

Moving to Our Future: Pricing Options for Equitable Mobility

Task Force Meeting #1

January 13, 2020





Welcome to the
Pricing Options for Equitable Mobility
Community Task Force!



Agenda

Time	Agenda item
6:00 p.m.	Welcome from Commissioner Chloe Eudaly, BPS Director Andrea Durbin and PBOT Director Chris Warner
6:10 p.m.	Task Force introductions and opening discussion
6:40 p.m.	Public comment
6:50 p.m.	Presentation: Setting the scene
7:20 p.m.	Review and discussion: Task Force charge and charter
7:50 p.m.	Wrap up and next steps



Task Force Introductions

- Name and preferred pronouns (if comfortable)
- How do you travel around Portland?
- What does success look like for you?



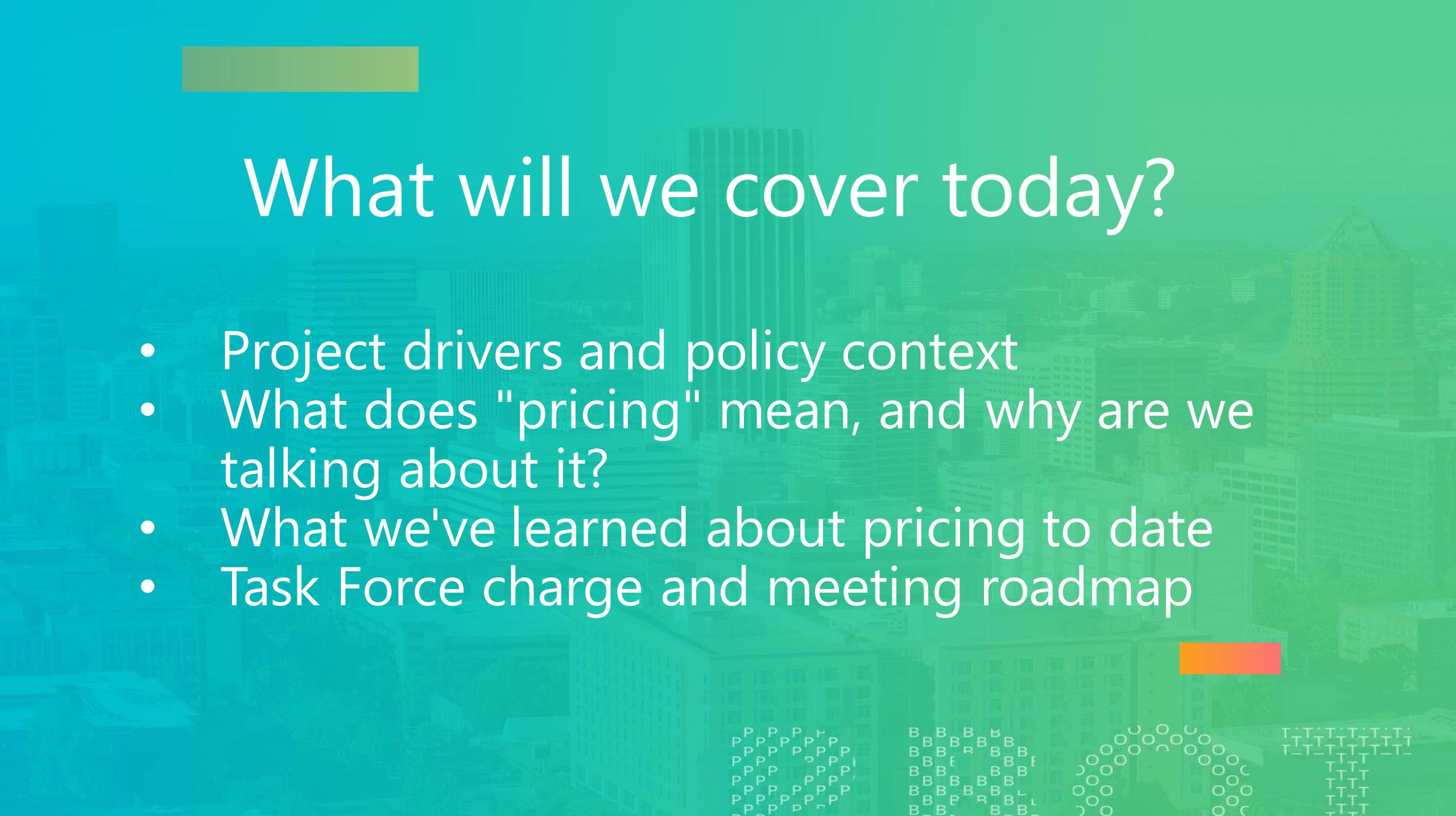


Public Comment



Presentation:
Setting the Scene





What will we cover today?

- Project drivers and policy context
 - What does "pricing" mean, and why are we talking about it?
 - What we've learned about pricing to date
 - Task Force charge and meeting roadmap
- 



OReGO

What does "pricing" mean?



We already price parts of our transportation system today...





...but not others

And we don't always price consistently or in relation to demand



The way we price our transportation system has big impacts on:



How many people use parts of our system(demand)



What time of day people travel



The way people choose to get around



Transportation impacts like pollution and congestion



Revenue available for other things



A priority conversation for Portland

Policy context

- Comprehensive Plan
- Central City 2035 plan
- November 2017 City Council Resolution
- July 2019 City Council Resolution to establish the Pricing Options for Equitable Mobility Task Force

A regional discussion

- Metro's Regional Congestion Pricing Study
- ODOT's I-5/I-205 tolling projects



Why are we taking a closer look at how we price our system?

- Congestion is a growing problem
- 500,000 new people in the region by 2040
- Not enough space on the roads for all these people to drive alone

