



Regional congestion pricing technical study

This study will take a future-looking, technical look at how congestion pricing can help accomplish the four primary priorities laid out in the 2018 RTP.

The Regional Congestion Pricing technical study will look at how congestion pricing can be used to address the four main priorities in the 2018 Regional Transportation Plan: addressing climate, managing congestion, achieving Vision Zero and addressing racial disparities. This work will inform implementation of congestion pricing on our regional transportation system in the future.

Ultimately, the goal of the study is to understand how this tool might be used to manage traffic demand to meet climate goals in a manner that doesn't adversely impact safety or equity.

What is the focus of the study?

The study will help the region understand the outcomes and effects of different pricing policies, systems and programs, specifically those beyond what is being implemented. As part of the comprehensive study, the effects on priority outcomes like congestion management, mode shift and greenhouse gas emissions will be looked at as well as the magnitude of impacts like traffic diversion to local streets and burdens on lower income households.

To test the technical feasibility and efficacy of different potential pricing concepts, the work will focus on answering technical questions through testing a series of modeling scenarios, research, technical papers and expert panel feedback.



Pricing scenarios/concepts for analysis

Pricing scenarios for modeling will be based on the 2040 RTP financially constrained network and will include:

Cordon pricing

- Pricing to apply to all roads in the regional system within proposed cordons
- Single and multiple tier fee structure

Parking pricing

- Build off 2018 RTP assumptions pertaining to areas with parking management and pricing in the future (different parking prices to be looked at as part of scenario)

Road User Charge

- Pricing concept to be similar to the OreGo VMT user charge pilot

Pricing on high volume roadway facilities

- System-wide pricing on all roadway facilities on the regional network optimized (applies to all roadways in RTP network)
- Facilities above a certain annual average daily traffic (AADT) regardless of facility owner
- Pricing programs to assess (e.g. toll all lanes, toll single lane, dynamic variable pricing, etc.) to be selected

While the 2018 RTP Constrained List will be in the base for pricing concept analysis, proposed projects in the non-constrained, Strategic project list, may be modeled in combination with pricing scenarios.

Project and decision-making structure

The Metro Project team is led by Project Manager Elizabeth Mros-O'Hara and supported by Senior Transportation Planner Grace Cho, who will be managing the consultant team and closely coordinating with Metro's Research Center.

The Metro Project Team will rely on TPAC for technical input, JPACT for policy input, and Metro Council for overall guidance of the project. These parties will be briefed and consulted on a regular basis. The Metro Project team will also coordinate one-on-one with partners City of Portland and TriMet.

Additional coordination will take place with ODOT to allow for the Value Pricing project and the Regional Congestion Pricing Study inform the analytical work of each project, as necessary. The Metro Council will endorse the final work product.

Outreach

Metro anticipates guidance for the technical study will come from the Metro Council, TPAC, JPACT, and coordinating committees upon request.

At this time, Metro has not budgeted as part of this scope any additional public process. However, Metro may procure resources in the future to hold forums, such as an expert panel, on the results of our study for interested stakeholders.

Relationship to current ODOT value pricing study

The limited scope of the State Legislature's directive that resulted in ODOT's Value Pricing Study raised additional questions about implementing potential pricing strategies in the region, including which strategies are most



effective and the effects of different pricing programs such as cordon pricing, VMT-based pricing and network-based pricing.

The goal of the Regional Congestion Pricing Technical Study is to understand the outcomes and effects of different pricing policies, systems, and programs, beyond the project ODOT is implementing on I-5 and I-205.

Metro will consider as part of its study if and how congestion pricing can be used as a transportation demand tool. The results of Metro's system-wide congestion pricing study will be separate and distinct from ODOT's work as both projects have different timelines and purposes.

However, Metro will make all the information and studies available to ODOT for the planning and environmental linkage/pre-NEPA analysis for the FHWA approved pricing proposal on I-5 and I-205.

Questions?

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