



Portland Metro Area Value Pricing Feasibility Analysis

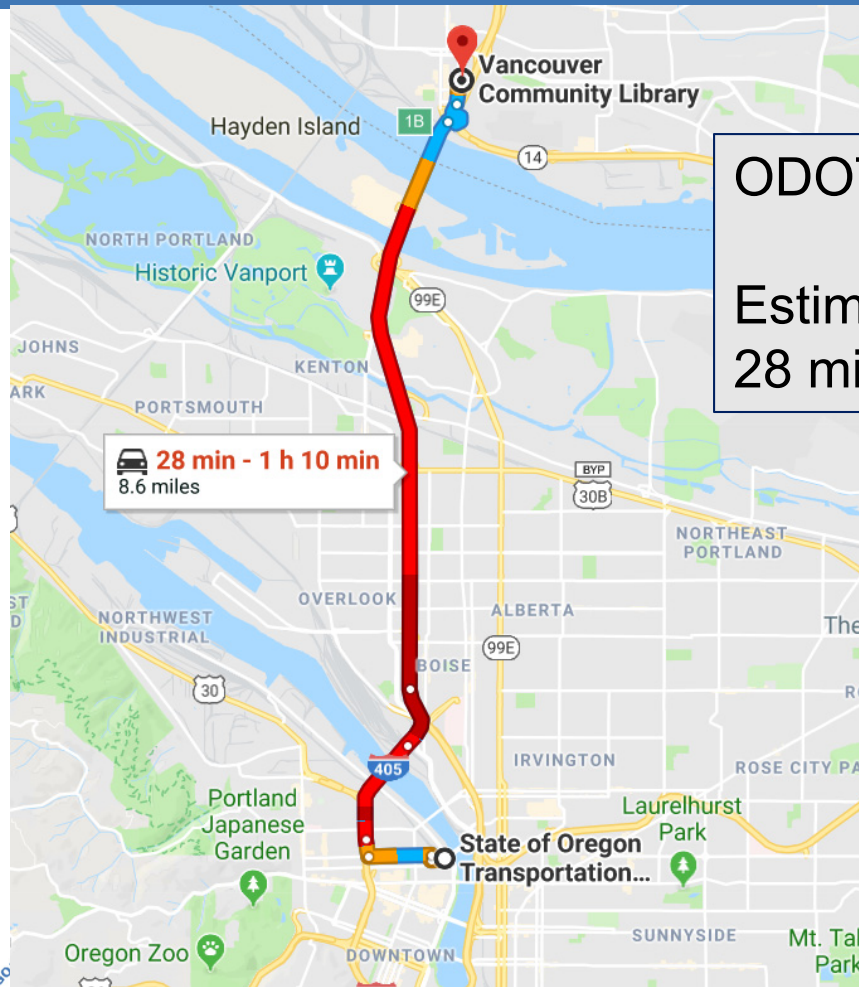


Spring 2018 Update

Presentation overview

- ❑ Background and process
- ❑ Public engagement: What we're hearing
- ❑ Technical analysis: What we're learning
- ❑ Next steps

What's the problem?



ODOT Office to Vancouver Library

Estimated travel time:
28 min to 1 hr 10 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 Abemethy Bridge.

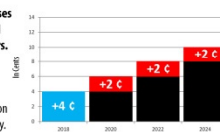
I-5 Rose Quarter: Invests in new lanes to improve reliability and plan for connectivity improvements across the freeway.

Funding Investments

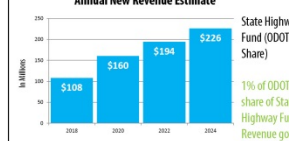
Vehicle Registration Fees, Title Fees, and Fuels Tax

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



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.

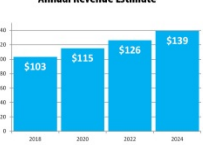


The payroll tax revenue is dedicated to



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:

- Seek FHWA approval to implement value pricing no later than 12/31/18
- If approved, “the commission shall implement value pricing to reduce traffic congestion.”

