



Urban Mobility Strategy and Oregon Toll Program

Special Subcommittee on
Transportation Planning

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Director (he/him)

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Agenda

Tolling Foundation

- The Problem
- Tolling: A Tool to Address Problems
- Legislative Direction
- What's Been Done to Date



Oregon's Transportation System



Oregon's Transportation System

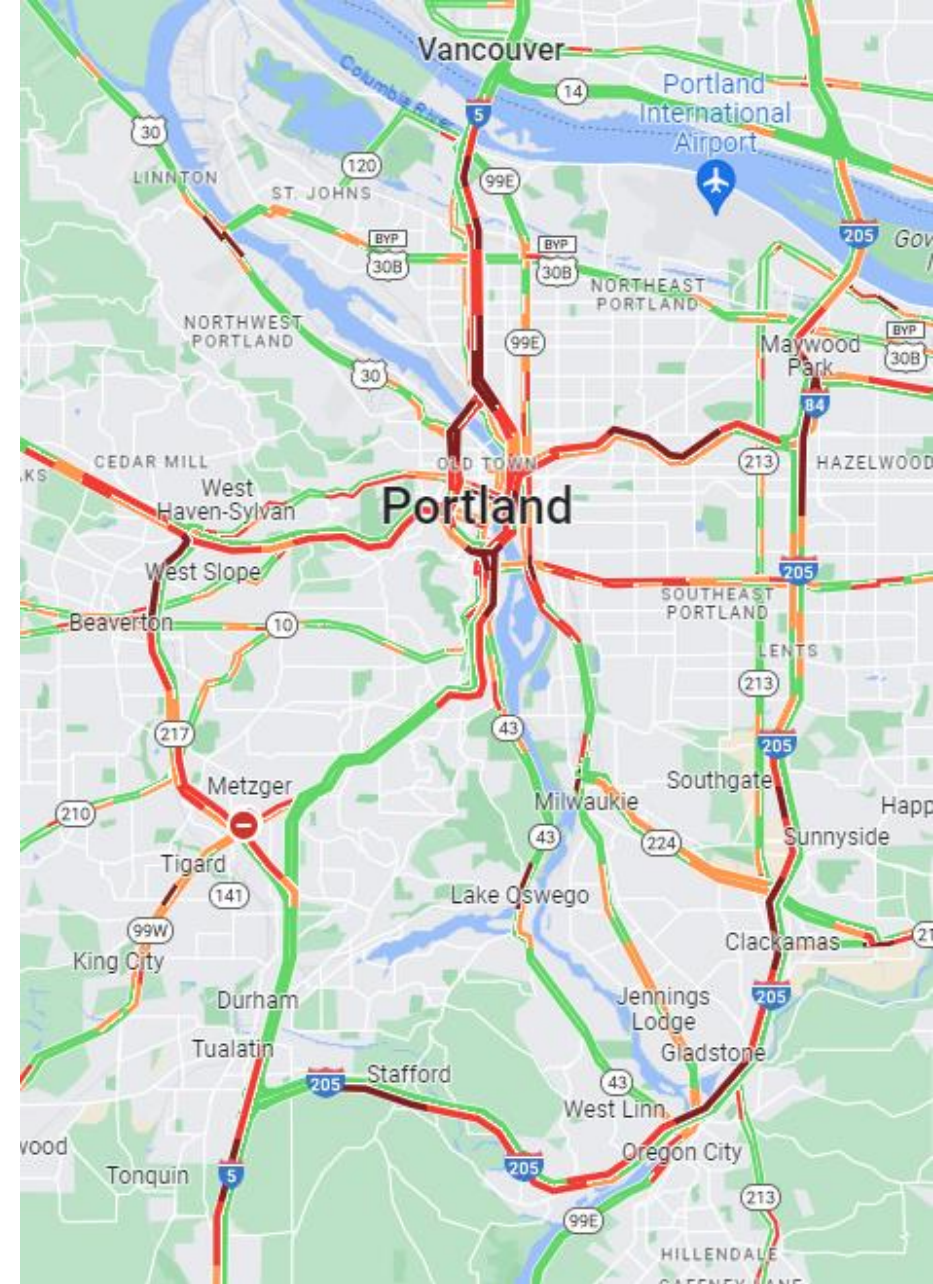
Key gaps

- Seismic resiliency. Oregon's aging transportation system is vulnerable to a Cascadia Subduction Zone earthquake
- System operations. Population growth will place additional stress on already overloaded highways:
 - Challenging our economic competitiveness
 - Increasing the likelihood of crashes
 - Undermining our efforts to meet long-range climate goals
 - Increasing our travel time to work, school, and doctors
- Multimodal travel options. Insufficient multimodal transportation options, access, and connectivity

