



Portland Metro Area Value Pricing Feasibility Analysis



Spring 2018 Update

Presentation overview

- Background & Process
- Round 2 Concept Evaluation
- Next steps

Background

Portland region system performance



Percent change from 2013 to 2015

WHILE THE
POPULATION
HAS GROWN
BY **3.0%**,



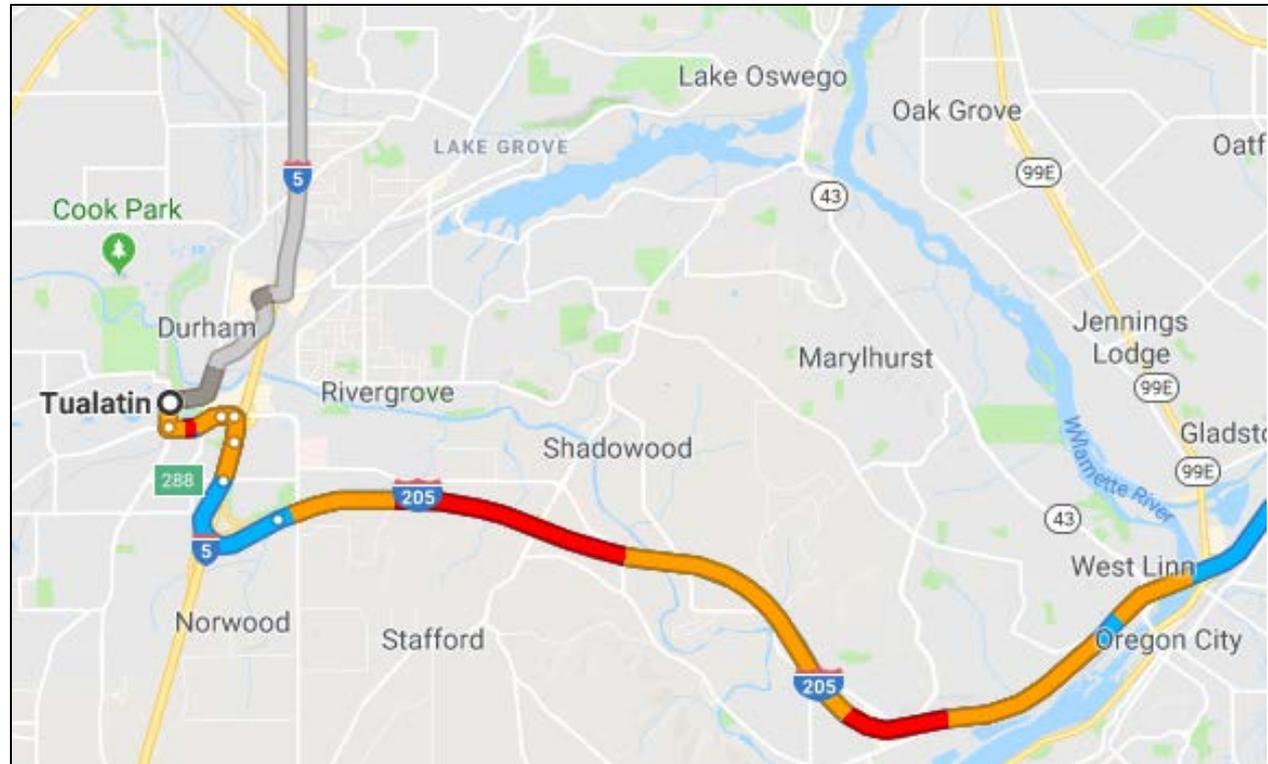
HOURS OF
CONGESTION
HAVE
INCREASED **13.6%**,

AND DAILY VEHICLE
HOURS OF DELAY
HAVE
INCREASED **22.6%**.

Source: ODOT. June 2017. Portland Region 2016 Traffic Performance Report.

What's the problem?

Tualatin to
Oregon
City:
11 miles
Estimated
travel
time:
18 min to
40 min

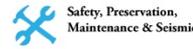


Legislative Context

HB 2017 A

- a brief overview -

Transportation Investments



Safety, Preservation, Maintenance & Seismic

Raises funds to improve state's bridges, highways and culverts, and make safety and seismic investments.

Provides historic levels of investment to cities and counties for maintenance of local infrastructure.



Multimodal Transportation

Provides funding in the first biennium to Connect Oregon program and directs funds for both the Treasure Valley Transmodal Facility and the MidWillamette Valley Transmodal Facility. Creates a funding mechanism that makes Connect Oregon a permanent program.



Public Transit

Makes new substantial statewide investment in public transit to improve the connectivity and frequency of bus service in rural and urban communities.



Bicycle & Pedestrian

Creates dedicated investments for bicycle and pedestrian commuter paths in Connect Oregon.

Provides \$10 million per year for Safe Routes to Schools increasing to \$15 million in 2023. Plus 1 percent of state highway fund revenue for bike and pedestrian projects on the highway system.



Marine Investment

Provides funding for marine dredging and derelict vessel removal.



Electric Vehicles

Provides \$12 million per year for rebates for electric and other zero emission vehicles to promote their use in Oregon.



Roadside Rest Areas

Adds six rest areas and three state parks to the portfolio of rest areas managed by the Travel Information Council and provides funds to upgrade facilities.



Congestion Relief & Freight Mobility

OR 217: Makes full investment in bottleneck relief.