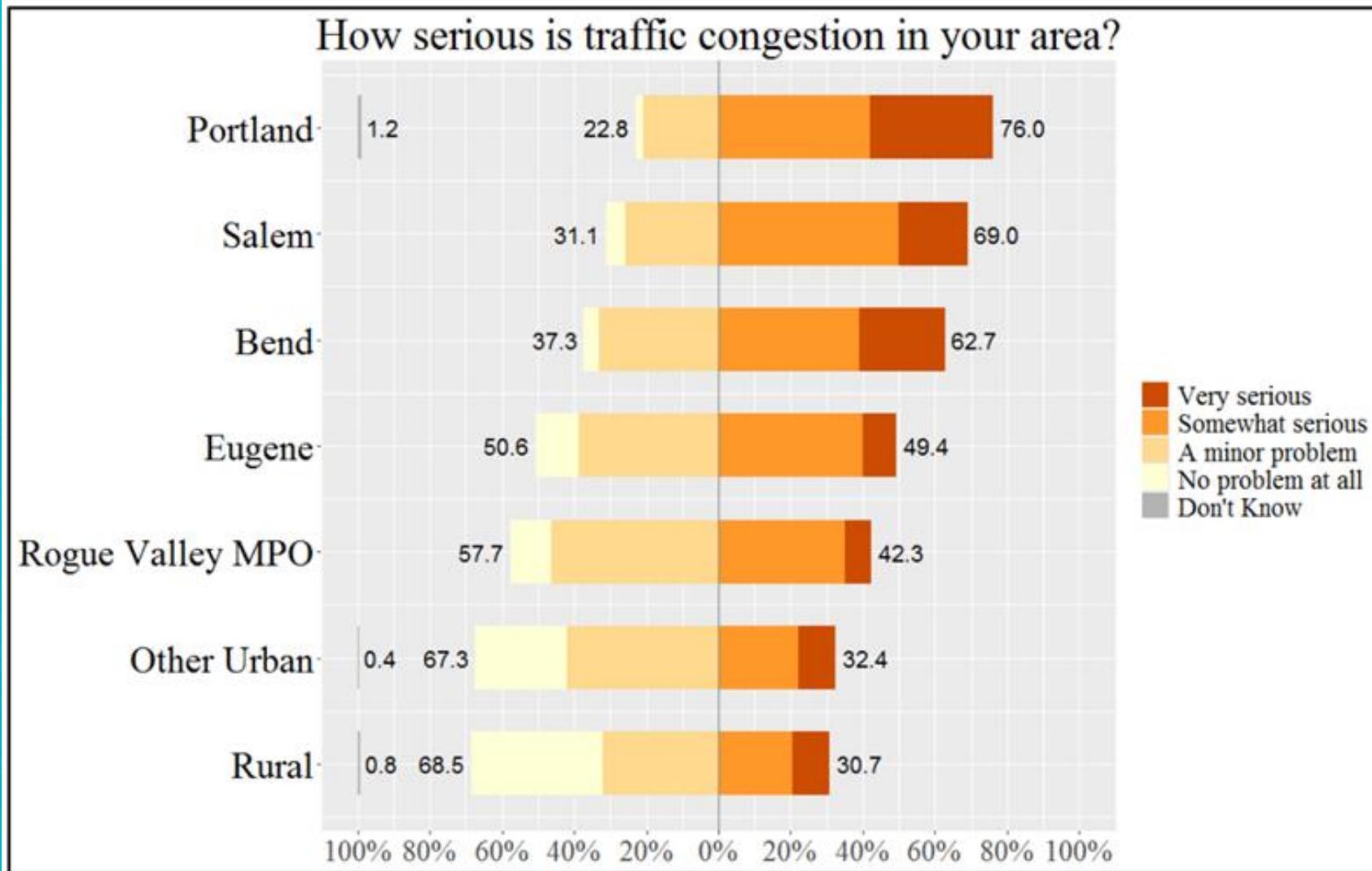


Figure 2.15: Seriousness of traffic congestion by area

Source: ODOT [Transportation Needs and Attitudes Survey, 2019](#)

Congestion = Hidden Tax

Unmanaged congestion
impacts our:

- Economy
- Health
- Climate

And it affects the most
vulnerable
communities most
significantly



A man wearing safety glasses and a dark t-shirt is leaning over the open hood of a car, working on the engine. In the background, a blue car is parked in a lot, and there are buildings and traffic lights. A green diagonal line with a pattern of small circles runs across the right side of the image.

Congestion hurts our economy

- People and goods stuck in traffic (lost time = lost money)
- Vehicle wear and tear; more time in traffic uses more gas