The Problem

Congestion by the numbers

- Portland is ranked No. 12 in the United States for traffic congestion
- In the Portland metro area, it takes up to **39% longer** to travel the same distance during the most congested times of day
 - *Google Estimate: Portland Airport to Salem on Friday*
 - **11 am:** 1 hr 7 min
 - **3 pm:** 2 hr 40 min
- Total cost of congestion so far in 2023 is more than **\$165 million**



Freight mobility: Highway bottlenecks



- I-5 Rose Quarter and I-205 (Stafford Road to OR 213) are the only remaining areas with two travel lanes
- American Transportation Research Institute 2023 top 100 truck bottlenecks
 - I-5 at I-84 is #28
 - I-5 at the Columbia River is #31



Safety risks: Crashes and aging bridges

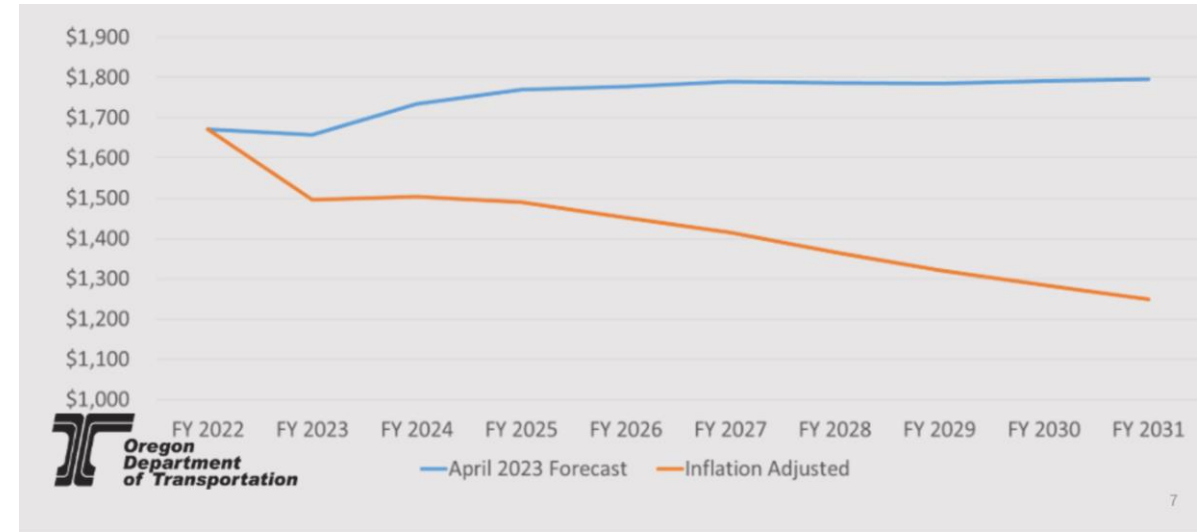
- Crashes contribute directly to 12% of congestion, and up to 43% partially
- 65% of Portland bridges are 50 years or older and not seismically sound, leaving communities at risk
- Current ODOT funding levels for bridge replacements will require Oregon bridges to stay in service for over 900 years



