

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE) RESOLUTION NO. 96-2333
CONGESTION PRICING TASK FORCE)

Introduced by
Councilor Rod Monroe, Chair
JPACT

WHEREAS, Section 1012(b) of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 authorized the Secretary of Transportation to create a Congestion Pricing Pilot Program to fund a series of demonstration projects and related studies to promote the implementation of congestion pricing; and

WHEREAS, Metro and the Oregon Department of Transportation (ODOT) submitted a joint application to undertake a study to assess public attitudes about the concept; develop and evaluate a number of congestion pricing alternatives; and make a recommendation as to whether an appropriate demonstration project can be established in the Portland metropolitan area; and

WHEREAS, Resolution No. 93-1743A endorsed the region's application for a congestion pricing pilot project and directed Metro and ODOT staff to pursue ISTEA funds for this purpose; and

WHEREAS, Metro and ODOT have received approval and \$1.2 million in funding to undertake a Congestion Pricing Pre-project Study (the study); and

WHEREAS, Ordinance No. 96-628 amended the FY 1995-96 budget and appropriations schedule for the purpose of conducting the study; and

WHEREAS, Due to the relative newness of the concept and the potential for significant public concern, Metro and ODOT have

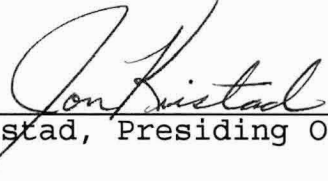
agreed to establish a task force of business and community leaders to provide advice and direction on the study. The role and responsibilities of the task force are more fully described on Exhibit A; and

WHEREAS, Metro and ODOT have agreed that the task force should be comprised of a working group of broad-based, multi-disciplinary and geographically-diverse individuals. The list of 14 individuals who are recommended for membership are listed on Exhibit B; now, therefore,

BE IT RESOLVED:

That the Metro Council finds that a Congestion Pricing Task Force should be established with the role and responsibilities described on Exhibit A and the membership as detailed on Exhibit B for the purpose of providing oversight and direction to the Congestion Pricing Pre-pilot Study and making a recommendation to the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Council, and the Oregon Transportation Commission as to whether a demonstration project of congestion pricing should be undertaken in the Portland metropolitan area and, if so, what its parameters should be.

ADOPTED by the Metro Council this 6th day of June, 1996.


Jon Kvistad, Presiding Officer

Approved as to Form:


Daniel B. Cooper, General Counsel

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 96-2333 FOR THE PURPOSE OF ENDORING THE CONGESTION PRICING TASK FORCE

Date: April 25, 1996

Presented by: Michael Hoglund

PROPOSED ACTION

The adoption of this resolution endorses the composition and mission of the Congestion Pricing Task Force which will oversee the two-year study on Congestion Pricing being undertaken jointly by Metro and ODOT.

TPAC and JPACT have reviewed the composition of the Congestion Pricing Task Force and recommend approval of Resolution No. 96-2333.

FACTUAL BACKGROUND AND ANALYSIS

In 1991, as part of the Intermodal Surface Transportation Efficiency Act, Congress approved the funding of a series of demonstration projects and related studies to promote the implementation of congestion pricing. Metro and ODOT submitted a joint application and, in 1995, received approval to undertake a \$1.2 million pre-project study of congestion pricing in the region. The study will assess public attitudes about the concept; develop and evaluate a number of congestion pricing alternatives; and make a recommendation as to whether an appropriate demonstration project can be established in the Portland metropolitan area.

Congestion pricing is a transportation management tool which applies market pricing principles to roadway use. It is a fairly new and controversial concept in the transportation field but has been used successfully for years by the utility industry to better manage peak period usage. It involves the application of user surcharges or tolls on congested facilities during peak traffic periods. It is the only fee system that is aimed specifically at managing peak period travel demand.

Interest in this concept has been growing within the region due to projected growth and the resultant increases in congestion that are anticipated over the next 10 years. Current analyses indicate that it is beyond the region's financial capability to build sufficient highway capacity to accommodate the demand of all those who wish to drive during peak commute periods. Congestion pricing may provide a method to reallocate scarce resources so the need for expensive road construction is reduced.