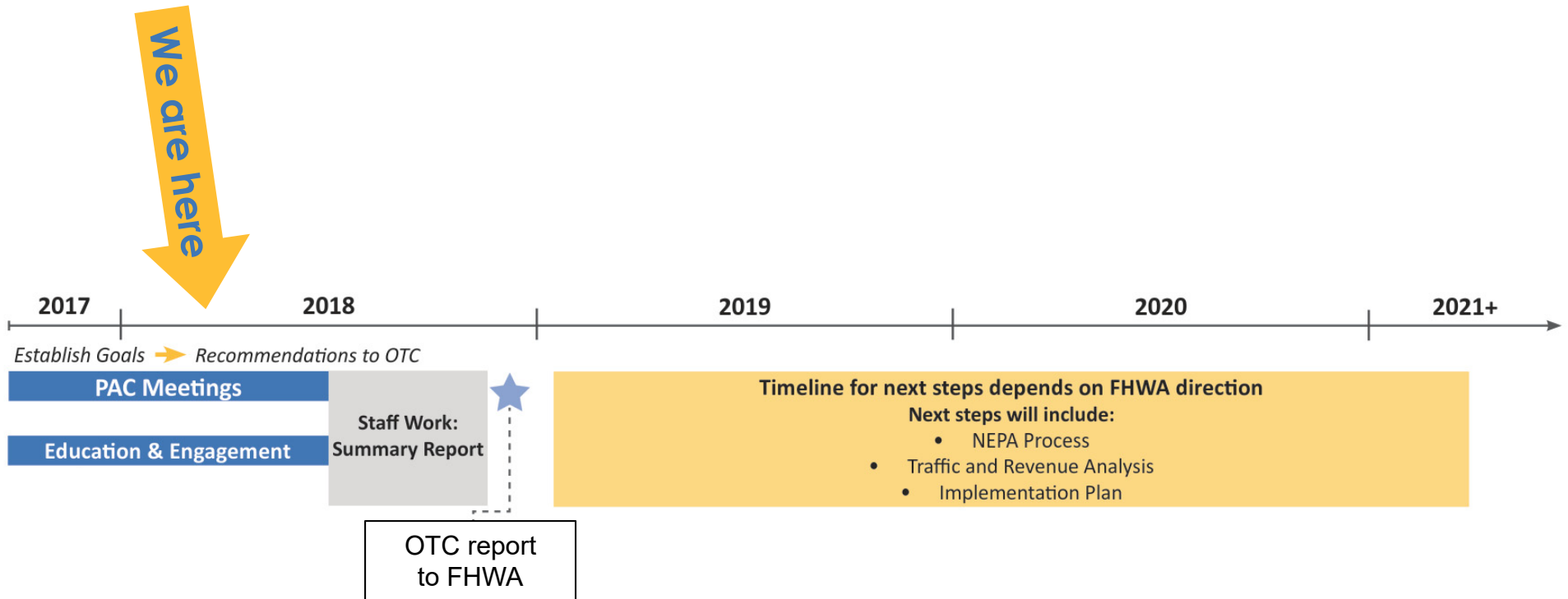
HB2017 Section 120 - Value Pricing

Priority locations:

- I-5 and I-205 in Portland metro region
- Implementation could be in discrete segment(s)
- Does not preclude other freeways or other agency implementation



Implementation timeline



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)	

Committee Charge

The committee will advise the OTC:

- Location(s) best suited for value pricing to reduce congestion
- The type(s) of value pricing to implement
- Mitigation strategies to evaluate further

PAC Recommendation Process

	PAC4 April 11	PAC 5 May 14	PAC 6 June 25
Information/ Discussion	Mitigation approaches / current policies	Round 2 concept analysis findings	Refinement of recommendations
Outcome	Identify mitigation opportunities & approaches	Preferred concept(s)	Final Recommendations - Location - Type - Mitigations

OTC meeting July 12	Present the PAC recommendation(s) and hear public comment
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Thinking about equity

- What input do environmental justice communities have?
- How would benefits be shared?
- What choices will exist and for whom?
- How would impacts be experienced?
- What can be done to better distribute benefits and mitigate impacts?

Thinking about equity

- Existing inequities in Transportation
 - Auto-dependent system development
 - Housing/jobs balance in land use planning
 - Traditional funding sources
 - User fees compared to other tax types
 - Infrastructure impacts
 - Air quality, noise, construction, etc.
- Congestion pricing
 - Sharing in benefits
 - Out of pocket costs

Actions other states have taken

Incentives and discounts



HOV Toll-Free Use Signage, I-10 Express, Los Angeles, California

- Discounted rates for HOVs
- Subsidized toll rates
- Toll credits for use of modal alternatives
- Toll credits by location

Actions other states have taken

Special access programs



License Plate Tolling Signage, North Tarrant Express, Ft Worth, Texas

- Cash accounts for unbanked populations
- License-plate tolling

Actions other states have taken

Enhanced multi-modal investments



In-line bus station on I-35W Express Lane, Minneapolis, Minnesota

- Provide improved and expanded transit facilities and services to address accessibility
 - Washington
 - Minnesota
 - California