I-205: Widens northbound I-205 from Powell Boulevard to I-84. Uses technology to ease congestion. Requires planning to widen the freeway from Stafford Road to the Abernethy Bridge.

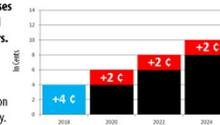
I-5 Rose Quarter: Invests in new lanes to improve reliability and plan for connectivity improvements across the freeway.

Funding Investments

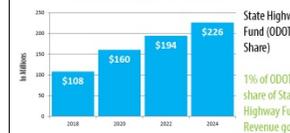
Vehicle Registration Fees, Title Fees, and Fuels Tax

Four increases stair-stepped over six years.

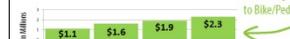
Last three increases conditioned on accountability.



Vehicle Registration Fees, Title Fees and Fuels Tax Annual New Revenue Estimate



1% of ODOT's share of State Highway Fund Revenue goes to Bike/Ped



State Highway Fund (Local Government Share)



New Light Vehicle Dealer Privilege Tax



The privilege tax revenue is dedicated to **electric vehicle rebates & Connect Oregon.**

New Light Vehicle Dealer Privilege Tax Annual Revenue Estimate



Bicycle Excise Tax

\$15 fee

Only adult bicycles that cost \$200 or more with wheels 26 inches or larger. The bicycle excise tax is expected to generate an **annual average revenue of \$1.2 million**. Dedicated to bicycle and pedestrian projects in Connect Oregon.

Statewide Payroll Tax

1/10th of 1% of wages, deducted by employer from payment to employee.

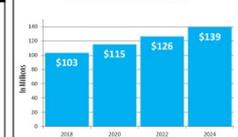


The payroll tax revenue is dedicated to



public transit

Statewide Payroll Tax Annual Revenue Estimate



Policy

Accountability

Directs the commission to create a Continuous Improvement Advisory Committee for ODOT, measure and report on transportation system condition for all jurisdictions, create a transparency website, conduct benefit cost analysis for capacity building projects and create a stronger connection between the commission and the internal auditor of ODOT.

Value Pricing

Creates a pathway for use of value pricing to relieve Portland Metro area congestion.

Clean Fuels

Guarantees certainty with cost containment measures in statute for consumer protection.

Use of Salt

Requires a statewide winter maintenance strategy that includes the use of salt.

Jurisdictional Transfers

Transfers Outer Powell Boulevard in Portland, Pacific Highway West in Eugene, Springfield Highway in Springfield, Territorial Highway and Springfield-Creswell Highway in Lane County to local governments. Transfers Cornelius Pass Road in Multnomah and Washington Counties to ODOT.

* Data as of June 30, 2017.



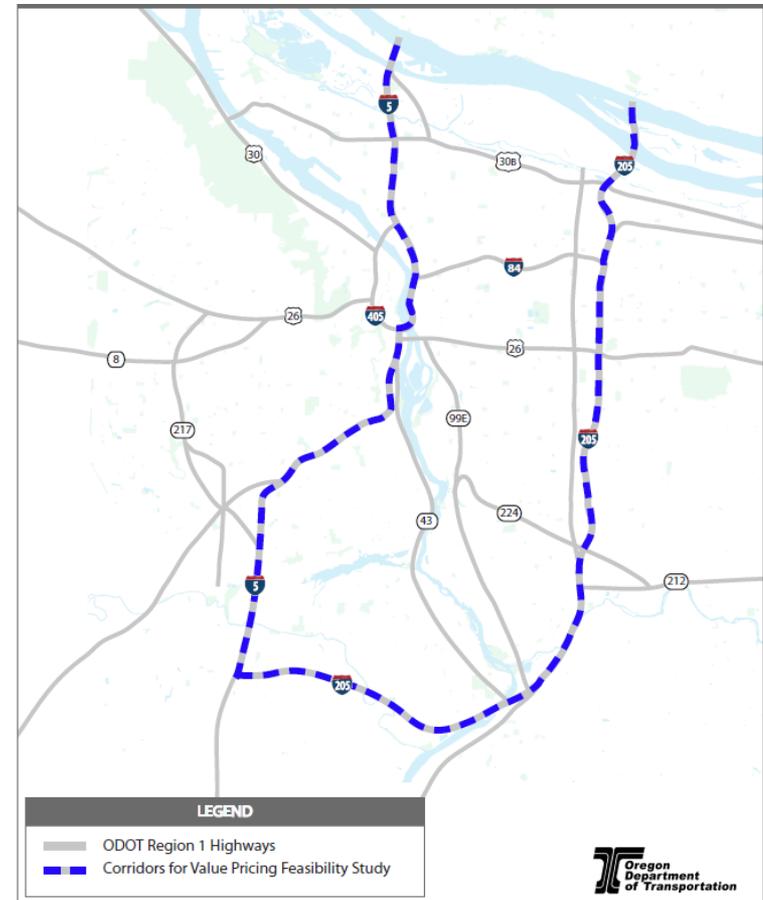
HB2017 Section 120 - Value Pricing

Directs the OTC to:

- Submit to FHWA by the end of 2018
- If approved, "the commission shall implement value pricing to reduce traffic congestion."

