

# Relieving congestion/moving people



MARCH 2018



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

# Why we are here?

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



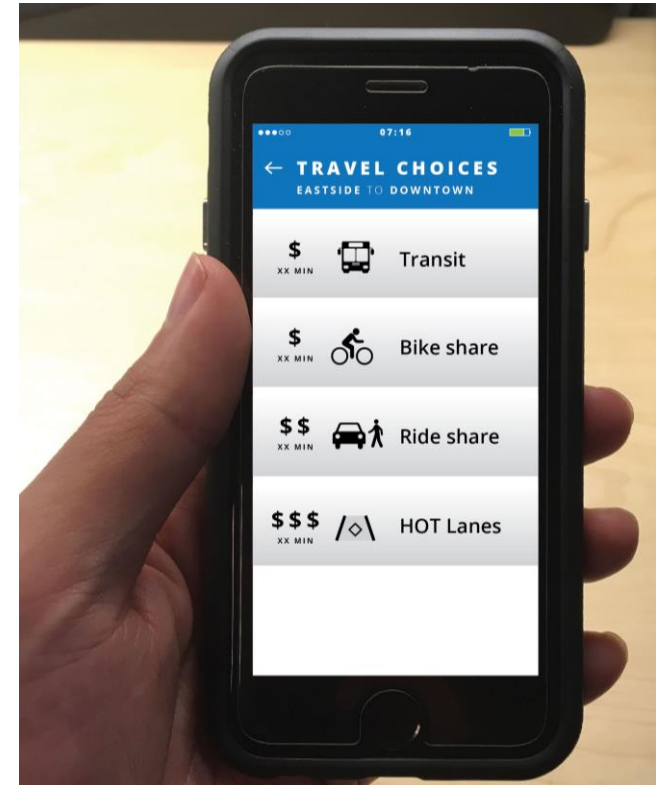
# Costs of congestion

- **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
- **Equity:** Lower-income people often live closer to freeways & farther from work
- **Climate:** 40% of Oregon GHG emissions from motor vehicles



# Current strategies for congestion relief

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



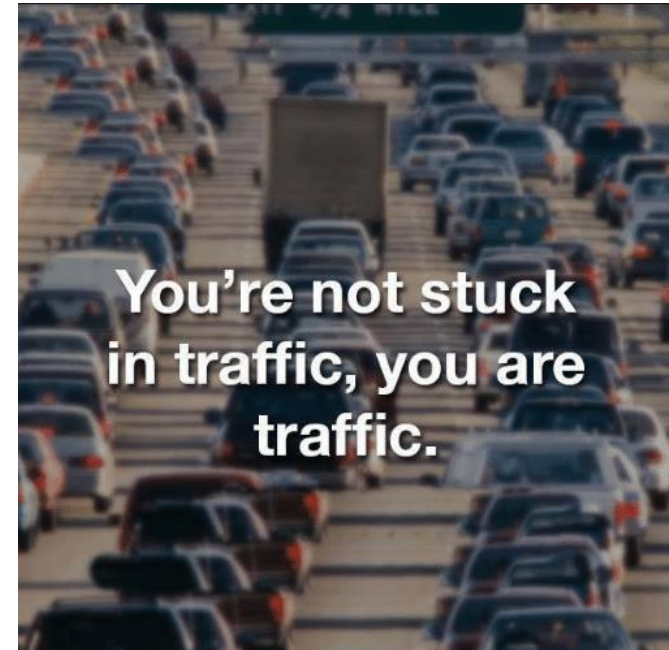
# We need additional strategies

- 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)



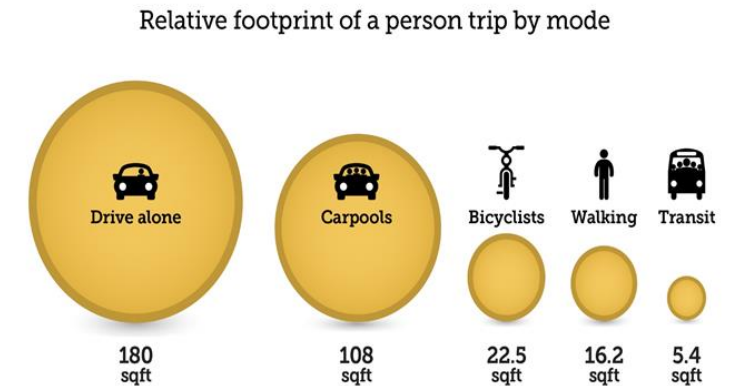
# What is congestion pricing?