Congestion hurts our health

Health problems for those inside the
car and outside of the car



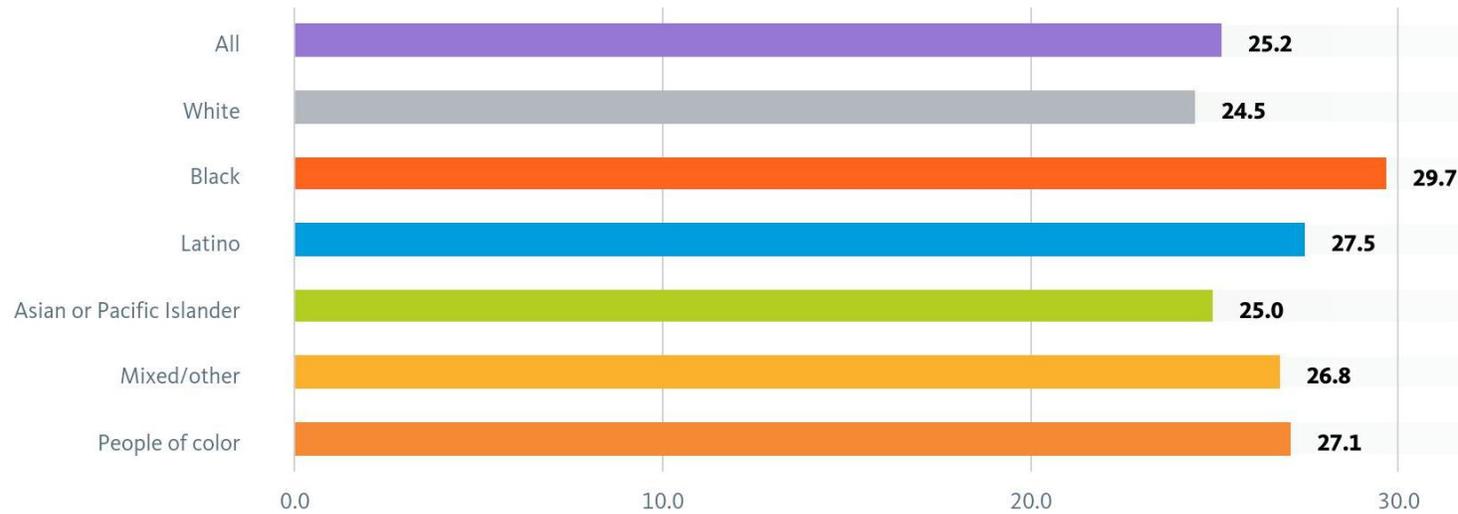


Congestion is contributing to the climate crisis

- 42% of local greenhouse gas emissions come from transportation
- Transportation emissions have increased 8% since 1990
- In Portland, we're already experiencing the effects of the climate crisis
 - More extreme weather
 - Increased forest fires
 - More frequent heat waves
- Other places like Australia and Indonesia are experiencing even more extreme fires, heat and flooding



Average travel time to work (minutes) by race/ethnicity: Portland City, OR, All, 2015



IPUMS
PolicyLink/PERE National Equity Atlas, www.nationalequityatlas.org