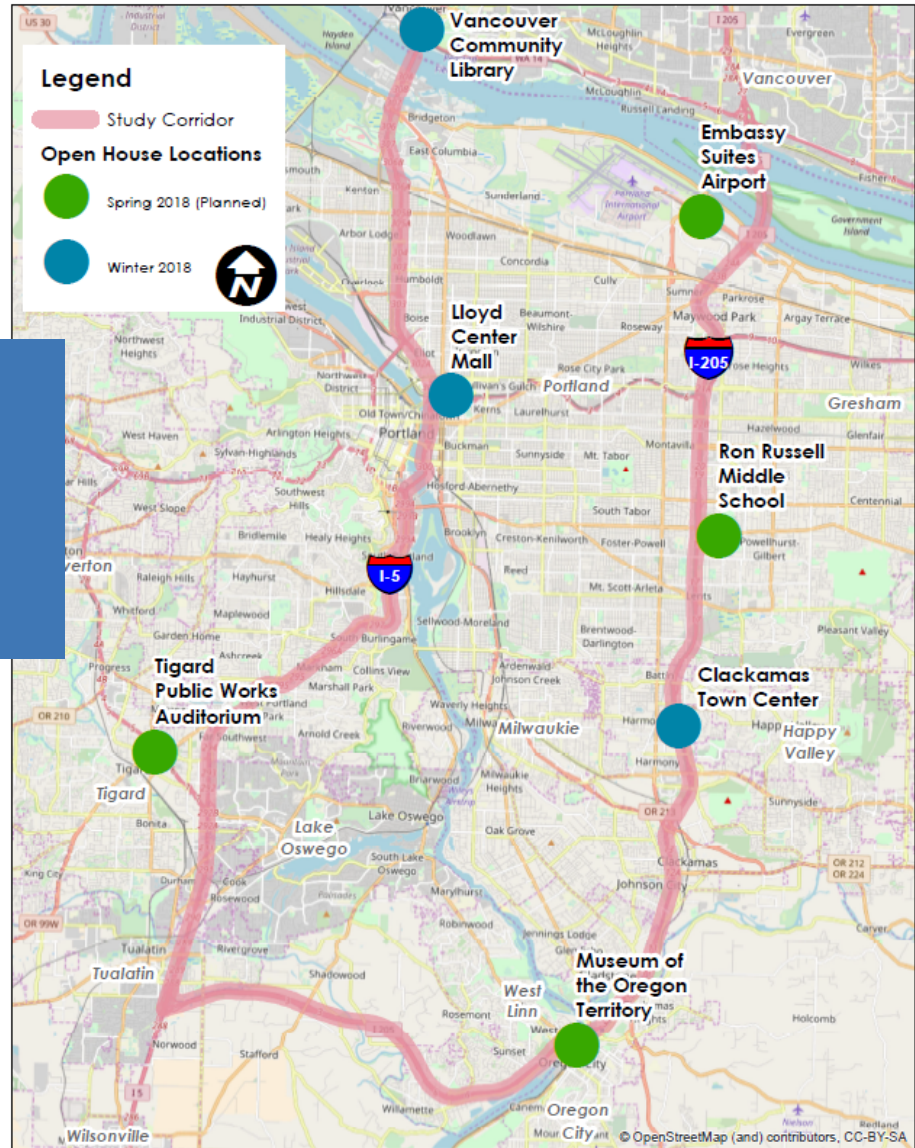
Public Outreach

High level of regional input

- **6,722** visitors to online open house
- **3,357** views of overview video
- **260** people at 3 open houses
- **1,810** completed questionnaires
- **754+30** email/voicemail



Winter & Spring Open Houses



What we are hearing

Common themes

Negative effects of congestion

- Time spent in traffic
- Increased stress, anxiety, and frustration
- Unpredictable travel time
- Adjusting route to avoid congestion

What we are hearing

Common themes

Concerns about congestion pricing

- Impacts on low income communities
- Diversion of traffic onto surface streets & into neighborhoods
- Questions and ideas about how revenue should be used

Concept evaluation

Project Approach

Round 1 Evaluation (Jan/Feb)

- Start with “representative” concepts
- Understand the range of effects
- Screening level analysis (Operations, geometrics, capital costs)
- Discussions with stakeholders & public

Round 2 Concepts (Mar/May)

- Refined performance evaluation
- Equity considerations
- Mitigation strategies

Baseline – 2027 RTP



- For reference
- Includes growth in population and employment through 2027
- No tolls or pricing applied to either I-5 or I-205
- Includes all (700+) projects in the Regional Transportation Plan for 2027