Priority locations:

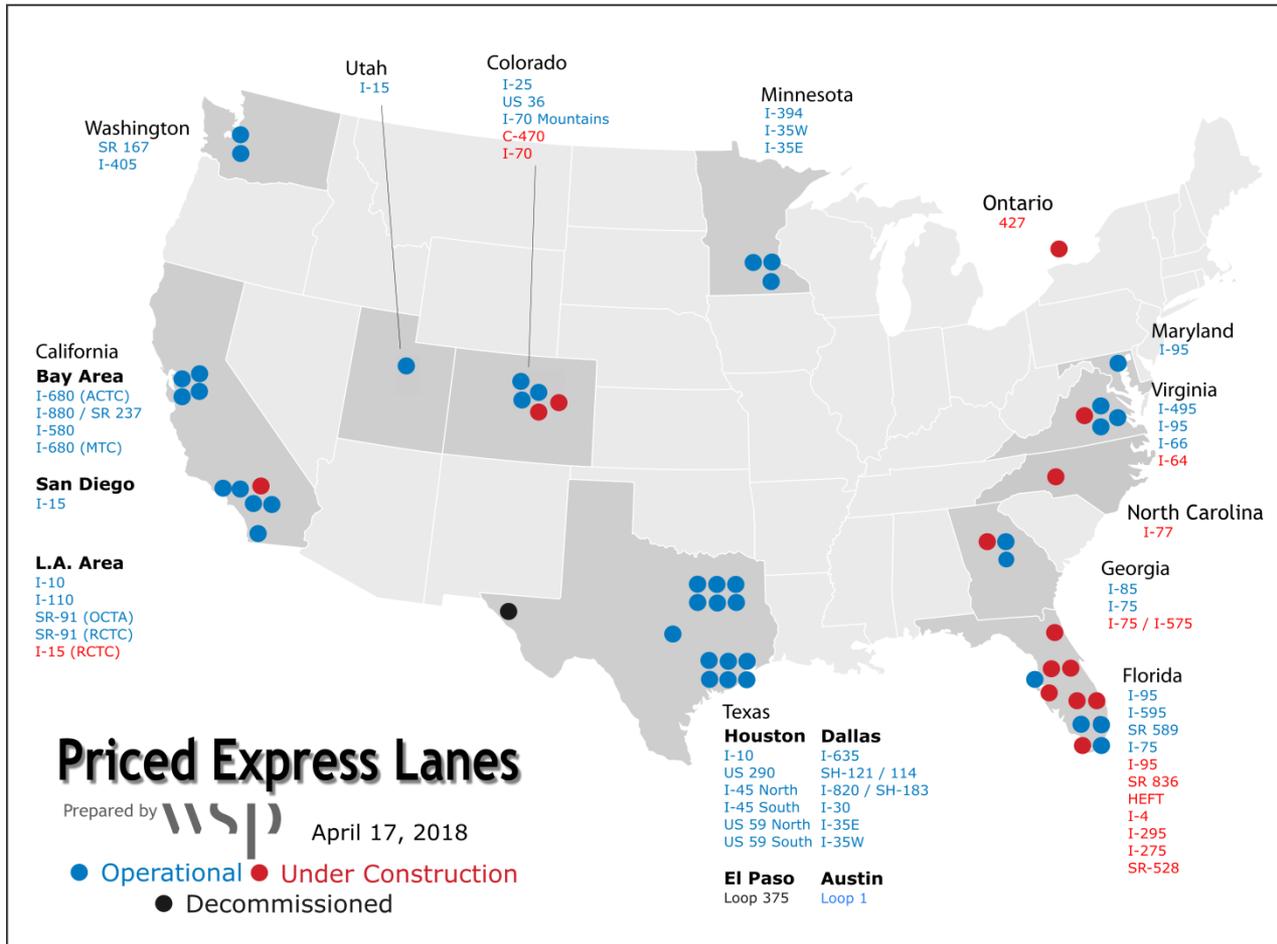
- I-5 and I-205 in Portland metro region
- Implementation could be in discrete segment(s)



What is Value Pricing?

- Also known as “congestion pricing”
- Uses toll pricing to manage traffic congestion, improve reliability
- Tolls change depending on traffic conditions: rates go up when congestion peaks
- Goal is to use pricing to encourage options in travel choices
 - Other travel modes
 - Off-peak periods
 - Alternate routes (must balance diversion effects)

Variable priced lanes and roadways



Value Pricing Policy Advisory Committee

Oregon Transportation Commission (two co-chairs)

Clackamas County	Clark County	Multnomah County	Washington County
City of Portland	Port of Portland	Metro	City of Vancouver
TriMet	Ride Connection	Verde	Oregon Trucking Associations
Portland Business Alliance	Fred Meyer	AAA Oregon	The Street Trust
Oregon Environmental Council	OPAL Environmental Justice of Oregon	Westside Economic Alliance	Community Alliance of Tenants
ODOT	WSDOT	FHWA (ex officio)	