Our transportation system is currently inequitable

Not everyone has the same transportation options, and burdens are getting worse due to gentrification and displacement

- Almost 31% of Black households do not have a vehicle. Just under 14% of white households do not have a vehicle
- Average commute times for Black commuters are 20% longer than white commuters



Our transportation system is currently inequitable

Transportation is expensive, and current prices in our system are regressive

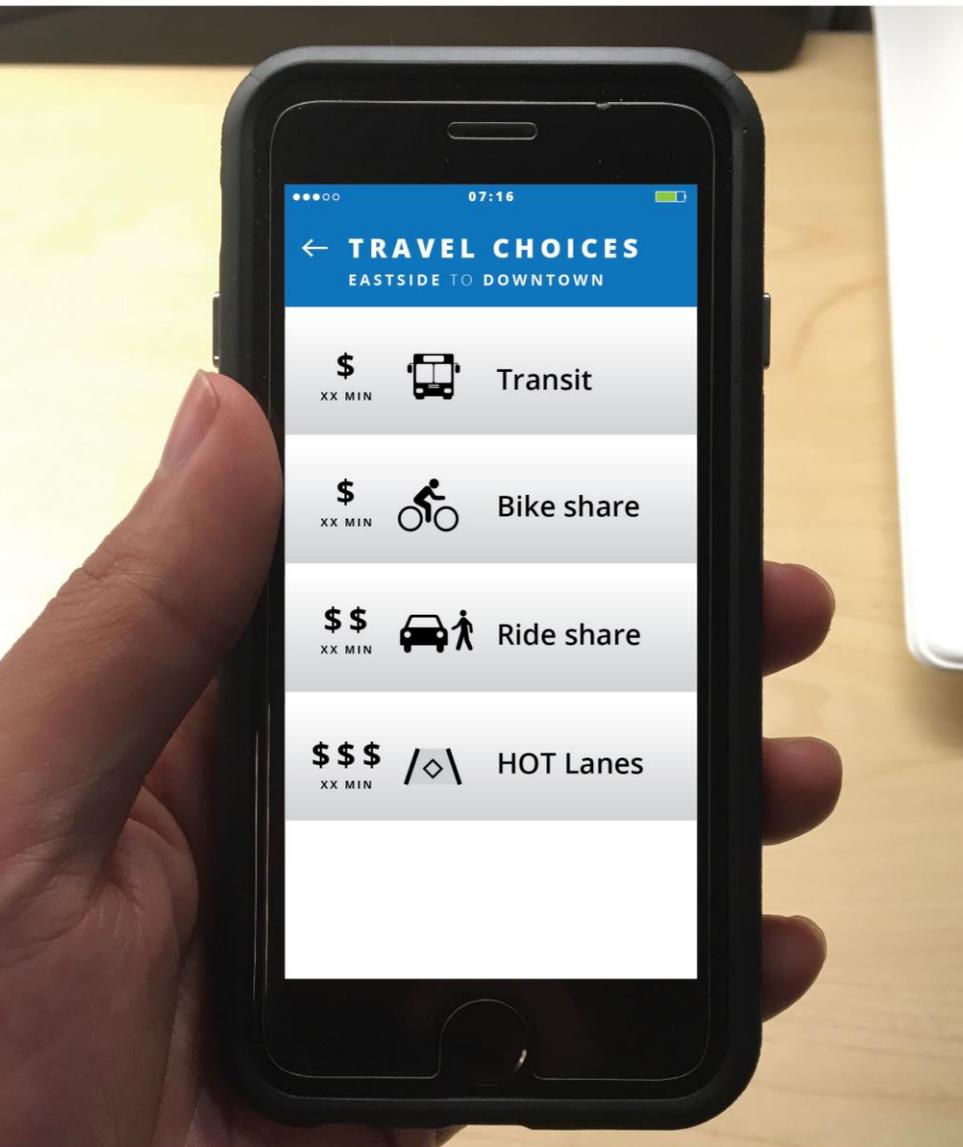
- Car ownership is expensive, often 2nd highest household expense after housing
- Gas tax & vehicle registration fees are regressive