Value pricing tools

Types of Freeway Pricing

Priced Roadways



Priced Lanes



Types of Freeway Pricing

Priced Roadways



Priced Lanes

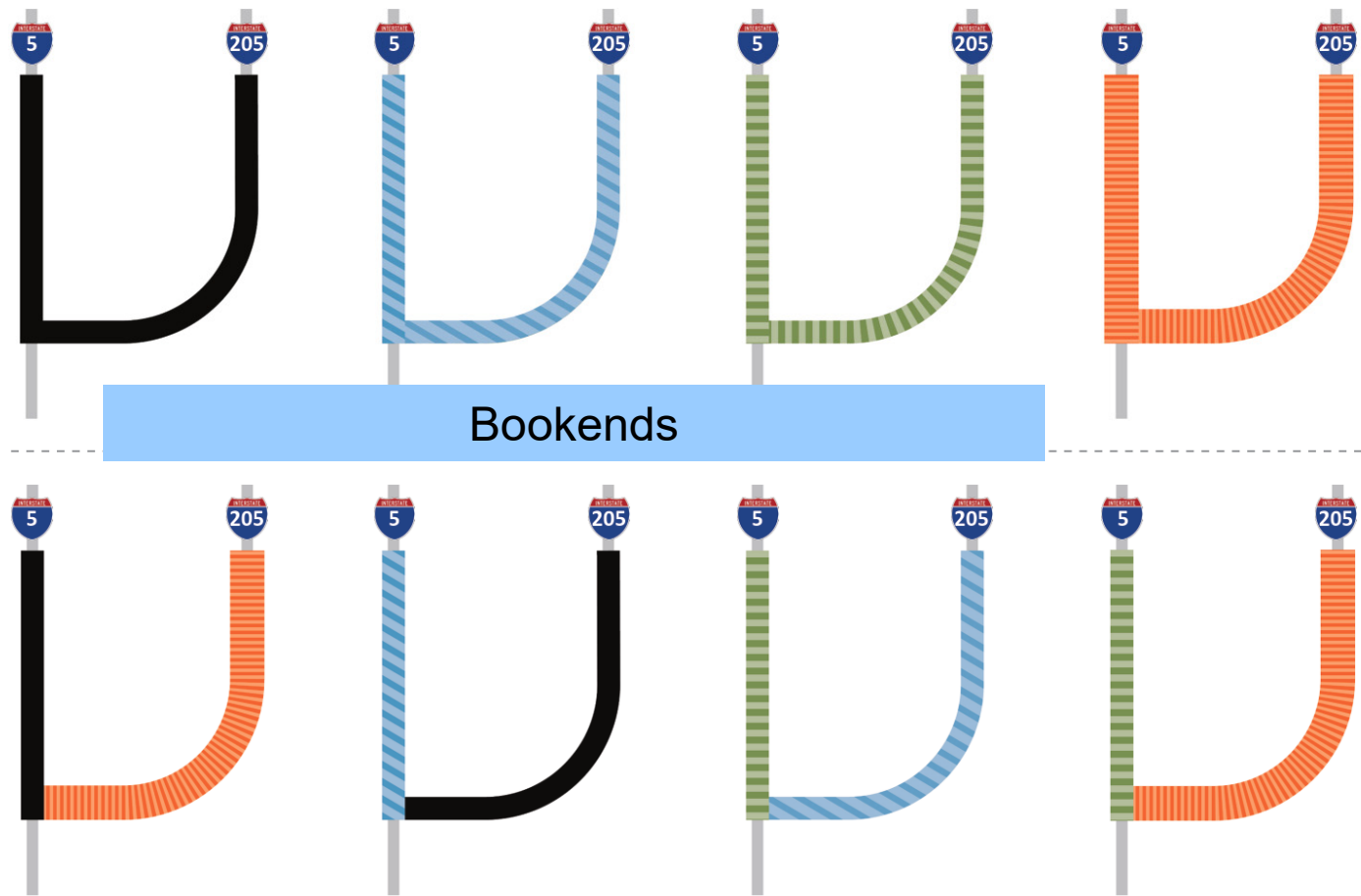


Evaluation Building Blocks

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

Round 1 Concepts

- Key**
-  No Pricing
 -  Priced roadways; toll all lanes
 -  Priced lane: convert one existing general purpose lane in each direction
 -  Priced lane: construct a new priced lane in each direction



Combinations

Key findings from Round 1

Priced Roadway

- Highest level of congestion relief
- Does not preclude freight (as do priced lanes)
- Equity trade-offs
 - No unpriced lane option
 - Can function with lower price, shared benefits
- Significantly less expensive to implement
- Highest revenue potential

Key findings from Round 1

Priced Lane – Convert existing lane

- Not operationally feasible in areas with only 2 lanes (e.g., Rose Quarter)
- Freight not typically allowed in left most lane
- Equity trade off: Maintains a “free” lane, but may not share benefits of pricing
- Single tolled lanes tend to generate limited revenue

