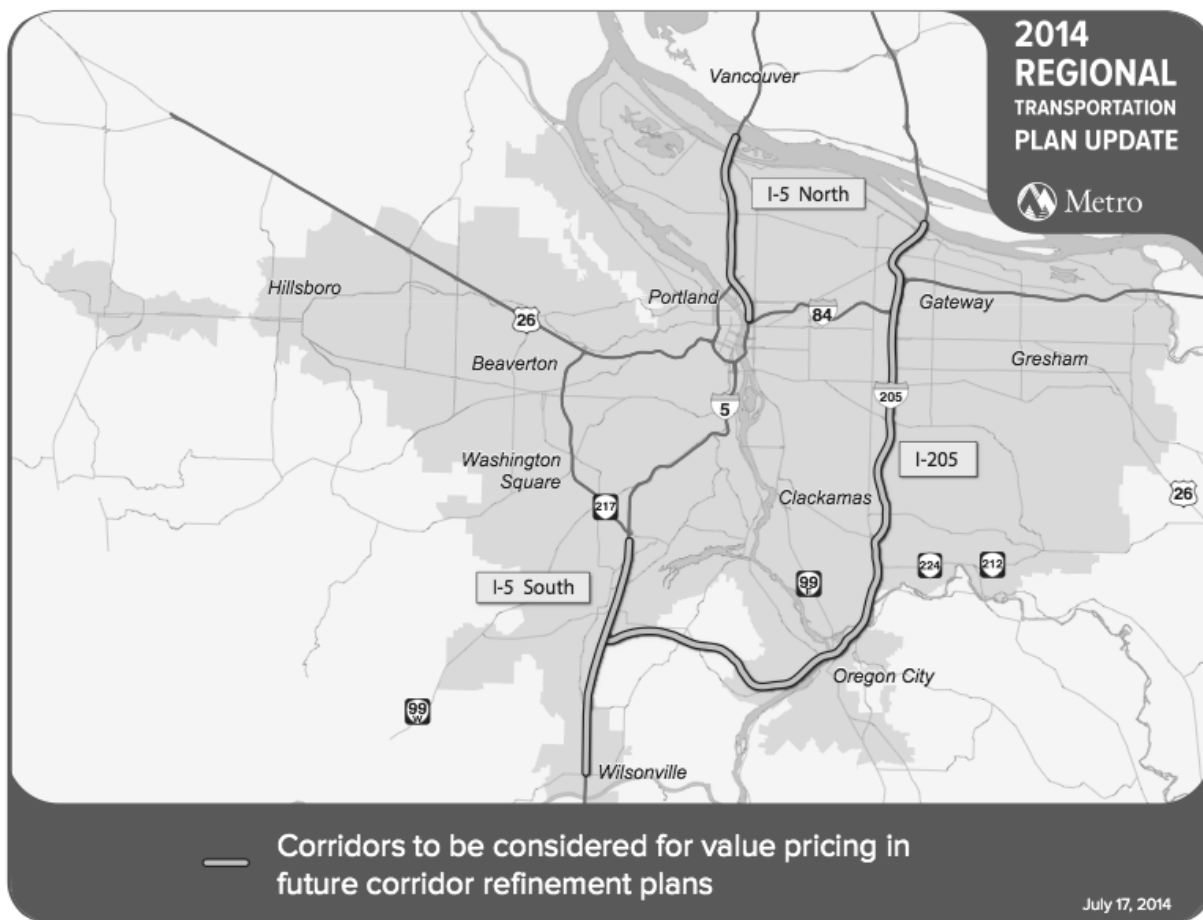


**Brief History of Regional Actions Related to Value Pricing and Peak Period Pricing Policies**

Time frame	Regional Action
<p><b>1996-99</b></p>	<p><b>Traffic Relief Options Study</b>  Metro, in conjunction with the Oregon Department of Transportation (ODOT), conducted this study to determine the feasibility of value pricing as a congestion relief option for the Portland metropolitan area. The study was funded by the USDOT as a federal demonstration project.</p> <p>Several types of pricing were considered, including spot pricing applications of a single location, partial facility pricing, pricing of a whole facility, corridor pricing, and area pricing. The evaluation of value pricing included the specification of the type of pricing, the location, the type of facility to be priced, a pricing schedule, and details of the application in the specified location. Technical studies and public outreach were the primary evaluation tools used to narrow the numerous value pricing options. Metro worked with the Urban League of Portland to evaluate the equity impacts within the evaluation process. The results showed that although net benefits accrued to all vehicle classes, low-income groups disproportionately realized costs from certain pricing options.</p> <p>Focus groups held during the study were firmly opposed to value pricing, although outreach built some support. The public viewed value pricing as only one option addressing congestion. Travel modeling showed implementation of pricing could accrue travel time savings to individual commuters, increase the capacity of a corridor, and result in a decrease in congestion. Gaining public and political support appeared to be the largest barrier to a project.</p> <p>The appointed Task Force recommended that value pricing be considered whenever major new highway capacity is added. This was incorporated into the 2000 Regional Transportation Plan. However, they voted against advancing the study to the next level (identifying a pilot project) at that time.</p>
<p><b>2000</b></p>	<p><b>2000 Regional Transportation Plan</b>  The Metro Council and JPACT adopted peak period pricing policy and policy direction for future corridor refinement plans and studies, as recommended by the TRO study:</p> <p><b>“Section 1.3.6 Managing the Transportation System  Policy 19.2 Peak Period Pricing (p.1-61)</b>  Manage and optimize the use of highways in the region to reduce congestion, improve mobility and maintain accessibility within limited financial resources.</p> <ol style="list-style-type: none"> <li>a. Objective: Apply peak period pricing appropriately to manage congestion. In addition, peak period pricing may generate revenues to help with needed transportation improvements.</li> <li>b. Objective: Consider peak period pricing as a feasible option when major, new highway capacity is being added to the regional motor vehicle system using the criteria used in Working Paper 9 of the Traffic Relief Options study. Do not price existing roadways at this time. Circumstances where peak period pricing may be appropriate are: <ul style="list-style-type: none"> <li>• When one or more lanes are being added to a currently congested highway, peak period pricing for a stretch or several miles should be</li> </ul> </li> </ol>

