



Portland Metro Area Value Pricing Feasibility Analysis

FACT SHEET

We have a congestion problem

It's not your imagination — more people and merchandise are sitting in Portland-area traffic longer. Buses, bicycles and pedestrians also are affected as the system slows.

Regional growth has strained the Portland metro area's six major highways — including I-5 and I-205. Congestion and delays are increasing throughout all hours of the day creating unpredictability, costing people and businesses, and increasing crashes.

Not one single solution

In 2017, the Oregon Legislature authorized substantial funding to improve area highways, transit, biking and walking facilities, and use technology to make the system work better. The Legislature also directed the Oregon Transportation Commission (OTC) to seek federal approval to implement value pricing on I-5 and I-205 to address the congestion problem.

What is congestion pricing?

Congestion pricing, also known as value pricing, uses tolls to manage travel demand. It is a proven tool resulting in faster, more reliable and predictable trips. Congestion pricing has been successfully implemented in the U.S. and around the world. For example, Seattle drivers saved an average of 26 minutes every day in 2016 with express toll lanes on I-405.

Key features of congestion pricing include:

- **Better travel options when you need them:** Congestion pricing gives people the choice for a faster highway trip when they really need it—like when they need to get to work, a medical appointment, or pick up their child from school or daycare. Successful congestion pricing programs around the world are usually combined with transit improvements to provide additional travel choices for those not wanting to pay the toll.
- **No toll booths:** Technology that identifies cars with transponders or reads license plates in a manner that does not compromise privacy allows you to pay a fee without slowing or stopping at a toll booth.
- **Variable rates:** The cost of the toll varies depending on how much traffic is on the highway. During periods of high traffic, the toll rises. When traffic is light, the toll declines, possibly to \$0.

+30,761
MORE PEOPLE

Portland area
population growth
2014 - 2015

+13.6%
MORE CONGESTION

Hours of weekday congestion growth
in the Portland area
2013 - 2015

+22.6%
MORE TRAFFIC DELAYS

In the Portland
area
2013 - 2015



www.ODOTValuePricing.org



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BENEFITS OF CONGESTION PRICING

FOR SAFETY

Reducing congestion, particularly at bottlenecks, smooths and steadies traffic flow and reduces the risk of rear-end crashes.

FOR COMMUTERS

Improved travel time increases reliability and efficiency for all freeway users.

FOR FREIGHT

Congestion relief through pricing makes travel time more predictable, which reduces truck travel times and saves costs.

How is Oregon moving ahead?

At the request of the Oregon Transportation Commission (OTC), the Oregon Department of Transportation (ODOT) conducted a feasibility analysis to explore available options and determine how and where tolling could help improve travel on I-5 or I-205 during peak times. The feasibility analysis included both technical analysis and public input.

Pricing analysis: Two rounds of analysis were conducted that explored congestion pricing on I-5 and I-205. The first was to gain an understanding of how congestion pricing might work if implemented along the extents of I-5 and I-205. From that base understanding, locations where implementation of congestion pricing would be most effective were identified and studied in a second round of analysis.

Public review and input: To make sure that any proposed tolling recommendations reflect our values around fairness and equity, the OTC sought diverse perspectives from a policy advisory committee (PAC) and the broader public to inform a proposal to the Federal Highway Administration. The PAC reviewed results from the two rounds of technical analysis and public input

and identified priority mitigation strategies that should be implemented with congestion pricing. The final PAC recommendation to the OTC can be found on the project website.

Congestion pricing implementation proposal: The OTC will consider the technical analysis, PAC recommendation and public input to develop a final proposal to Federal Highway Administration (FHWA) by the end of 2018. If OTC's proposal is accepted, additional environmental, traffic and revenue analysis will occur along with more public review and input before a tolling agreement is developed and congestion pricing could begin. The "roadmap" depicted below illustrates the future steps that are expected before congestion pricing could be implemented in the Portland metro area. The OTC, the tolling authority in the state, will submit its proposal to the FHWA by the end of December 2018.

To learn more, visit the project website:

odotvaluepricing.org

Roadmap to implementation