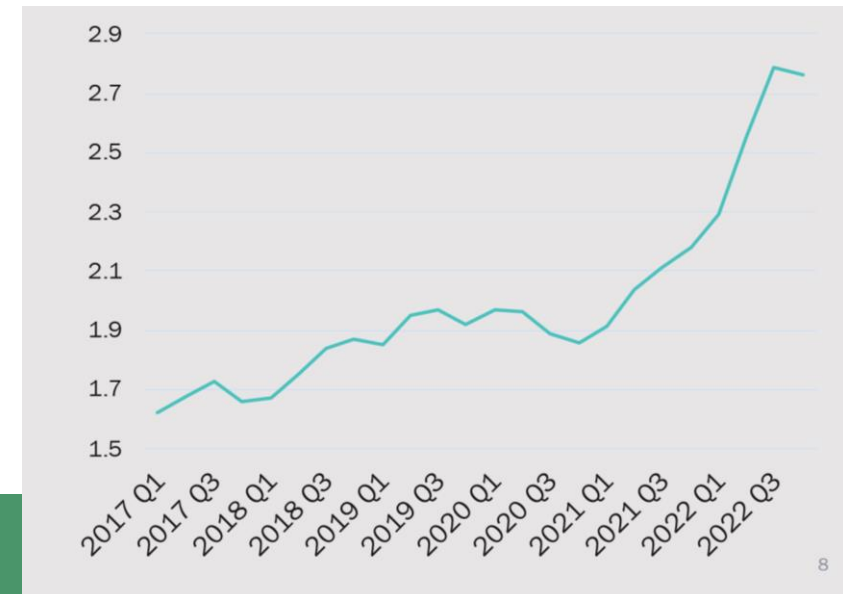
Funding challenges

- Declining gas tax due to increased fuel efficiency
- Increasing construction costs due to inflation
- Limited and increasingly competitive federal funding

Total Gross State Highway Fund Forecast

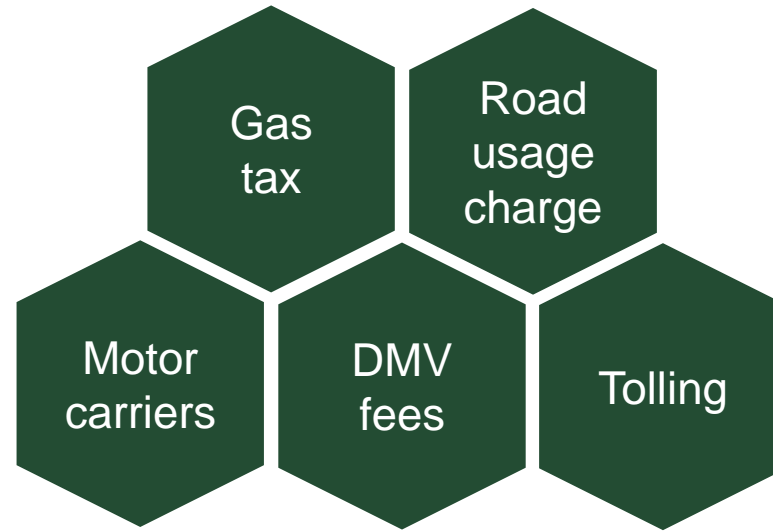
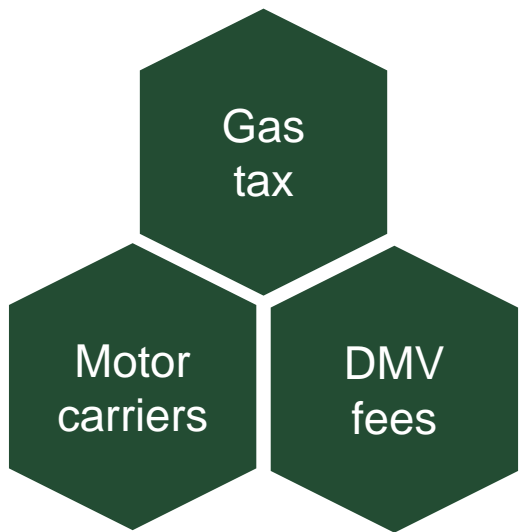


Construction Cost Inflation



Sustainable transportation funding

- Traditional transportation revenue sources aren't keeping up
- Tolling is a strategy to create a sustainable transportation funding source

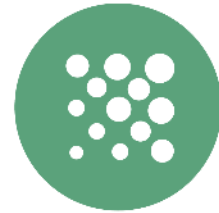


Legislative Direction

Working together on innovative transportation solutions



2015-2016: Governor led transportation visioning panel with meetings around the state



2020-2021: Urban Mobility Strategy adopted to coordinate all projects for climate, equity, safety and mobility



- **2017-2018: House Bill 2017** passed identified core projects and gave direction to study and implement a toll program for congestion relief
- **Value Pricing Feasibility Analysis** developed and evaluated pricing concepts



- **2021: House Bill 3055** passed allows for financial flexibility to deliver core projects, including toll program development.
- Reaffirmed tolling as funding and congestion tool.

HB 2017 (2017 session) – ORS 184.617-184.742

(Traffic Congestion Relief Program)

SECTION 120. (1) The Oregon Transportation Commission shall establish a traffic congestion relief program.