Time frame	Regional Action
	<p>considered</p> <ul style="list-style-type: none"> <li>• Where a major new highway facility is being constructed where none exists now to provide congestion relief in the corridor, peak period pricing of all lanes should be considered</li> <li>• Where a major facility (bridge or highway) is undergoing reconstruction and significant capacity is being added, pricing of one or all lanes should be considered.</li> </ul> <p>c. Objective: Identify at least one specific project for which peak period pricing is appropriate to serve as a pilot within two years.</p> <p>d. Objective: Pursue Value Pricing Pilot Program funds from FHWA for development of detailed implementation plans and/or administration of pilot projects.”</p> <p><b>Section 6.7.5 Specific Corridor Refinements</b></p> <ul style="list-style-type: none"> <li>• <b>Sunrise Corridor:</b> “Consider express, peak period pricing and HOV lanes as phases of the Sunrise Corridor are constructed” (p. 6-31)</li> <li>• <b>I-5 TO 99W Connector:</b> “consider express peak-period pricing and HOV lanes” (p. 6-32)</li> <li>• <b>US 26:</b> “Consider express, peak period pricing or HOV lanes when adding highway capacity, especially west of Highway 217” (p. 6-33)</li> </ul> <p><b>Section 6.7.6 Specific Corridor Studies</b></p> <ul style="list-style-type: none"> <li>• <b>I-5 North (I-84 to Clark County):</b> “Consider HOV lanes and peak period pricing” (p. 6-34)</li> <li>• <b>I-5 South (Highway 217 to Wilsonville):</b> “Peak period pricing and HOV lanes for expanded capacity” (p. 6-35)</li> <li>• <b>I-205:</b> “Consider express, peak period pricing or HOV lanes as a strategy for expanding capacity” (p. 6-36)</li> <li>• <b>McLoughlin (OR 99E) - Highway 224:</b> “Consider an added reversible HOV or peak-period priced lane between Ross Island Bridge and Harold Street intersection...expand highway capacity to a total of three general purpose lanes from Harold Street to I-205, with consideration of express, HOV lanes or peak e period pricing for new capacity” (p. 6-37)</li> <li>• <b>Highway 217:</b> “Consider express, HOV lanes and peak-period pricing when adding new capacity” (p. 6-38)</li> </ul>
<p><b>2004</b></p>	<p><b>2004 RTP</b> No change to peak period pricing policy or corridor refinement plans and studies.</p>
<p><b>2010</b></p>	<p><b>2010 RTP</b> The Metro Council and JPACT adopted a significant re-write of RTP goals, objectives and policies and a narrowed set of corridor refinement plans. The policy re-write aimed to streamline the RTP policy framework. The narrowed set of corridor refinement plans was in response to the region completing most corridor refinement plans first identified in the 2010 RTP, including the East Metro Connections Plan, I-5 to 99W study, and the Highway 217 Corridor Study. No changes were adopted to policy direction for remaining corridor refinement plans.</p> <p>Summary of pricing related policies:</p> <ul style="list-style-type: none"> <li>• <b>Goal 4: Emphasize Effective and Efficient Management of the Transportation</b></li> </ul>