Policy Advisory Committee (PAC) Charge

The PAC will advise the OTC

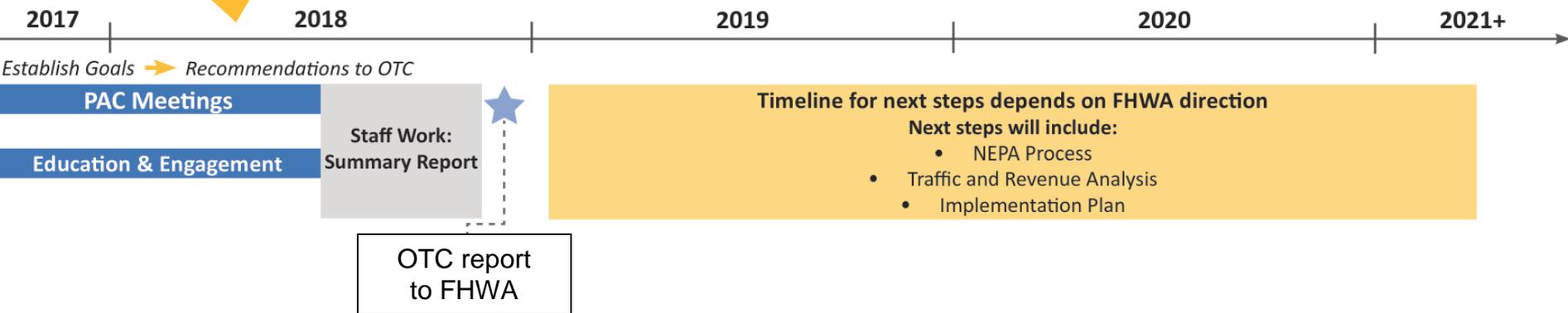
1. Location(s) best suited for value pricing to reduce congestion
2. The type(s) of value pricing to implement
3. Mitigation strategies for impacts on environmental justice communities & adjacent communities

PAC recommendation process

	PAC 4 April 11	PAC 5 May 14	PAC 6 June 25
Information/ Discussion	Strategies / current policies	Round 2 concept evaluation findings	Refinement of recommendations
Outcome	Identify benefits and strategies to address potential impacts	Draft recommendations	Final recommendations <ul style="list-style-type: none"> • <i>Location</i> • <i>Type</i> • <i>Mitigation strategies</i>
OTC meeting July 12	Present the PAC recommendations and hear public comment		

Implementation timeline

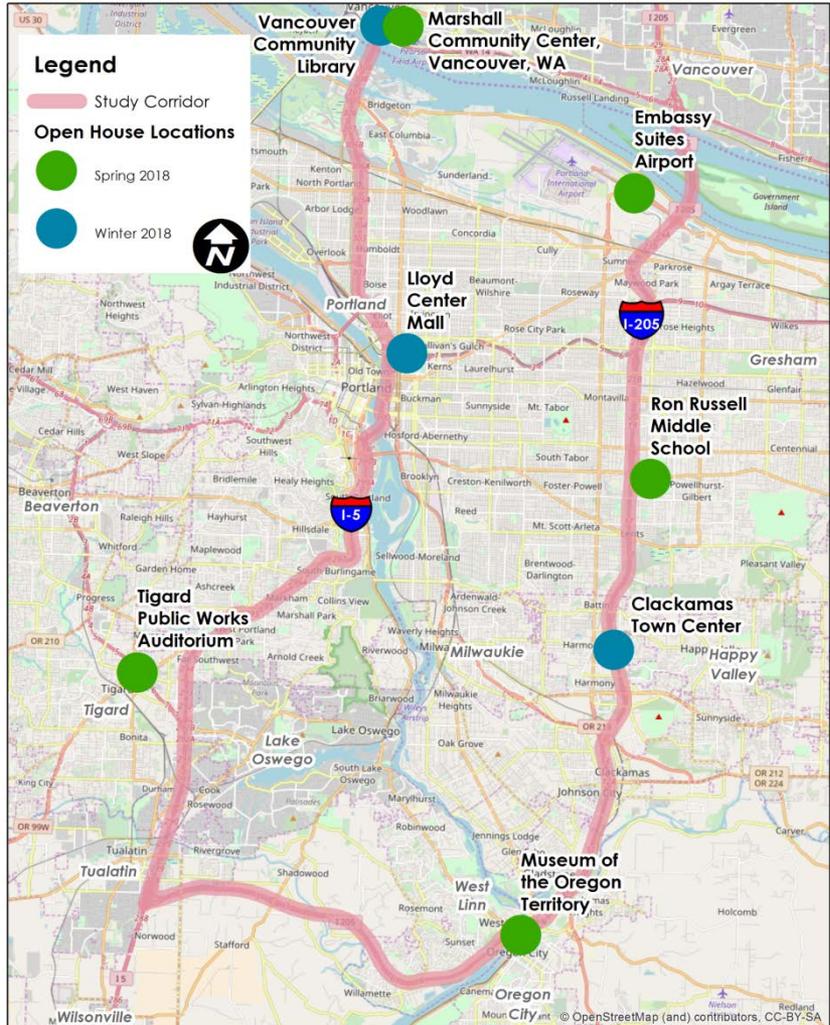
We are here



Public participation update

Comprehensive outreach

- Environmental Justice/Title VI focus groups
- Online open houses and surveys
- In-person community conversations
- Emails and voice mails
- Presentations to community groups
- Discussion groups
- PAC meetings



Outreach by the numbers

	Winter (November through February 5, 2018)	Spring (February 6 through April 2018)
Online open house visitors	6,722	6,538
In-Person Open House attendees	260	186
Completed questionnaires	1,810	776 Including 286 Title VI/EJ
Project Video views	3,406	20,975
Email/voice mail comments	772	454
Focused Outreach		
Title VI/EJ Discussion Group attendees	~	114
DHM Focus Group attendees	37 Including 17 Title VI/EJ	~
Group Presentations (events)	15	25

What we heard from the public

- Provisions for low-income communities
- Skepticism about whether pricing works
- Ideas about how and where to spend revenue
- Transportation capacity not keeping up with growth
- Fairness is key

