

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: June 12th, 2018 **TIME:** 2:10 PM **LENGTH:** 25 minutes

PRESENTATION TITLE: Update on ODOT Value Pricing Process

DEPARTMENT: Planning and Development

PRESENTER(S): Tyler Frisbee, 503-797-1935, Tyler.Frisbee@oregonmetro.gov

TOPIC BACKGROUND

HB 2017 directed ODOT to study and implement “value pricing” (also known as congestion pricing) on the I-5 and I-205 corridors between the Columbia River and their southern intersection. As part of that process, ODOT developed a Value Pricing Policy Advisory Committee, made up of regional elected leaders and community stakeholders. Councilor Dirksen represents Metro Council on that committee.

Metro Council last weighed in on the PAC’s work in November, emphasizing the following principles, which are consistent with RTP policy guidance and previous guidance from Metro Council on their interest in congestion pricing:

- Value pricing should be focused on delivering outcomes (managing demand), not raising revenue;
- A value pricing program needs to help provide people with transportation options, so they have a safe, efficient, and reliable way to avoid paying the road fee;
- Any value pricing program needs to improve outcomes for low-income communities and communities of color;
- Local governments should have a strong stake in how a program is developed, implemented, and managed; and,
- A value pricing program should be managed efficiently minimize overhead and administrative costs.

As ODOT nears the end of their PAC process, there are more specific opportunities for Metro Council to weigh in, and additional guidance is needed for staff to support Councilor Dirksen and the rest of the Council.

IMPLICATIONS AND SUGGESTIONS

Staff’s recommendation is that Council does not need to revisit any of its earlier policy goals and should focus on two of those main principles:

- 1.) Any congestion pricing program should be focused on managing demand, rather than raising revenue.
- 2.) Any congestion pricing program must incorporate increased transit access into the program from the beginning.

These two principles are two principles where there is not agreement amongst the PAC, up to this point. They are also critical for delivering the outcomes Council has expressed interest in, namely reduced congestion, reduced greenhouse gas emissions, and increased transit use. In addition, these two policy objectives are two of the most critical components of a pricing program that does not unfairly burden low income communities and communities of color.

Council should look for ways to communicate these messages, including working with other partners to develop a coalition letter expressing our interest, supporting Councilor Dirksen in his role as the PAC representative, and communicating this interest to our partners, as appropriate. The 2018 RTP should also reflect these main policy goals for any future pricing program.

QUESTIONS FOR COUNCIL CONSIDERATION

Does Council have any concerns with this proposed approach?

Are there additional policy issues Metro Council would like to advocate for as the ODOT Value Pricing PAC process wraps up?

PACKET MATERIALS

- Would legislation be required for council action? No
- If yes, is legislation draft attached ___yes ___no