



# Oregon

John A. Kitzhaber, M.D., Governor

## Department of Transportation

Director's Office  
1158 Chemeketa St. NE  
Salem, OR 97301

**DATE:** March 2, 2011  
**TO:** House Revenue Committee  
**FROM:** Jason Tell  
ODOT Region 1 Manager

**SUBJECT:** Congestion Pricing Pilot Program Update

### Background

Congestion pricing is the application of market-based tools to encourage more efficient use of the transportation system. Examples of congestion pricing strategies include HOT lanes (high occupancy toll lanes) and variable toll rates linked to peak hours of congestion.

The 2009 Jobs and Transportation Act requires the Department of Transportation (ODOT) and partner jurisdictions to implement a congestion pricing pilot project(s) in the Portland metropolitan area. In July of 2009, ODOT formed the Congestion Pricing Advisory Committee (CPAC) to solicit, evaluate and recommend one or more pricing pilot proposals. CPAC membership consists of the City of Portland, Multnomah County, Clackamas County, Washington County, Metro and ODOT. CPAC and a technical subcommittee have met periodically over the past year and half to review pilot project candidates and inform ODOT's analytical work.

### Development of Pilot Project Proposals

ODOT solicited project proposals from local partners in 2009. CPAC then screened the proposals by their ability to meet the following minimum selection criteria:

- One or more local jurisdictions must sponsor the proposal for further study and be willing to take an active role in responding to inquiries about the project.
- Other local jurisdictions affected by the proposal must support its advancement for further study.
- The proposal needs to be able to meet the September 2012 implementation date set by the JTA.
- The proposal should demonstrate a reasonable likelihood of success.

After completing the screening process, the three remaining pilot proposals are:

- Cornelius Pass Road Single Point, Time of Day Toll
- OR 217 Select On-ramp Tolls
- City of Portland Parking Management Proposals

To determine their relative performance and public acceptance, CPAC is in the process of analyzing the following six components for each project.

- Degree of public support for stated policy objectives
- Proposal effectiveness at achieving policy objectives
- Identification of affected areas and stakeholders
- Quantification of direct highway user effects
- Quantification of overall social benefits/costs
- Degree of public support for proposals

MEASURE: INFORMATIONAL  
EXHIBIT: 6  
HOUSE REVENUE COMMITTEE  
DATE: 3/2/2011 PAGES: 2  
SUBMITTED BY: JASON TELL

### Analytical findings To Date

#### Cornelius Pass Road

Multnomah and Washington County proposed installing a point toll on Cornelius Pass Road near U.S. 30 as a means of financing safety improvements to this two-lane and windy connection between two major regional arterial highways. Transportation demand modeling and public opinion research shows the following:

- Tolling would drastically reduce auto traffic on Cornelius Pass Road
- At \$2 per one-way trip, which proved to be the most optimum, the project would begin to break even with capital expenditures after five years and could potentially generate \$5-6 million in revenue over the 25 year life of the pilot
- 65 percent of those polled oppose paying a toll even if it was \$1

ODOT is conducting additional analysis to determine if the diversion of traffic to parallel streets would require infrastructure improvements to parallel routes and if so, what such improvements would cost.

#### OR 217 Select Ramp Tolls

OR 217 is a limited access freeway connection between U.S. 26 and I-5 in Tigard. Originally constructed as a four-lane road with at-grade intersections, the facility today suffers from inadequate ramp spacing in certain locales. The congestion pricing proposal was submitted by Washington County and Metro as a potential mechanism to reduce traffic entering or leaving OR 217 at three ramps (Wilshire, Walker and Denny) in order to improve traffic flow and reduce accidents from weaving. Generated revenues would go to make improvements to the local arterial system necessary to handle diverted traffic. Our initial analysis shows the following:

- A \$2 toll reduces ramp volumes by 90 percent and would reduce mainline traffic volumes on OR 217 by 10 percent
- A \$2.00 toll would generate \$2.8 million over 25 years
- Polling shows 39 percent in support of a \$.50 toll and 36 percent in support of a \$2.00 toll

ODOT is conducting additional analysis is to identify the impact of ramp closures on local streets and to quantify related improvement costs.

#### City of Portland Parking Pricing

The City of Portland is working in partnership with ODOT to study parking pricing as part of its parking management plan. This proposal is intended to support visitor access to retail, entertainment, and commercial uses, while improving neighborhood livability by managing demand for on-street parking. Analysis of the parking pricing proposal was delayed by the need to integrate technical work with the stakeholder engagement process, which was already underway, but results will be available in spring 2011.

#### Next Steps

Staff and the consultant team are completing the technical analysis of the two highway projects and initiating the analysis of the parking proposals. CPAC will meet on April 4, 2011, to review these findings and determine next steps.