Concept Evaluation

Types of Freeway Pricing

Priced Roadways



Priced Lanes



Evaluation Building Blocks

1. Priced Roadways
2. Priced Lane – convert existing
3. Priced Lane – add a 4th lane

Project Approach

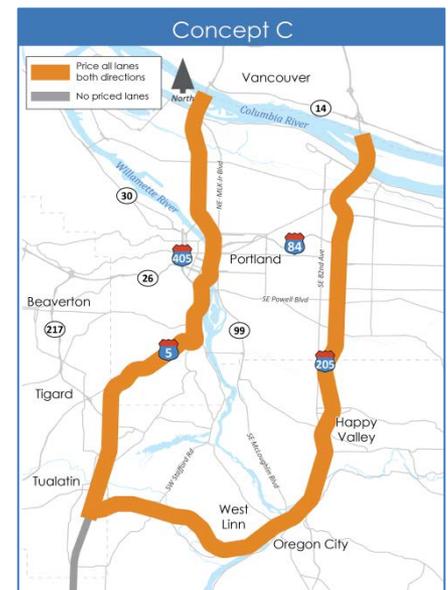
Round 1 Evaluation (Winter)

- Start with “representative” concepts
- Understand the range of effects
- Conduct screening level analysis (traffic, geometrics, costs)
- Engage stakeholders & public

Round 2 Concepts (Spring)

- Refined performance evaluation
- Narrowed set of concepts
- Mitigation strategies to consider
- Engage stakeholders & public

Round 2 evaluation approach



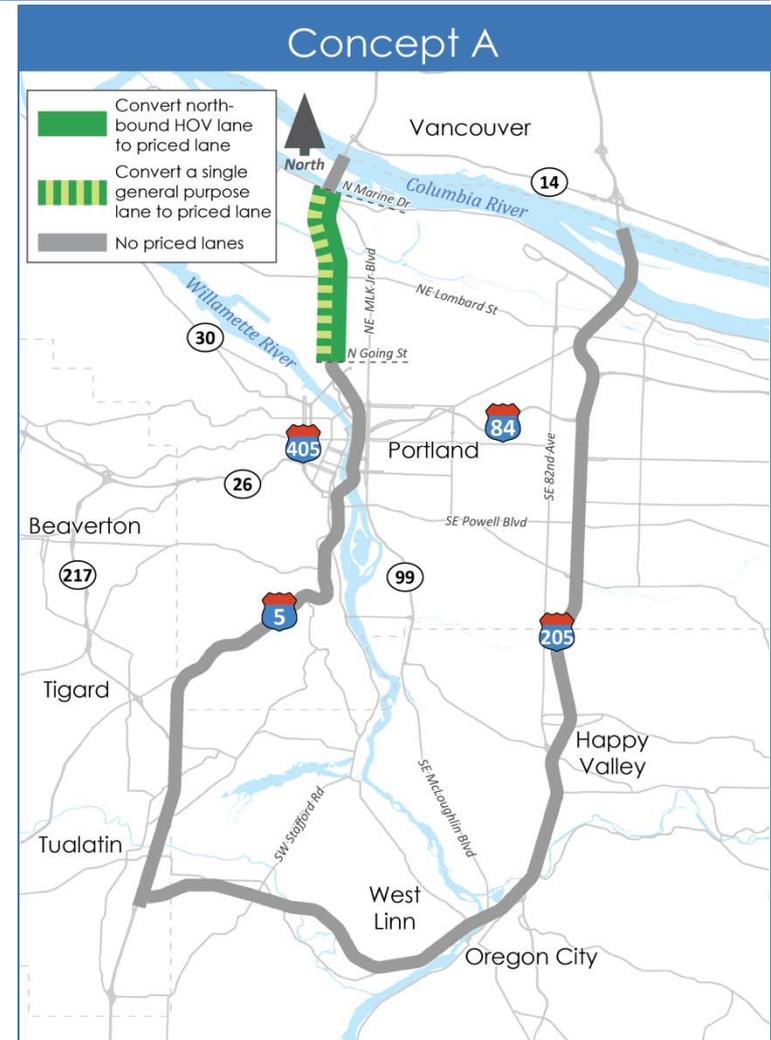
Concept A: Northern I-5 Priced Lanes

■ Key findings

- Minimal congestion reduction
- Limited diversion
- Revenue and capital costs relatively low
- Maintains two unpriced lanes in each direction, but highest toll amount per user

■ Considerations

- Mitigation strategies could be considered for land locked areas
- Northbound: FHWA HOV/HOT Lane Program
- Southbound: FHWA Value Pricing Pilot Program