- 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.



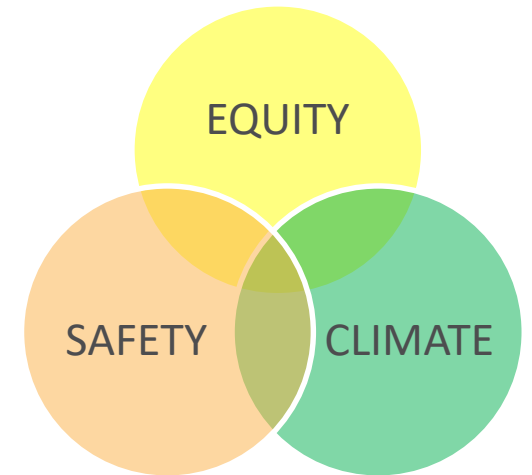
# What is congestion pricing?

- 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, rather than profit from it



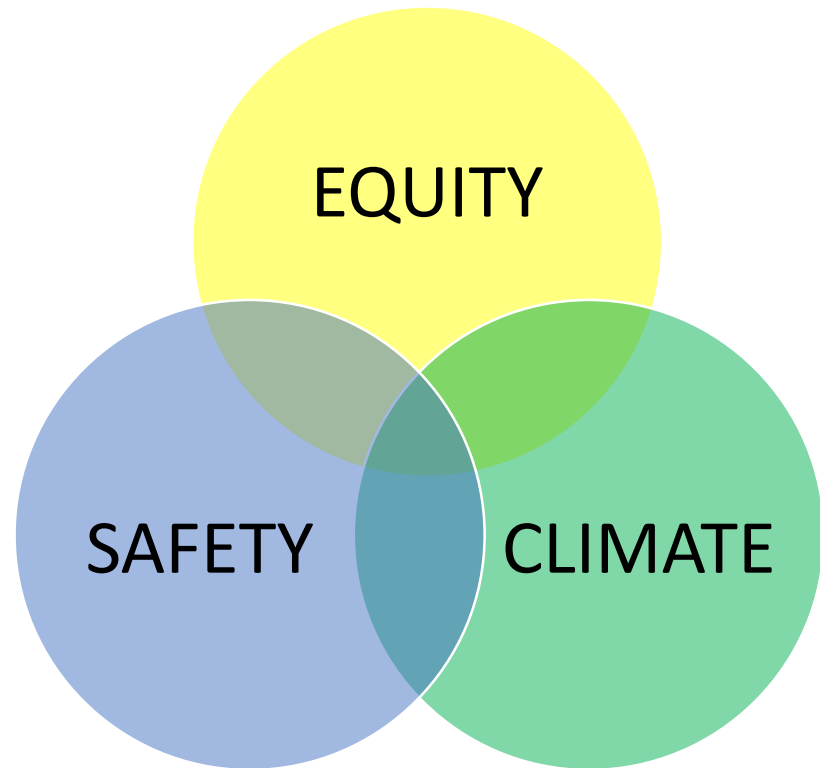
# Resolution 37334

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





## 2. Aligning Outcomes With Goals: Values



### OTHER CRITERIA:

- ECONOMICS
- HEALTH
- COST

# 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.



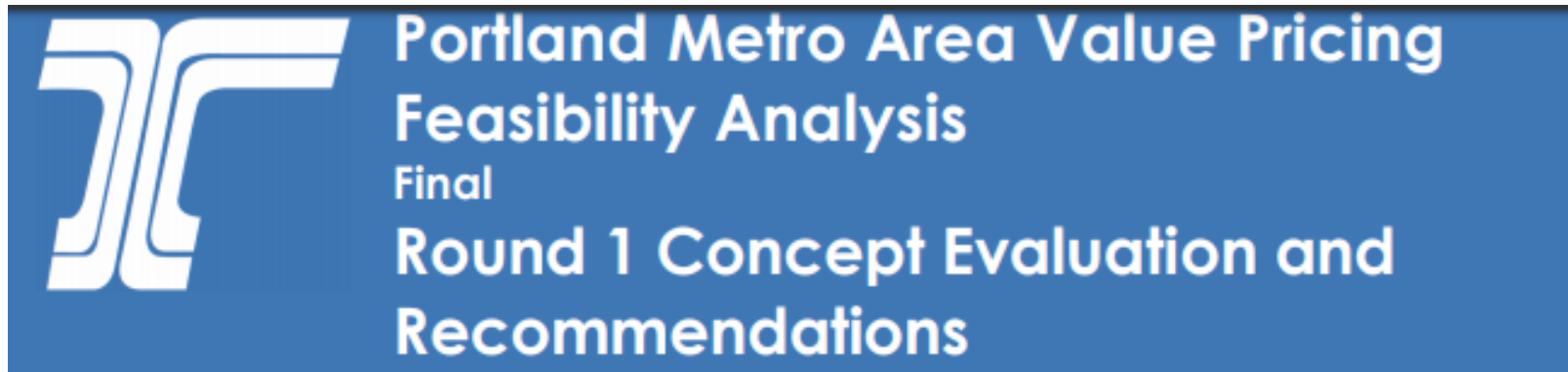
**BUILD AN  
EQUITABLE  
FUTURE**  
where all can  
grow and thrive

# Principles for evaluating pricing policies

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



# ODOT Value Pricing Process



# Portland Area Value Pricing Feasibility Analysis Policy Advisory Committee

- Charged with evaluating options for implementing value pricing on I-5 and I-205
- 25 member committee of local government and stakeholder group representatives

# ODOT Value Pricing Committee

## Feasibility Analysis

- No Build
- Pricing all lanes on I-5 & I-205
- Price one existing general purpose lane
- Construct a new lane priced lane
- Several different combinations of the above

# Round 2 Concepts

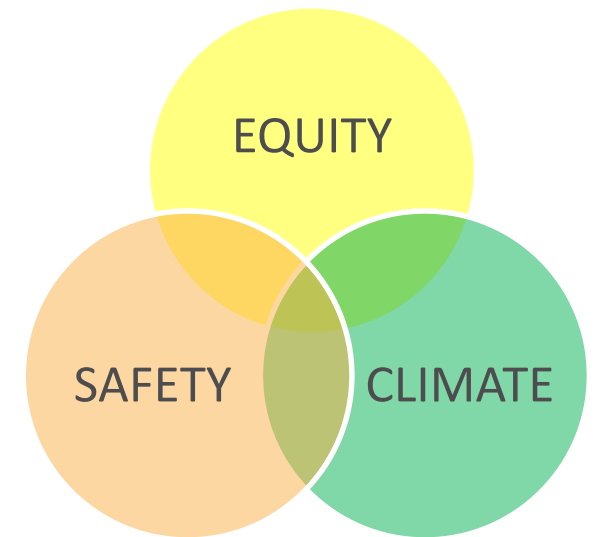
- 5 concepts: A through E





# Principles with Value Pricing

- Safety: diversion cannot decrease the safety of local streets