Key findings from Round 1

Priced Lane – Construct a 4th lane

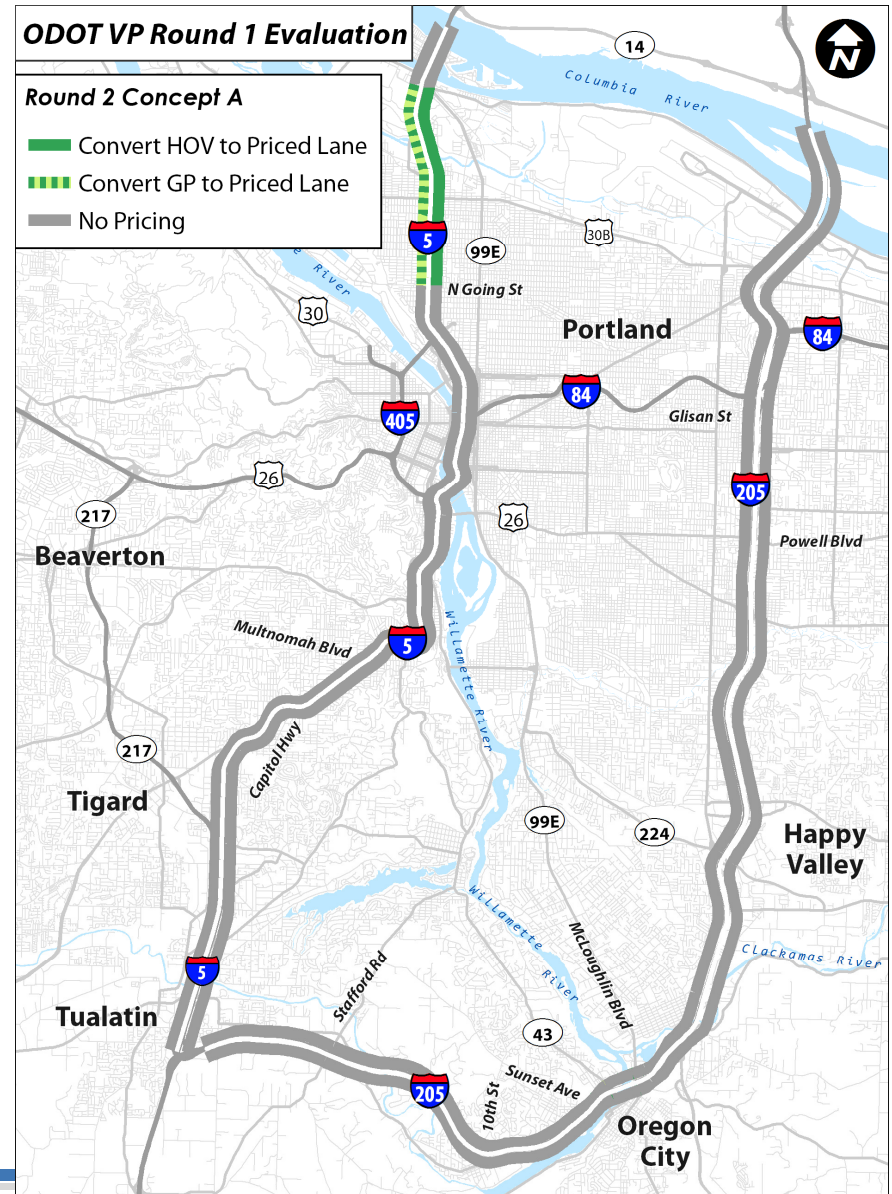
- Most expensive & impactful due to construction
- Equity trade off:
 - Maintains unpriced lane
 - Impacts from construction & added traffic.
- The travel benefits would be limited by downstream bottlenecks
- Improved traffic operations are largely due to added roadway capacity