Our transportation system is currently inequitable

Communities of color, low-income communities and people with disabilities face disproportionate impacts:

- Pollution, climate and health risks
- Safety risks and crash rates
- Legacy of displacement and neighborhood impacts



Can we just encourage people to travel differently?

We're doing a lot:

- Providing options other than driving – transit, carpools, biking, and walking
- Considering transportation in our housing/land use planning
- Investing ~\$15 billion in our transportation system by 2040 through the Regional Transportation Plan

But still:

- Congestion is expected to increase by 120% by 2027 (from 2015)



Can we just build more roads?

- No space
- Too expensive, who pays?
- Build roads and people will use them (induced demand)
- Reinforces existing inequities
- Exacerbates climate crisis



Can we just increase transit service?

- Expanded transit is part of the solution
- Even with good transit options, people make other choices
- Combined carrot & stick approach most effective



What we've learned about pricing thus far





Pricing strategies are proven to help reduce congestion and carbon emissions



Major Cities with Congestion Pricing Programs

	Stockholm	London	Singapore	Milan	Gothenburg
Type of pricing system	LEZ – 1996 CC – 2007	CC– 2003 LEZ - 2008	ALS – 1975 ERP – 1998 GPS ERP - 2019	LEZ – 2008 CC - 2012	CC - 2013
Motor vehicle trip reduction	22%	16% all 30% charged	44% initially (1975); additional 15% with new technology in 1998	34%	12%
Reduction in greenhouse gases	14% CO2	17% CO2	15% CO2	22% CO2	2.5% CO2
Travel time savings	33% reduction in delays	30% reduction in delays	Price adjustments manage speeds to targets	30% reduction in delays	10% to 20% faster travel time in corridors

LEZ: Low Emissions Zone; CC: Congestion Charge; ALS: Area Licensing Scheme; ERP: Electronic Road Pricing; GPS ERP: GPS-based Road Pricing

Transit is critical

'Fix the Subway' coalition says congestion pricing is the answer

The Riders Alliance is among the 28 grassroots groups that make up the coalition.