(2) No later than December 31, 2018, the commission shall seek approval from the Federal Highway Administration, if required by federal law, to implement value pricing as described in this section.

(3) After seeking and receiving approval from the Federal Highway Administration, the commission shall implement value pricing to reduce traffic congestion. Value pricing may include, but is not limited to, variable time-of-day pricing. The commission shall implement value pricing in the following locations:





(a) On Interstate 205, beginning at the Washington state line and ending where it intersects with Interstate 5 in this state.

(b) On Interstate 5, beginning at the Washington state line and ending where it intersects with Interstate 205.

(4) In addition to areas listed in subsection (3) of this section, the commission may implement value pricing in other areas of this state.

Urban Mobility Strategy Map

ODOT Projects

-  System Improvement Project
-  Bike/Ped Crossing Project
-  Regional Mobility Pricing Project*
-  I-205 Toll Project

Partner Project with ODOT Support

-  System Improvement Project

*The exact locations where congestion pricing will be applied on I-5 and I-205 as part of the Regional Mobility Pricing Project will be determined during the federal National Environmental Policy Act (NEPA) process.



HB 3055 (2021 session) – ORS 383.001

TOLLING

SECTION 132. ORS 383.001 is added to and made a part of ORS 383.003 to 383.075.

SECTION 133. ORS 383.001 is amended to read:

383.001. The Legislative Assembly finds that:

(1) The development, improvement, expansion and maintenance of an efficient, safe and well-maintained system of roads, highways and other transportation facilities is essential to the economic well-being and high quality of life of the people of this state.

(2) Public sources of revenues, including federal funding, to provide an efficient transportation system have not kept pace with the state's growing population and growing transportation needs, and all available alternative sources of funding should be utilized to supplement available public sources of revenues.

(8) The funding of transportation facilities through the imposition of tolls on those who use such facilities is a fair and impartial means of assessing the costs of improvements against those who most benefit from such improvements, and is consistent with public policy.

(9) Joint endeavors of public and private entities do the following:

(a) Take advantage of private sector efficiencies in designing, constructing and operating transportation projects.

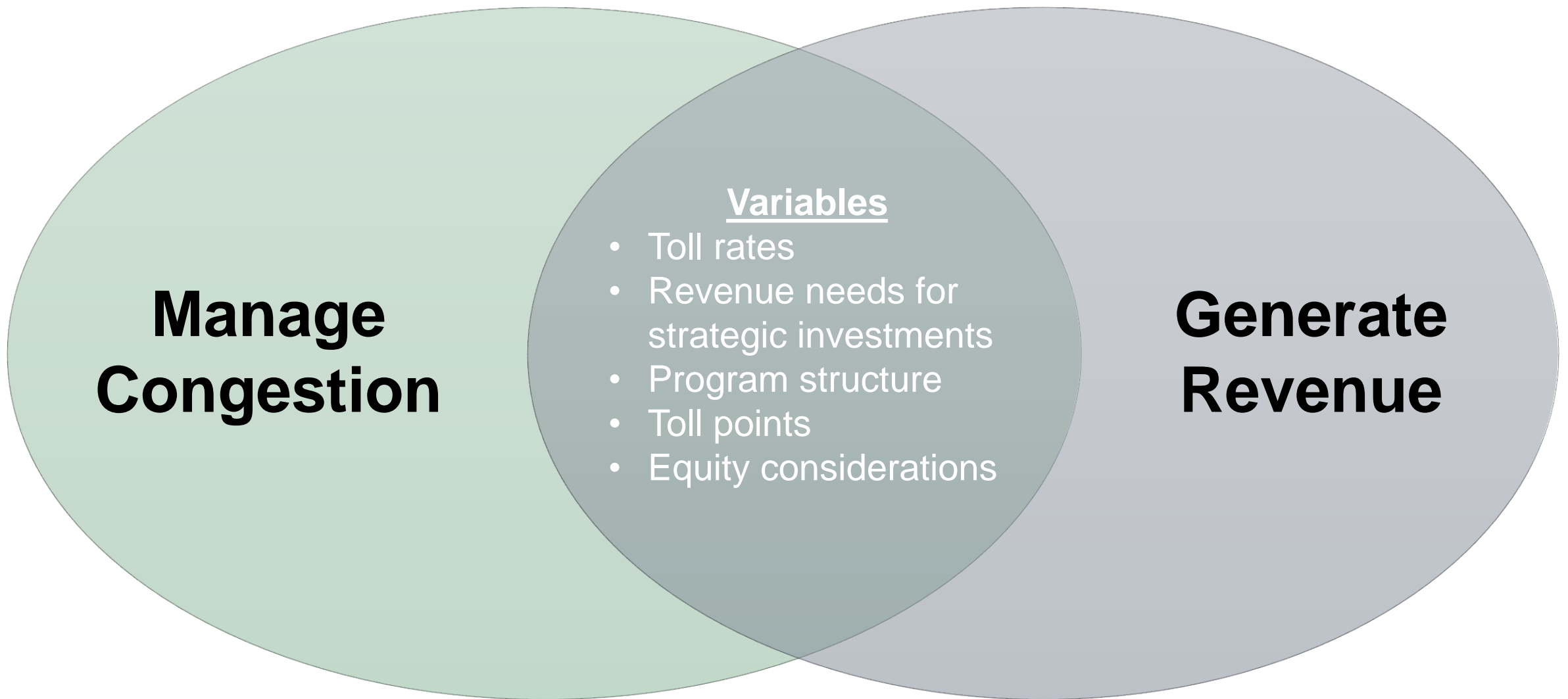
(b) Allow for the rapid formation of capital necessary for funding transportation projects.