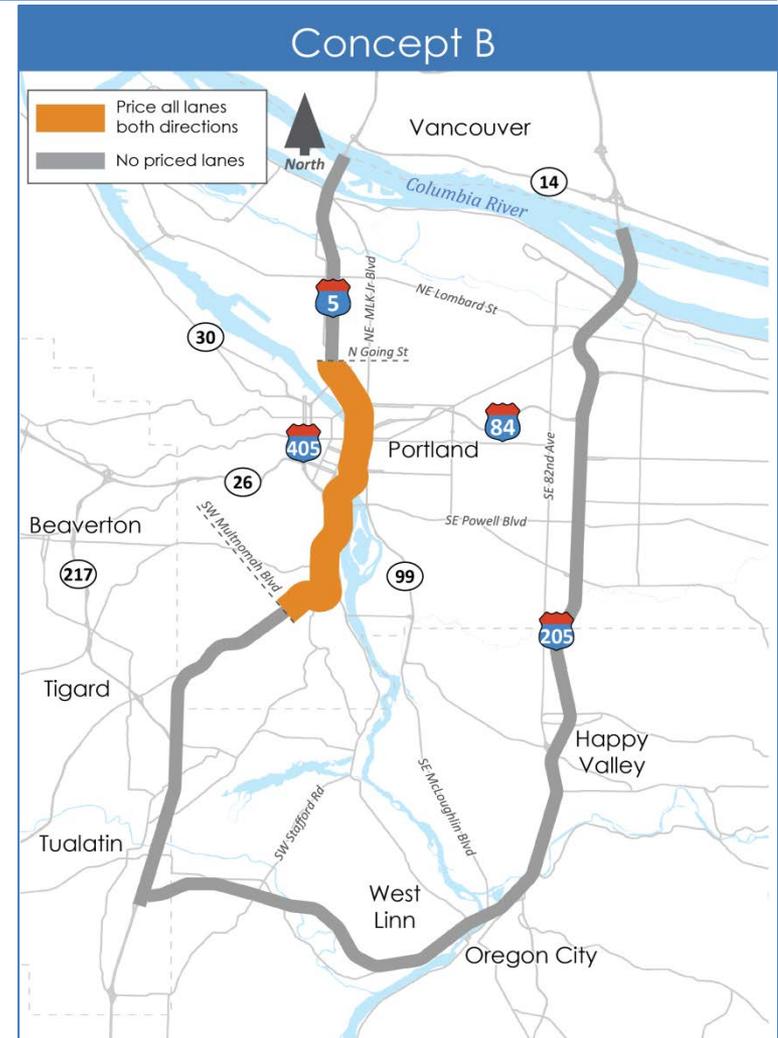
Concept B: I-5 Priced Lanes – Toll All Lanes between Going St./Alberta St. and Multnomah Blvd.

■ Key findings

- Congestion reduction and time savings
- Travel time savings to area Title VI/Environmental Justice communities
- Modest diversion with increased vehicles per lane per hour on I-5
- Dense network of transit and multi-modal facilities

■ Considerations

- Mitigation strategies could include increased transit service, low-income toll rates, other strategies
- FHWA: Value Pricing Pilot Program



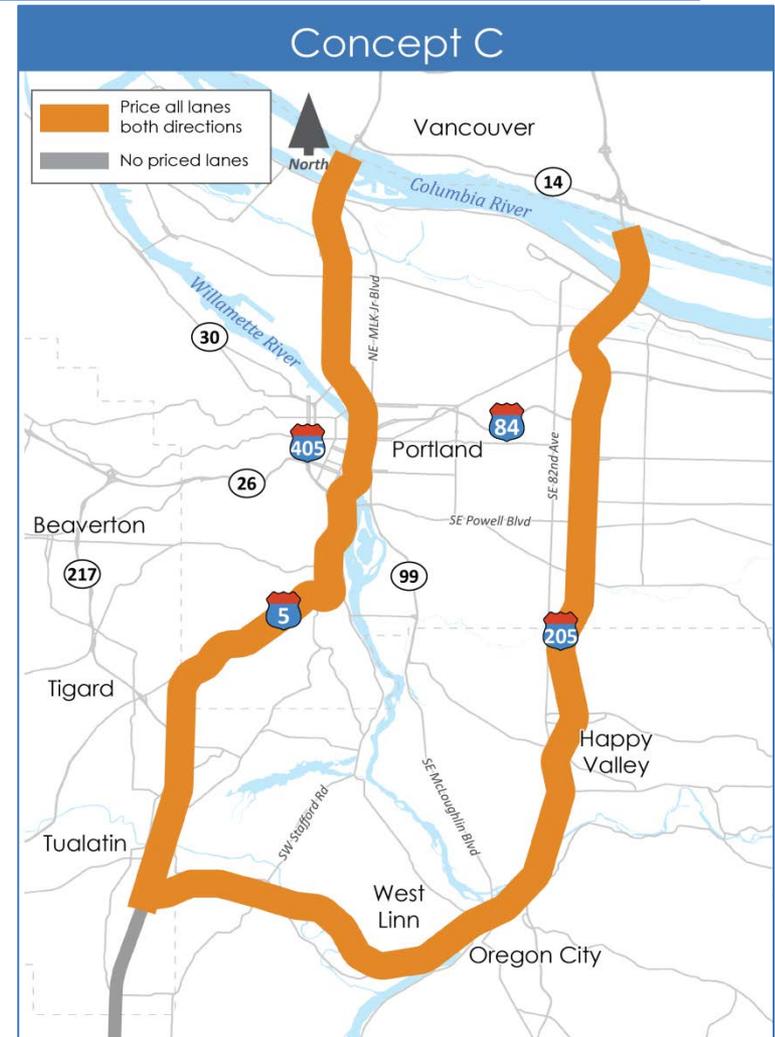
Concept C: I-5 and I-205 Priced Roadway – Toll All Lanes

■ Key Findings

- Greatest regional congestion reduction and travel time savings
- Enhanced jobs access for Title VI/EJ communities
- High probability of diversion; could be minimized with dynamic tolling
- Transit and multi-modal facilities can serve as alternatives, though accessibility varies

■ Considerations

- Would require phased implementation
- Mitigation strategies could include increased transit service, low-income toll rates, other strategies
- Generates largest amount of revenue compared to other concepts