Time frame	Regional Action
	<p><b>System</b></p> <ul style="list-style-type: none"> <li>○ <b>Objective 4.5 Value Pricing</b> – Consider a wide range of value pricing strategies and techniques as a management tool, including but not limited to parking management to encourage walking, biking and transit ridership and selectively promote short-term and long-term strategies as appropriate</li> <li>• <b>New TSMO Policy 1:</b> “Use advanced technologies, pricing strategies and other tools, including pursue congestion pricing in the region.”</li> <li>• <b>RTP corridor refinement plans</b> call for consideration of peak period pricing when adding highway capacity to the following corridors: (language is carried over from the 2004 RTP)               <ul style="list-style-type: none"> <li>○ <b>Mobility Corridor #1 (I-5 from I-84 to Clark County)</b> calls for “pricing” the Columbia River Crossing portion of the corridor. For the rest of the corridor, it includes more general language – the region should “Consider managed lanes” but doesn’t specifically say “pricing” or “tolling”(p. 6-16).</li> <li>○ <b>Mobility Corridor #3 (I-5 from Highway 217 to Wilsonville)</b></li> <li>○ <b>Mobility Corridors #7, 8, and 9 (I-205 from I-5 to Columbia River)</b></li> </ul> </li> </ul>
2014	<p><b>2014 RTP</b></p> <p>No change to peak period pricing policy or corridor refinement plans and studies.</p>



**Summary of State Policies Related to Tolling and Congestion Pricing**

<p>2005-07</p>	<p><b>Oregon Innovative Partnerships Program</b><sup>1</sup>          From 2005-07, ODOT worked with the with the Oregon Transportation Improvement Group (OTIG), a Macquarie-led consortium, as part of examining the feasibility of public-private partnerships (PPP) and tolling to help fund investments identified for South I-205 Widening Project, the Sunrise Project, and the Newberg-Dundee Bypass.<sup>2</sup> The study found that the South I-205 Project could be self-supporting and delivered as a PPP, while the Sunrise Project and Sunrise Parkway could not at that time. In Jan. 2007, the OTC recommended taking a step back to allow further review and study of the concepts through regional processes already in place and directed staff to continue working on policy.</p>
<p>2006-12</p>	<p><b>Oregon Tolling Policy Development</b><sup>3</sup>          In 2006, the Oregon Transportation Commission adopted policies to support the consideration of tolling in Oregon as a means improving the capacity and operational efficiency of the state transportation system.<sup>4</sup></p> <p>The 2007 Oregon Legislature directed the OTC to develop tolling policy recommendations so that if the State decides to pursue tolling, it will have a consistent framework and foundation on which to develop, implement and evaluate potential projects. The 2009 Oregon Legislature direct ODOT develop and implement one or more congestion pricing pilot programs in the Portland metropolitan area by September 2012.</p> <p>In response, the OTC commissioned a series of white papers that were completed in 2009 and adopted policy amendments to the Oregon Transportation Plan<sup>5</sup> and Oregon Highway Plan in July 2012. ODOT convened two committees composed of local agency staff and elected officials to develop candidate projects for consideration. The committees recommended two roadway pricing projects, NW Cornelius Pass Road and Oregon Highway 217, and one parking pricing project in Central Portland.</p>

Other federal resources:

- [http://ops.fhwa.dot.gov/congestionpricing/value\\_pricing/](http://ops.fhwa.dot.gov/congestionpricing/value_pricing/)
- [http://ops.fhwa.dot.gov/congestionpricing/resources/primers\\_briefs.htm](http://ops.fhwa.dot.gov/congestionpricing/resources/primers_briefs.htm)
- [http://www.ops.fhwa.dot.gov/congestionpricing/value\\_pricing/pubs\\_reports/quarterlyreport/qtr4rpt06/](http://www.ops.fhwa.dot.gov/congestionpricing/value_pricing/pubs_reports/quarterlyreport/qtr4rpt06/)

<sup>1</sup> [arcweb.sos.state.or.us/pages/rules/oars\\_700/oar\\_731/731\\_070.html](http://arcweb.sos.state.or.us/pages/rules/oars_700/oar_731/731_070.html)

<sup>2</sup> Final reports of this work could not be located on online. An ODOT presentation on study available at: [www.oregon.gov/ODOT/HWY/OIPP/docs/northclackamascountycoc031907.pdf](http://www.oregon.gov/ODOT/HWY/OIPP/docs/northclackamascountycoc031907.pdf)

<sup>3</sup> [www.oregon.gov/ODOT/TD/TP/pages/tolling.aspx](http://www.oregon.gov/ODOT/TD/TP/pages/tolling.aspx)

<sup>4</sup> [www.oregon.gov/ODOT/TD/TP/Tolling/1%20OTC%20Toll%20Policies%20Dec%202006.pdf](http://www.oregon.gov/ODOT/TD/TP/Tolling/1%20OTC%20Toll%20Policies%20Dec%202006.pdf)

<sup>5</sup> [www.oregon.gov/ODOT/TD/TP/Tolling/Tolling%20and%20Pricing%20Policy%20Amendments%20to%20OHP.pdf](http://www.oregon.gov/ODOT/TD/TP/Tolling/Tolling%20and%20Pricing%20Policy%20Amendments%20to%20OHP.pdf)