(c) Require continued compliance with environmental requirements and applicable state and federal laws that all publicly financed projects must address.

(10) Significant traffic congestion adversely impacts Oregon's economy and the quality of life of Oregon's communities. Where appropriate, variable rate tolls should be applied to reduce traffic congestion and support the state's greenhouse gas emissions reduction goals.

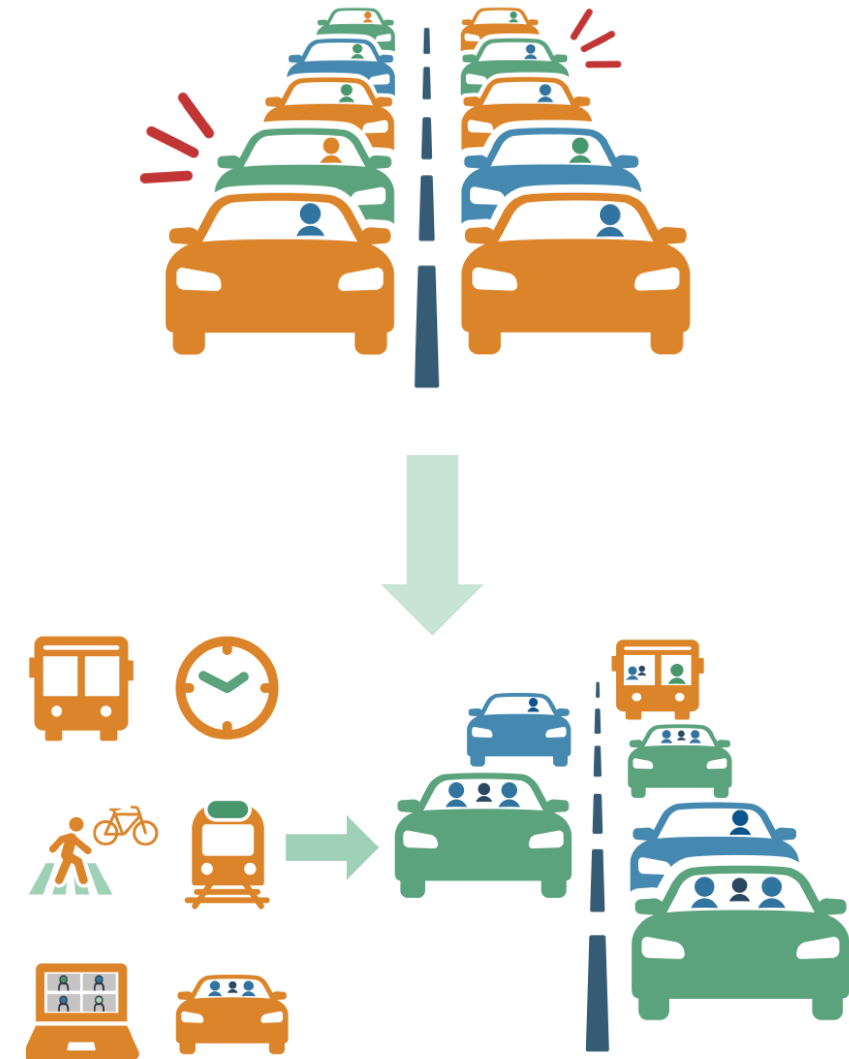
Tolling: A Tool to Address Problems

Oregon Toll Program Dual Objectives



Tolling would help create **better traffic flow** for more efficient and predictable trips. Removing a fraction of vehicles (as small as 5%) from a congested roadway allows traffic to flow more smoothly.