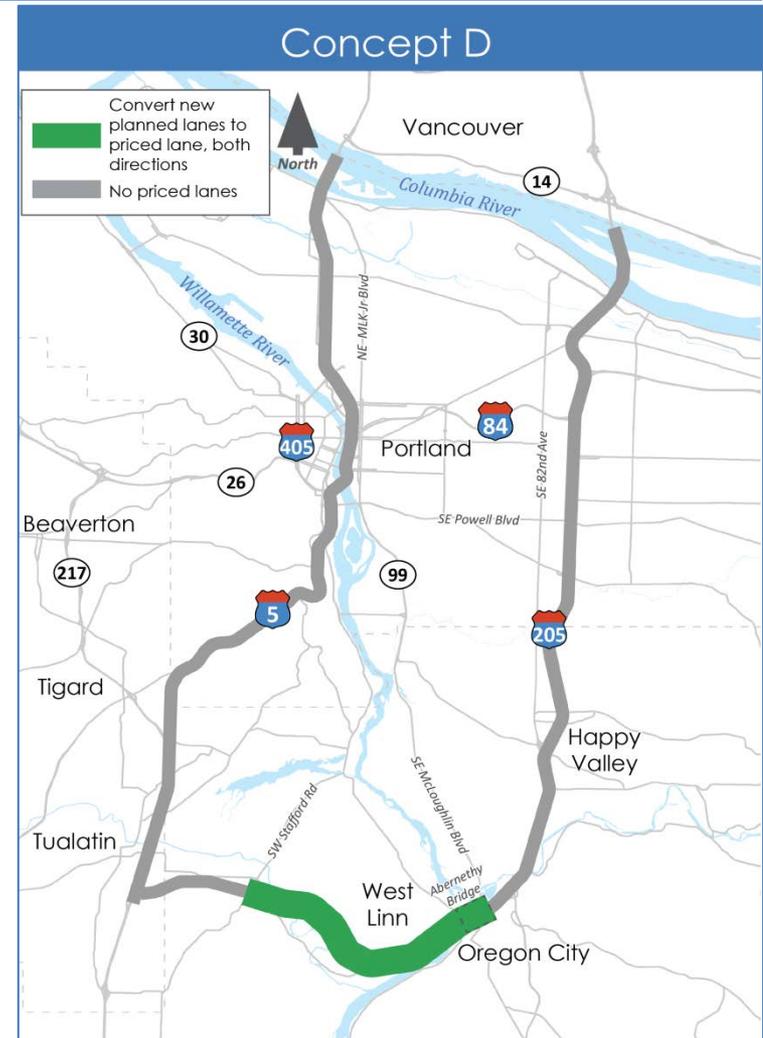
Concept D: I-205 Priced Lane – OR99E to Stafford Road

■ Key findings

- Minimal congestion reduction
- Minimal diversion
- Few transit and multimodal travel options
- Maintains two unpriced lanes in each direction, but toll amount per user would be higher
- Limited revenue

■ Considerations

- FHWA allows outright due to added capacity



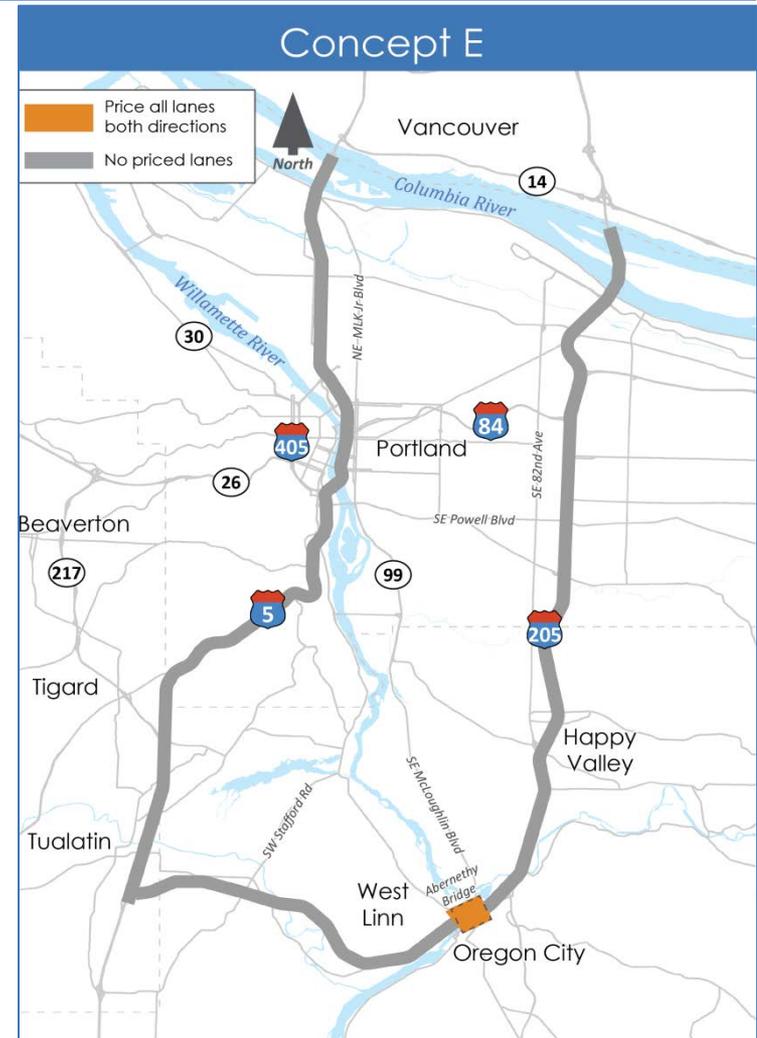
Concept E: Abernethy Bridge Priced Roadway (tested for revenue potential)