- Equity: pricing should be implemented with strong equity policies
- Climate: select options that offer the most Climate benefit
- Demand management/congestion relief
- Revenue: revenue decisions should be guided by the above: safety, equity, transit



This option:

- Greatest congestion relief
- Greatest revenue for mitigation
- Smaller or part-time tolls



Questions – that must be more fully addressed:

- Diversion to other freeways & local streets
- Safety impacts from diversion
- Equity impacts (costs & benefits) – increases in tolls, benefits of reduced travel times
- Air quality impacts
- Use of revenue?
- How will local jurisdictions remain involved after June to address these and other questions during next phase?

# Portland Area Value Pricing Feasibility Analysis Policy Advisory Committee (PAC)

- PAC will make a recommendation to the OTC in June
- OTC will hold hearings, further consider scenarios and submit report/application to FHWA in December
- 2019 – 2021+ next steps and exact timeline will depend on FHWA engagement and may include NEPA analysis, traffic & revenue analysis, implementation plan

## More information:

ODOT Value Pricing website:

[www.oregon.gov/ODOT/Pages/Value-Pricing.aspx](http://www.oregon.gov/ODOT/Pages/Value-Pricing.aspx)

## Resources from other cities:

- 100 hours campaign/Go Zone LA: <https://100hoursla.com>
- Vancouver, B.C., It's time: <https://www.itstimemv.ca/>