

Congestion Pricing: strategy to move people and goods



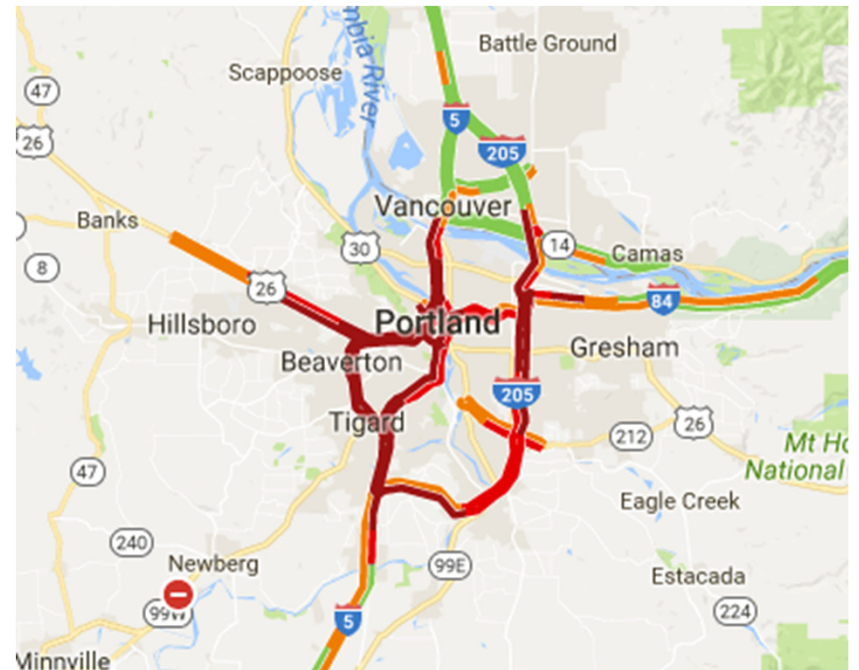
Portland Sustainability Commission March 27th, 2018



PBOT
PORTLAND BUREAU OF TRANSPORTATION

Why is the region considering pricing?

- Portland is growing: region expects to add 500,000 new residents by 2040.
- Congestion is a growing problem for the Portland region



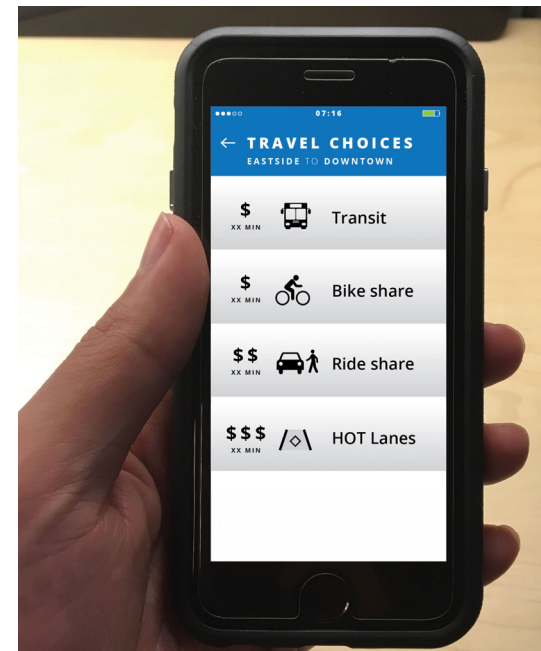
Costs of congestion

- **Economic:** Increased costs to businesses and families for fuel, vehicle maintenance & lost time
- **Health:** emissions & long commutes contribute to asthma, heart disease & other health problems
- **Climate:** 40% of Oregon GHG emissions from motor vehicles
- **Equity:** Lower-income people often live closer to freeways & farther from work



Current strategies for congestion relief

- Provide alternatives to single occupancy vehicle trips – transit, carpools, biking, and walking
- Land use / Housing strategies (20-minute neighborhoods)
- Transportation Demand Management
- Intelligent Transportation Systems: signal synchronization