Round 2 Concepts

Round 2 Concept A: Priced Lane Conversion

Northern I-5 priced lanes

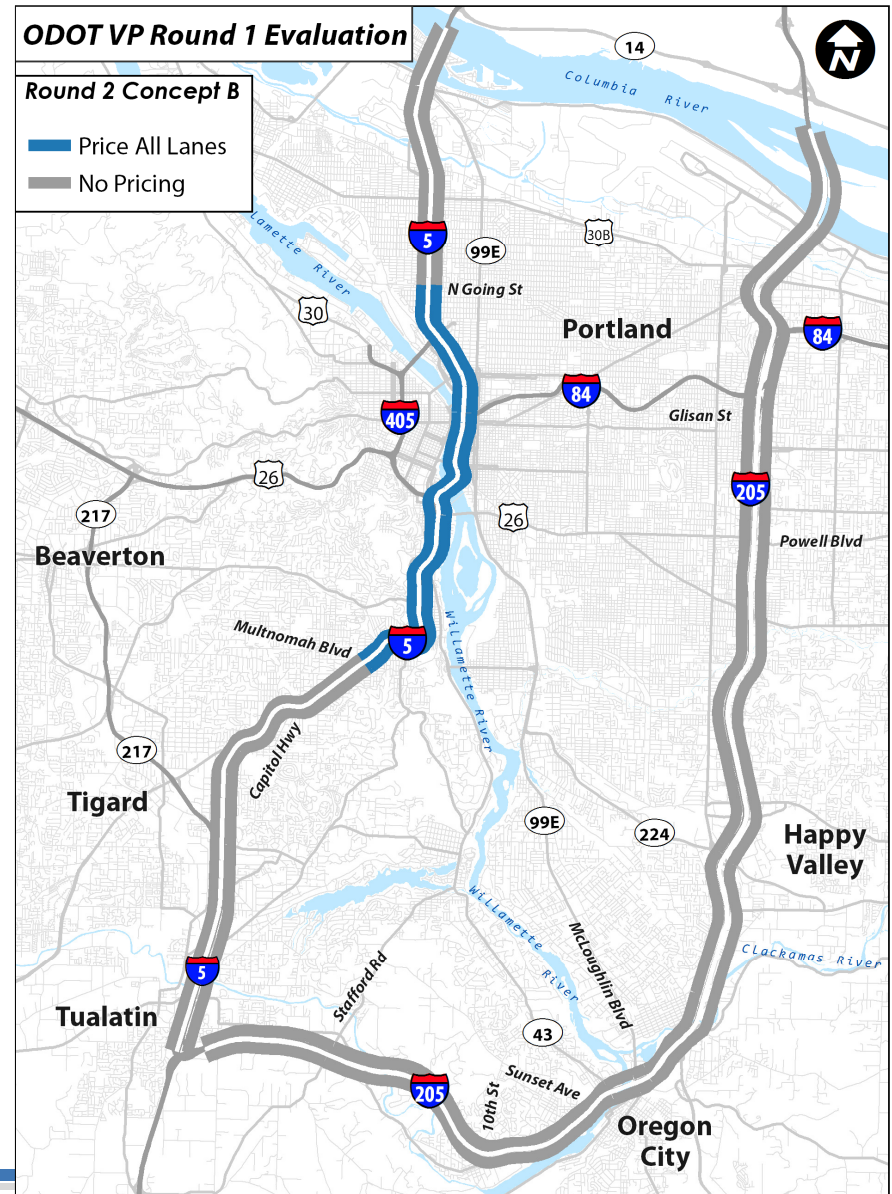
- Convert existing northbound HOV to priced lane
- Convert existing southbound GP to priced lane
- Key rationale
 - Relatively simple FHWA process
 - Significant existing congestion
 - Least expensive Round 2 Concept
- Key topics
 - Current HOV performance/compliance
 - Diversion
 - Federal and NEPA requirements



Round 2 Concept B: Priced Roadway

Toll all lanes on I-5

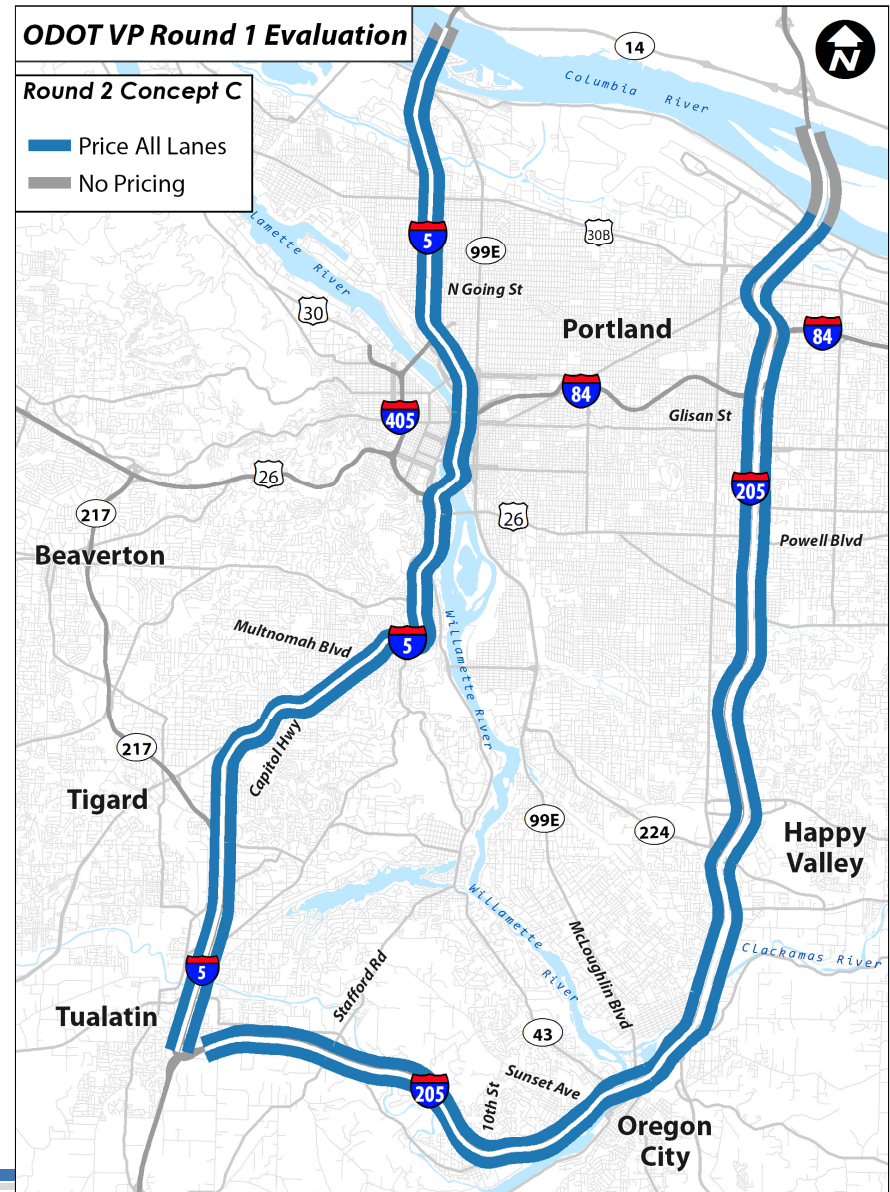
- Near downtown Portland
 - Multnomah Blvd to Going St
 - Both directions
- Key rationale
 - Few possible solutions without significant investment
 - Provides new revenue source
 - Most severe congestion in Portland metro area
- Key topics
 - Diversion
 - Tradeoffs for equity
 - Federal and NEPA requirements