Metro CEO supports congestion pricing, free fares on public transit

Pricing congestion to invest in sustainable transport: lessons from London





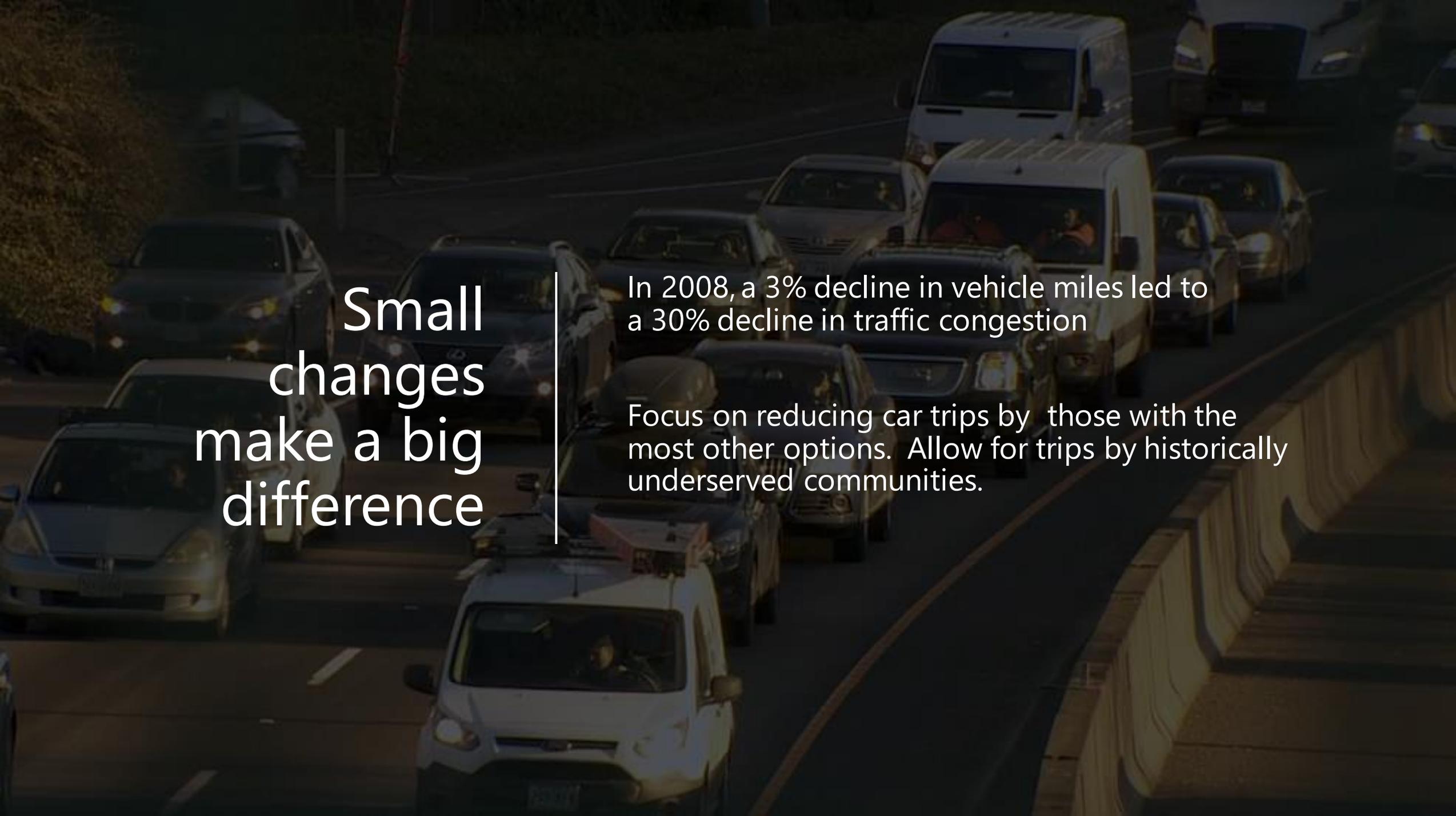
Pricing cannot be considered alone. Meeting mobility goals will take multiple, connected strategies.





People drive for many reasons

- Driving is often the fastest, most reliable option
- People have been displaced and now live further from jobs, services
- Cars are often essential for transporting kids, elderly, disabled
- People don't feel safe walking, biking, taking transit
- We have a very car centered culture



Small
changes
make a big
difference

In 2008, a 3% decline in vehicle miles led to a 30% decline in traffic congestion

Focus on reducing car trips by those with the most other options. Allow for trips by historically underserved communities.