Metro has issued RFPs for the technical and public involvement work programs and has selected teams for both elements. The technical team will be headed up by ECO Northwest and includes

Mark Bradley, Deakins/Harvey/Skabardonis, Parsons Brinkerhoff, Rao Associates, Kittelson and Associates, PSU Center for Urban Studies and Pacific Rim Resources. The public involvement team will be led by Cogan Owens Cogan with support from Davis and Hibbitts, Pacific Rim Resources, Cole and Weber and an expert panel including technical advisors.

Contract negotiations with both consultant teams are underway and work should begin in about a month. A Technical Advisory Committee comprised of interested agencies will be formed to provide critical agency perspectives and technical expertise.

Due to the relative newness of the concept and the potential for significant public concern, Metro and ODOT have agreed to establish a study advisory task force of business and community leaders. The task force will be responsible for making a recommendation to JPACT, the Metro Council, and the Oregon Transportation Commission as to whether an appropriate congestion pricing demonstration pilot can be developed and tested within the Portland metropolitan area.

The task force will provide a broad-based, long-range perspective into the issues associated with a possible congestion pricing project in this region. The task force will provide oversight to the technical work and public outreach efforts associated with the study and will ensure that the topic is comprehensively addressed. Task force members will also serve as spokespersons within their various fields and communities.

It is anticipated that the task force will meet once every one or two months throughout the two-year study.

The specific charge of the task force and a list of individuals proposed for membership are defined on Exhibits A and B of the attached resolution.

Exhibit A

Role and Responsibilities of the Congestion Pricing Task Force (the Task Force)

Role of the Task Force

The task force will provide a broad-based, long-range perspective into the issues associated with a possible congestion pricing project in this region. The task force will provide oversight to the technical work and public outreach efforts associated with the study and will ensure that the topic is comprehensively addressed. Task force members will also serve as spokespersons within their various fields and communities and consider interests beyond their membership.

Responsibilities of the Task Force

It is anticipated that the task force will meet approximately once every month throughout the two-year study and will be charged with the following responsibilities:

1. Assess the case for and against congestion pricing and its practical feasibility to reduce peak period congestion, vehicle miles traveled and motor vehicle emissions and to evaluate other potential effects on the community which would help or hinder implementation of the 2040 Growth Concept.
2. Oversee public outreach efforts to increase awareness and understanding of congestion pricing by the general public and affected interest groups.
3. Evaluate the results of the study to determine the technical feasibility and public acceptance of congestion pricing in the Portland region.
4. Develop regional consensus on whether a congestion pricing pilot demonstration project should be undertaken and, if so, what its parameters should be.
5. Provide a final Task Force report and appropriate interim updates to the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Council and the Oregon Transportation Commission.

Exhibit B

CONGESTION PRICING TASK FORCE

Business/Community Members

Robert Scanlan - President, Scanlan, Kemper, Bard Company.

Matthew Klein - Senior Vice President, Ashforth Pacific, Inc.,
Association for Portland Progress.

Delna Jones - Project Director, The Capital Center. Former State
Representative from Washington County.

Jon Egge - Owner, MV Plumbing. Extremely active in Clackamas
County.

Thomas Mesher - President, Mesher Supply Co. Member Central
Eastside Industrial Council.

Carl Hosticka - Associate Vice President, Statewide Education
Services, University of Oregon.

Steve Clark - Publisher, Community Newspapers.

Kenneth Baker - Attorney, State Legislator.

Ethan Seltzer - Director, Institute of Portland Metropolitan
Studies, School of Urban and Public Affairs, Portland State
University.

Karen A. Baird - Director, Product and Strategy Development, US
West.

Lawrence Dark - President and CEO of the Urban League of
Portland.

Michael Salsgiver - Government Affairs Manager, Intel.

Anitra Rasmussen - State Representative, District 11.

Government/Ex Officio

Mike Burton - Executive Officer, Metro.

Henry Hewitt - Chair, Oregon Transportation Commission.