Round 2 Concept C: Priced Roadway

Toll all lanes on I-5 and I-205

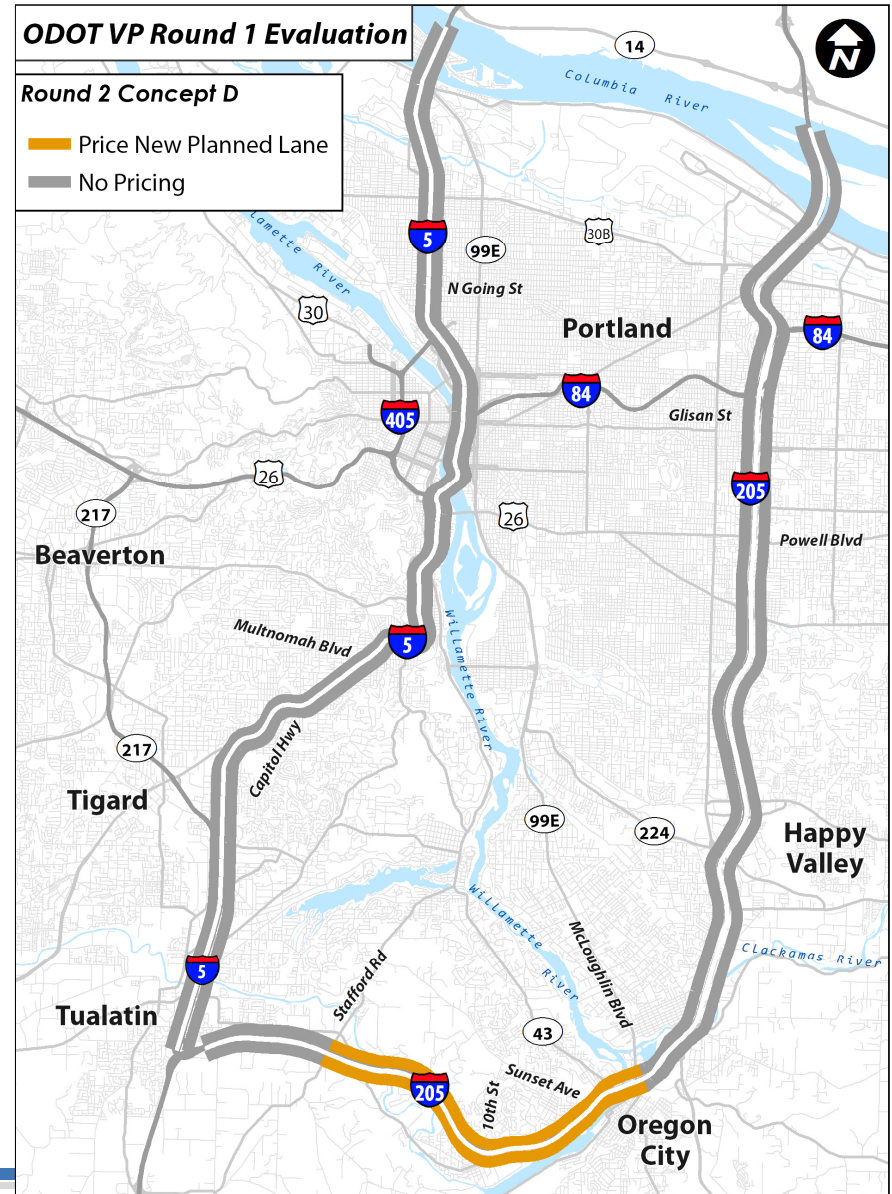
- Key rationale
 - Greatest congestion relief
 - Greatest revenue potential
 - Mitigation strategies
 - Relatively inexpensive
 - Opportunity for part-time operations
- Key topics
 - Diversion
 - Impacts on I-84, I-405 and Boone Bridge (Wilsonville, OR)
 - Equity impacts and mitigations
 - Federal and NEPA requirements