ODOT is implementing other projects to help with traffic flow and **supporting biking, walking, and transit projects** around the region.

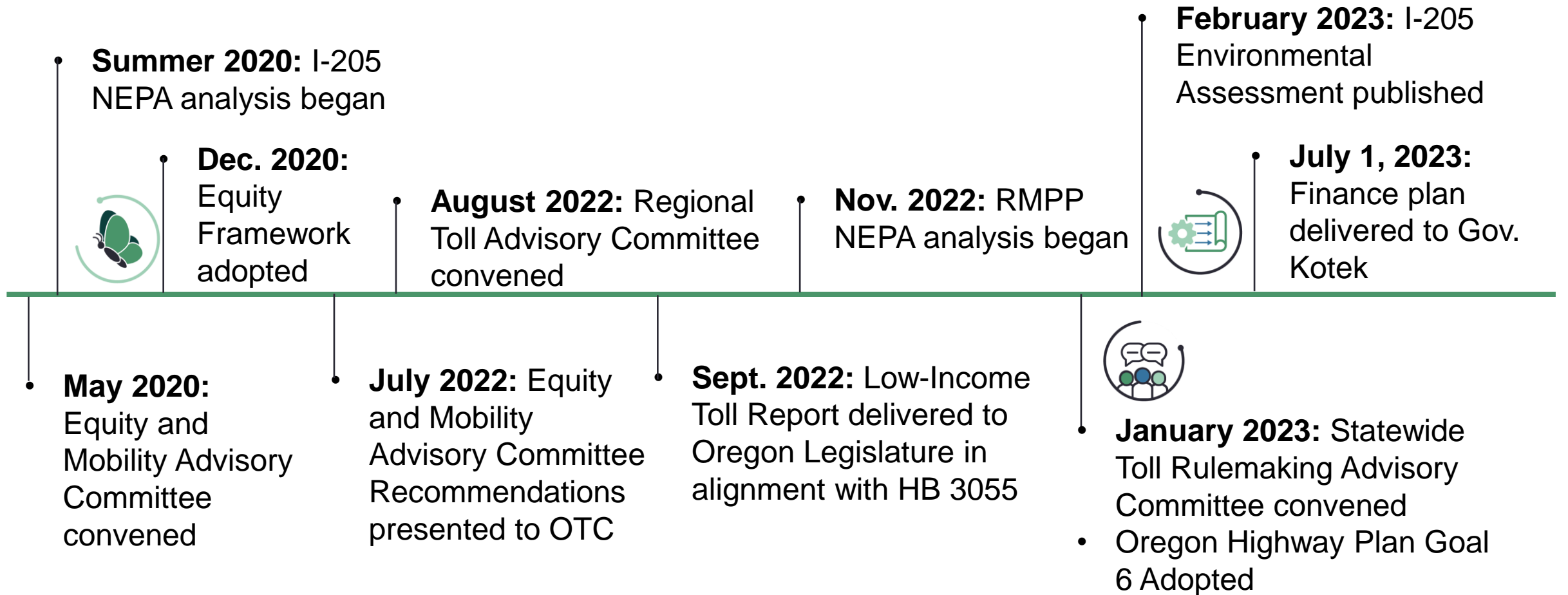


Money from tolls would be invested back into the corridor where they're collected and **fund transportation improvements** to modernize our system and improve safety.

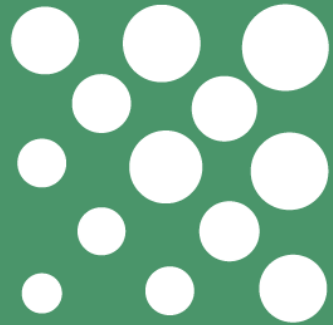


What's Been Done to Date

Key milestones - 2020-2023



Thank you!



Urban Mobility
STRATEGY