5 and 205.

The OTC will consider the recommendation as it develops a congestion pricing proposal for submittal to the Federal Highway Administration by the end of 2018, as directed by the Oregon Legislature through House Bill 2017.

The report can be found at <https://www.oregon.gov/ODOT/Get-Involved/Pages/July12Session.aspx>

The report reflects input provided by the Policy Advisory Committee June 25 in its sixth and final meeting. The committee recommended that:

- Any congestion pricing program should include strategies to improve public transportation, provisions to support environmental justice and low income populations, and ways to minimize freeway diversion onto local roads.
- Congestion pricing pilot projects should continue to be studied on I-5 through downtown Portland and on I-205 near the Abernethy Bridge and near Stafford Road to learn more about the effectiveness of congestion pricing in these areas.
- The congestion pricing effort should be phased, with a two-tier approach that starts with pilot projects tolling segments of I-5 and I-205 and eventually tolling both corridors between the state line and their intersection near Tualatin.
- Revenue from tolls collected in the region should be used to improve the regional transportation system.

The advisory committee also recommended that the OTC start to consider a long-term

The advisory committee also recommended that the OTC start to consider a long-term congestion pricing plan for freeways throughout the Portland area and start planning for additional system capacity to accommodate future growth.

The committee report includes written statements from members expressing their specific comments.

The OTC wants to hear from the public on the committee's recommendations. A public comment period on the recommendations is now open at [ODOTValuePricing.org](https://ODOTValuePricing.org). Comments received through July 20 will be provided to the OTC prior to its August meeting when it will provide direction to ODOT. The OTC will also provide an opportunity for public comment at its August meeting and on the final proposal it takes up in November.

In addition, Thursday July 12, the OTC will hold a special public comment session on congestion pricing at University Place Hotel and Conference Center, 310 S.W. Lincoln St., Columbia Falls Ballroom, Portland, OR 97201. The public may sign up to comment from 3 p.m. until 7 p.m.

The meeting **begins at 4 p.m.** with a presentation, followed by public comment. Elected officials and members of the policy advisory committee in attendance will speak before members of the public. Each person will have up to three minutes to speak to the commission. The meeting will be viewable live at <https://www.oregon.gov/ODOT/Get-Involved/Pages/July12Session.aspx>

For more information and to submit written comments, please visit the project web site [www.ODOTValuePricing.org](https://www.ODOTValuePricing.org).

In 2017, the Oregon Legislature approved HB 2017, Keep Oregon Moving, which directed the OTC to pursue congestion pricing on the I-5 and I-205 corridors, or segments of them, from the Columbia River to where the two highways meet near Tualatin.

Value pricing, also known as congestion pricing, is a broad term covering an array of tolling options in which a higher price is set for driving on a road when demand is greater, usually in the morning and evening rush hours. The goal of congestion pricing is to reduce congestion by encouraging some people to travel at less congested times or use alternate modes, and to provide users with a more reliable trip. Transit improvements are a typical component of pricing programs.

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