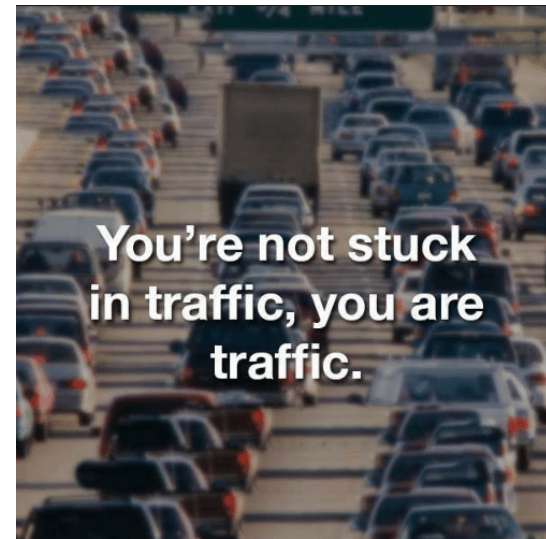
We need additional strategies

- The Region is currently updating the Regional Transportation Plan
- By 2027 almost one third of the region's throughways are expected to be congested or severely congested.
- Truck vehicle hours of delay are also expected to go up by 120% by 2027 (from 2015)



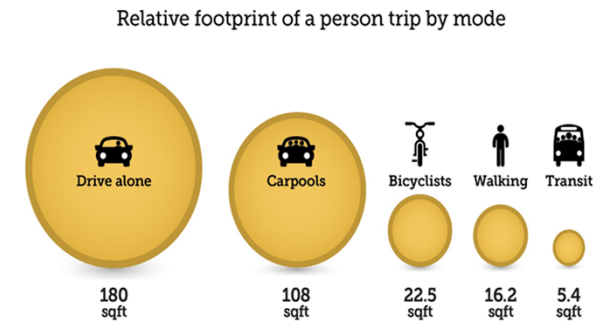
What is congestion pricing?

- Congestion or value pricing is a method of charging a fee for road use which more accurately reflects the demand for the use of the road.
- When demand for the road is high, during congested times, the fee is higher.



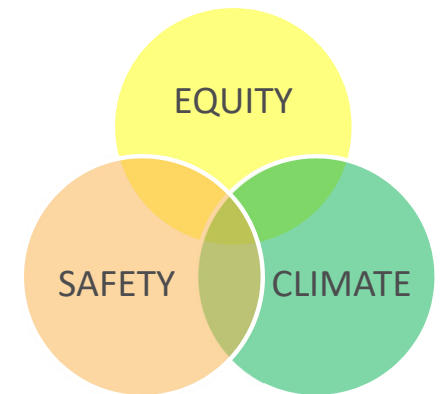
What is congestion pricing?

- Fees encourage people to make different travel choices
 - Carpool
 - Transit, biking, walking
 - Travel at a different time
- Reduce discretionary trips in single occupancy vehicles
- Revenue that is generated can be used to supplement other transportation choices or to add capacity
- Similar to peak pricing, already done by Uber, Lyft (TNCs), but designed to reduce congestion, not profit from it