Will it advance equity and address structural racism?



Will it reduce carbon emissions?

Pricing must be in service to Equitable Mobility

We cannot further burden those who have historically been most burdened

This isn't easy!

An aerial, high-angle photograph of a city street intersection, overlaid with a semi-transparent blue filter. The scene shows several pedestrians walking on a crosswalk, and several cyclists riding across the street. The words "TAXI" and "BUS" are painted on the pavement in large, white, block letters. A traffic light pole is visible on the right side of the frame. The overall composition is clean and modern, with a focus on urban mobility.

Task Force Charge and Charter



Task Force charge:

Can we use pricing more intentionally to improve equitable mobility?

The Task Force will make recommendations around:

- **Whether or not to implement or further study** the potential of new pricing strategies
- **What we should consider when designing** potential new pricing strategies
- **Priorities for reinvesting any pricing revenue** in transportation-related projects, programs and services that increase the equity of our system
- **Complementary strategies** that should be pursued alongside any potential new pricing policy

Proposed guiding questions

What does equitable mobility look like in
Portland?

What opportunities exist to advance equitable
mobility?

Can we use pricing more intentionally to
advance equitable mobility and address the
climate crisis?

Task Force *Roadmap*

Phase 1

Jan: Kick-off
Feb: How we got here
Mar: Equitable mobility workshop

Outcome: Equitable Mobility Framework

Phase 2

Apr: Shifting transportation demand
May: Pricing & equitable mobility: Case studies from other cities
Jun: Check-in: Task Force priorities

Outcome: Begin identifying priorities

Phase 3

Jul-Dec: Deep dives on pricing strategies; implications for Portland

Outcome: Identify any strategies that show promise

Phase 4

Jan-Jul 2021: Scenario evaluation; Recommendation development

Outcome: Final report

Throughout: The Task Force may forward recommendations at any time during the process about City decisions and/or regional discussions around pricing

Project universe: *Other mobility initiatives*

Moving People and Goods

Link land use and transportation (housing, jobs, etc.)

Build and invest in
infrastructure &
transit service

Use right-of-way
efficiently for a
variety of modes

Encourage behavior
shifts through
options, incentives &
price signals

Regional
investment
measure

Central City in
Motion

Rose Lane Project

Transportation
Wallet

BIKETOWN

Fixing our Streets

EPASS

Transit Spot
Improvements

TDM Action Plan

Pricing Options
for Eq. Mobility

Project universe: *Other regional pricing conversations*

Outputs from the ODOT and Metro processes will inform Pricing Options for Equitable Mobility discussions at the City



The Pricing Options for Equitable Mobility Task Force will inform the City's participation in ODOT and Metro's processes

An aerial, high-angle photograph of a city street intersection, overlaid with a semi-transparent blue filter. The scene shows several pedestrians walking across a crosswalk, and several cyclists riding through the intersection. A traffic light pole is visible on the right side of the frame. The words "BUS" and "TAXI" are painted on the pavement in large, white letters. The overall composition is clean and modern, with a focus on urban mobility.

Wrap-up and Next Steps



Next meeting:

February 10, 5:30 – 8 p.m.

Task Force members: Please arrive at 5:30 p.m. for the February meeting to watch the Public Officials' Training Video during dinner

Next meeting topics:

- Finalizing Task Force Charter
- History of transportation planning and outcomes in Portland



An aerial, high-angle photograph of a city street intersection, overlaid with a semi-transparent blue filter. The scene captures a mix of urban mobility: several pedestrians are walking across a crosswalk, while a group of cyclists is riding through the intersection. The road surface features white painted markings, including the word 'BUS' and 'TRAY' (part of 'TRACK'). A traffic light pole stands on the right side of the frame. Long, dark shadows are cast across the pavement, suggesting a low sun position. The overall mood is one of active, shared urban space.

Thank you!