■ Key findings

- Congestion reduction and travel time savings for drivers on I-205
- Some traffic diversion to I-5, particularly freight
- Probability of diversion to local facilities

■ Considerations

- Mitigation strategies needed, such as increased transit service, low-income toll rates, others
- Would likely generate sufficient Abernethy Bridge project and a portion of planned third lane on I-205



Consultant team recommendation

- Do not implement Concepts A or D
- **Initial implementation of Concept B as pilot pricing program, coupled with performance monitoring** to evaluate success
- **Consider implementation of Concept E** concurrent with Concept B
- After assessing performance of initial pricing project (assuming successful evaluation), consider implementation of **Concept C in phases with comprehensive system analysis**
- Develop mitigation strategies for low-income and adjacent communities

Mitigation strategies and priorities

- Low-income population provisions
- Improved transit access and availability
- Traffic diversion strategies
- Connecting revenue with congestion relief/system improvements in region
- Making sure pricing works (performance monitoring)
- Roadway and transit capacity should match growth

Next Steps

Next steps

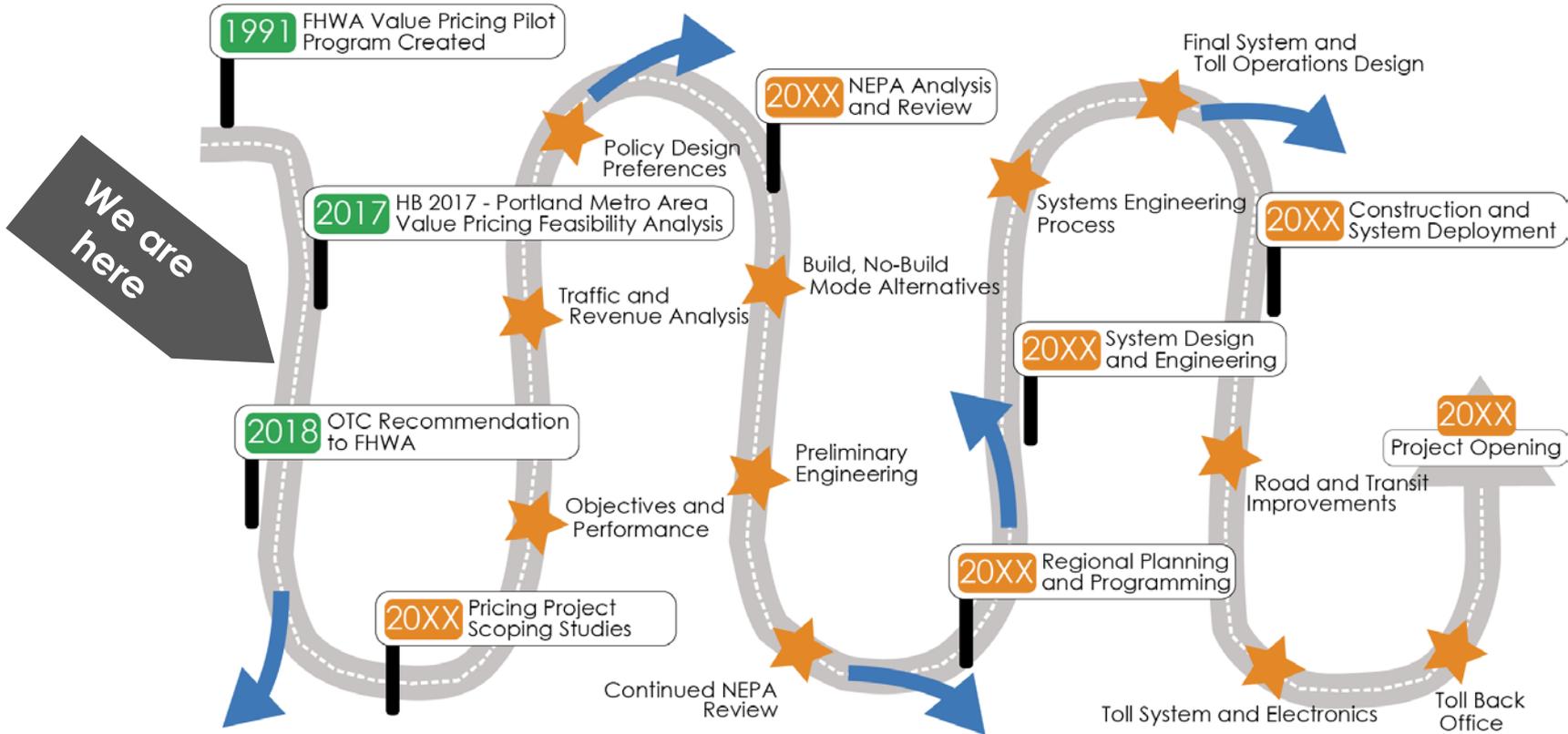
PAC Meeting #6:

Monday, June 25, 2018, 9:00 a.m. – noon

OTC Meeting:

Thursday, July 12, 2018

Roadmap



We are here

Legend

- "Off-ramps" from implementing pricing
- Start of major project phase
- Project milestones



For more information and to sign up for updates

Project web site

- www.ODOTvaluepricing.org

Contact us

- valuepricingINFO@odot.state.or.us (project team)
- valuepricingPAC@odot.state.or.us (Advisory Committee)