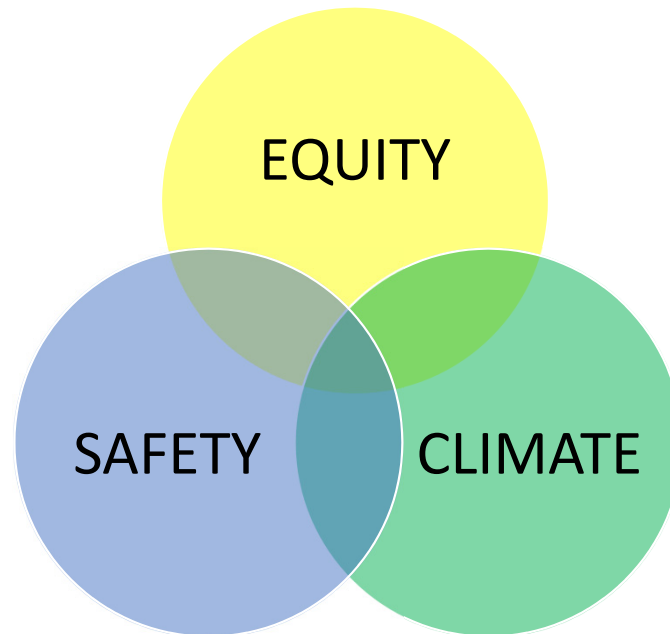


Resolution 37334

BE IT RESOLVED, that the City of Portland directs the Portland Bureau of Transportation to work with the Oregon Department of Transportation with all available capacity to implement the Oregon State Legislature's requirements for "value pricing" on 1-5 and I-205, with a focus on demand management, climate and equity impacts, responsible use of new revenue, and diversionary effects on Portland's neighborhoods and arterial roads; and



Reduce congestion: move people and goods
Aligning outcomes with Transportation System Goals



Principles for evaluating pricing policies

- Safety: Cannot make our streets less safe in project areas or through diversion



Principles for evaluating pricing policies

- Equity: Project elements and revenue use must make the system more equitable.



**BUILD AN
EQUITABLE
FUTURE**
where all can
grow and thrive

Principles for evaluating pricing policies

- Climate: Project must have an overall benefit on the environment.



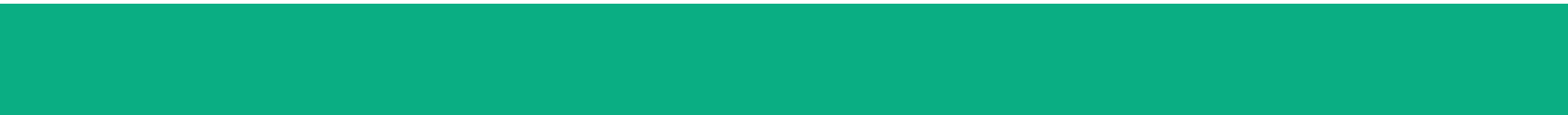
Revenue use

Revenue from pricing contributes to transportation alternatives and making the system safer.

Examples:

- Transit (capital improvements)
- Biking and walking facilities
- Safety of local arterials
- Low-income user discounts







Portland Area Value Pricing Feasibility Analysis Policy Advisory Committee

- Recommend extending the Policy Advisory Committee through the next phases of the project
- Recommend creating a Technical Advisory Committee

ODOT VP Round 1 Evaluation

Round 2 Concept C

- Price All Lanes
- No Pricing




Initial questions – Diversion and Safety

What can be answered now and what will be answered during the next phase?

- How much diversion onto local streets and I-84, I-405, etc.?
- How does this compare with the diversion that occurs because of congestion?
- What are the safety impacts of diversion?

Initial questions - Equity

What can be answered now and what will be answered during the next phase?

- How does this impact communities of color and low-income communities?
 - How does this impact communities that have been displaced and now have longer commutes?
 - Are there significant equity measures that can be taken, such as a low-income pricing structure?
 - Can revenue be used to increase investment in other modes like transit in areas that currently have less access?
 - What are the equity impacts of not changing the status quo?
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Initial questions – Climate

What can be answered now and what will be answered during the next phase?

Climate:

- What is impact to greenhouse gas emissions?
- What is impact to other air particulates?

Initial questions - Revenue

What can be answered now and what will be answered during the next phase?

- How much revenue is generated above what is needed to pay for the system?
- Can the revenue be used to supplement transit and other modes? Investments cannot now be made in transit operations, but can be made in transit capital (Enhanced Transit, etc.)
- Can revenue be used to increase safety on alternative routes?

Initial questions - other

What can be answered now and what will be answered during the next phase?

What technology will be used to collect the fees?

What about unbanked populations?

What about personal information?