Round 2 Concept D: New Priced Lane

New priced lane on I-205

- In southern Portland metro area
 - Stafford Rd to OR 99E
 - Includes Abernethy Bridge
- Key rationale
 - Removes existing 2 lane bottleneck
 - Provides new revenue source
 - Potential to relieve congestion in southern I-205 corridor
- Key topics
 - Diversion
 - Operational effects on I-5
 - Federal and NEPA requirements



Next Steps

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Next steps: Spring engagement

- Equity focused discussion groups
- Four in-person & on-line open houses
- Presentations & briefings
- Website, social media, email/voice mail



Spring Open Houses

Thursday April 12th
5:30pm to 7:30pm

Museum of Oregon Territory
Oregon City

Saturday April 14th
10am to 12pm

Ron Russell Middle School
Southeast Portland

Wednesday April 18th
5:30pm to 7:30pm

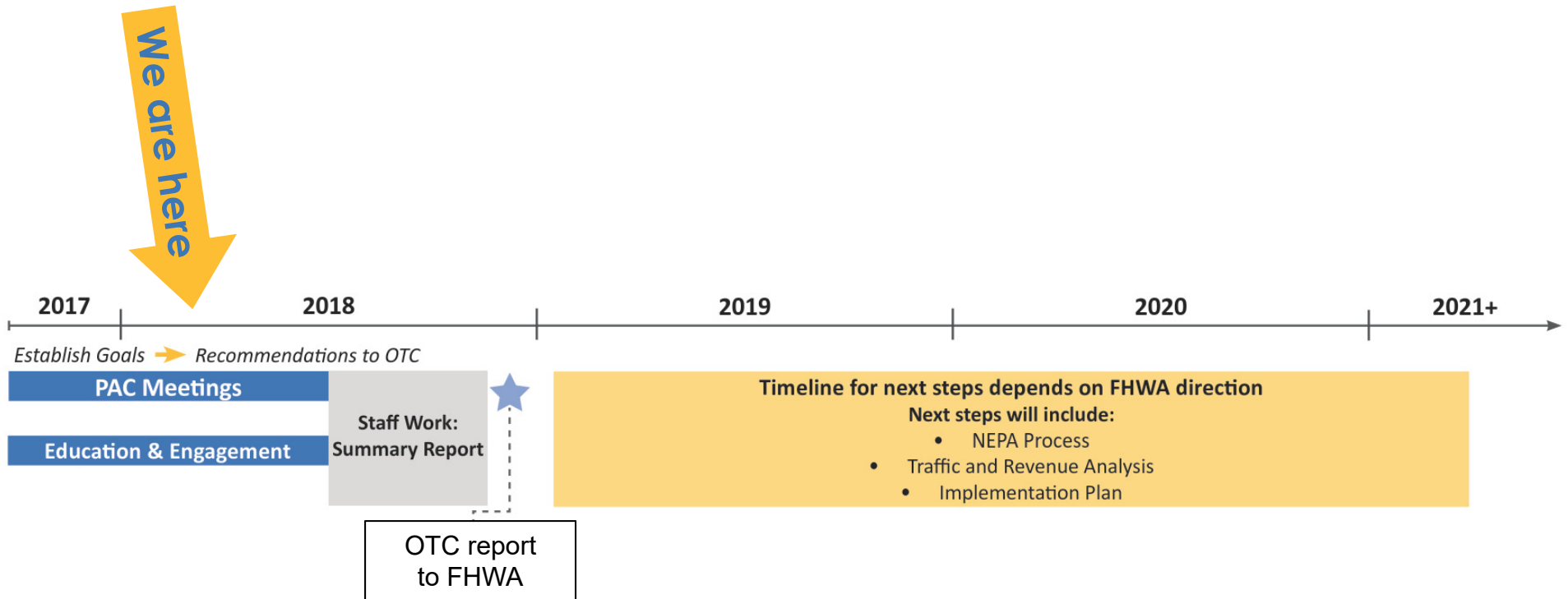
Public Works Auditorium
Tigard

Saturday April 21st
9:30am to 12:30pm

Embassy Suites Airport
Northeast Portland

On-line open house planned for April 5 to 19

Implementation timeline



For more information and to sign up for updates

Project web site

- www.ODOTvaluepricing.org

Contact us

- [valuepricingINFO@odot.state.or.us](mailto:价值pricingINFO@odot.state.or.us) (project team)
- [valuepricingPAC@odot.state.or.us](mailto:价值pricingPAC@odot.state.or.us) (Advisory Committee)

