

Moving to Our Future:

Pricing Options for *Equitable Mobility*

PBOT
PORTLAND BUREAU OF TRANSPORTATION



Community Task Force Meeting #1 – Meeting Summary (Draft)

January 13, 2020 | 6:00 – 8:00 p.m.

Portland City Hall, Rose Room

Relevant Materials

Please find links to relevant materials below:

- [Meeting agenda](#)
- [Presentation Slides](#)
- [Task Force Roster and Member Bios](#)
- [Draft Task Force Charter and by-laws](#)

Attendance:

Present:

Task Force Members		Elected Officials	
Violeta Alvarez	Tony Jordan	Chloe Eudaly	City Commissioner
Andy Cotugno	Ady Leverette		
Baofeng “Bao” Dong	Elizabeth Liedel Turnbull	City Staff	Bureau
Taren Evans	Tammy Lundervold	Shoshana Cohen	Transportation
Stephenie Frederick	PK Mandel	Andrea Durbin	Planning & Sustainability
Monique Gaskins	Esme Miller	Michael Espinoza	Transportation
Aaron Grimmer	Richa Poudyal	Ingrid Fish	Planning & Sustainability
Nathan Hambley	Sherifa Roach	Mel Krnjaic	Transportation
Shani Harris-Bagwell	Vivian Satterfield	Marianna Lomanto	Transportation
Jonathan Hutchison	Ashton Simpson	Emma Sagor	Transportation
Justin Jackson	Sara Wright	Noah Siegel	Transportation
		Marty Stockton	Planning & Sustainability
		Chris Warner	Transportation

Absent:

Task Force Members

Brian Cooley
Hau Hagedorn
Nicole Phillips

Agenda

Time	Agenda Item
6:00 p.m.	Welcoming Remarks <ul style="list-style-type: none">• Commissioner Chloe Eudaly• Andrea Durbin (Director, Bureau of Planning & Sustainability)• Chris Warner (Director, Portland Bureau of Transportation)
6:10 p.m.	Task Force introductions and opening remarks
6:40 p.m.	Public comment
6:50 p.m.	Presentation: Setting the scene
7:20 p.m.	Review and discussion: Task Force charge & charter
7:50 p.m.	Wrap up & next steps

Welcoming Remarks

Commissioner Chole Eudaly, Bureau of Planning & Sustainability Director Andrea Durbin, and Bureau of Transportation Director Chris Warner all welcome Task Force members, thanked them for volunteering for this important work and offered opening remarks.

Task Force Introductions

Task Force members introduced themselves and were invited to respond to the following questions:

- How do you travel around Portland?
- What does success look like for you in terms of this Task Force process?

Task Force members' definition of success for this project touched on the following key themes:

- **Sustainability & Climate Change:** Many Task Force members mentioned the need to develop a solution that is sustainable and reduces emissions from the transportation sector.
- **Equity & Inclusion:** Many Task Force members stated the desire to create a system that is equitable, brings the voices of community members that aren't present to the conversation, works for people who live inside and outside of the city, and doesn't burden low-income families and residents or those who have historically been burdened by Portland's transportation system.
- **Realistic & Implementable:** Many Task Force members voiced their interest in developing a proposal that is realistic and implementable, resulting in tangible solutions that reflect Portland's needs, are meaningful to the people of Portland, and occur in a defined timeframe.
- **Creative & Original:** Task Force members stated a desire to use this opportunity to create a bold and creative vision that meets Portland's needs and can serve as a model for other cities.
- **Safety:** Many Task Force members called for taking steps that improve safety and advance progress towards the City's Vision Zero goals.
- **Mode shift:** Numerous Task Force members highlighted their desire to use this as an opportunity to make progress towards Portland's mode share goals, reducing the number of drive-alone trips and overall vehicle miles traveled in the city.

- **Measurable Impacts & Progress:** Several Task Force members mentioned the need to identify metrics that would help quantify success and measure progress towards ultimate goals of the project.

Public Comment

Emma Sagor, meeting facilitator, noted all Task Force meetings are open to the public and audience members will be invited to provide public comment at each meeting.

The City will also be collecting public comment throughout the entire 18-month process via email, regular mail, phone and comment cards at public events. At each meeting, Task Force members will be provided a written report of public comments received since the last meeting.

While members of the public were in attendance, no public comments were presented during this meeting.

Task Force members asked how the public will be made aware of Task Force meetings and opportunities to provide input. Ms. Sagor noted emails will be sent to the project's interested parties email list prior to each meeting with the agenda, which will also be published online in advance of the meeting. All meeting materials will also be made available online, along with instructions on how to provide public comment. The project team is actively working to establish a project email address and will publish this online shortly.

Presentation: "Setting the Scene"

Shoshana Cohen, PBOT Mobility Manager and Pricing Options for Equitable Mobility Project Manager, provided a presentation to the Task Force. The presentation covered the following topics:

- Project drivers & policy context
- What does "pricing" mean & why is the city talking about it
- What the city has learned about pricing strategies to date

The following questions and comments were provided by Task Force members throughout the presentation:

- **Questions**
 - *Will we be talking about infrastructure in tandem with pricing conversation?*
 - Yes, the Task Force will discuss complementary strategies and projects that interplay with the pricing strategies under consideration. While the charge of this group is to consider whether pricing our system more intentionally can achieve our goals, the group is invited to make recommendations around complementary strategies that should be explored alongside any pricing policies.
 - *How much space will be required in the right of way if all mode share targets are met? (e.g. how much space will transit need if Portland meets its mode share target of 25% of residents taking transit?)*
 - This question was added to the project parking lot. Staff will return with a response to this question at the next meeting.

- *What percent of transportation emissions are due to congestion vs. vehicle miles traveled (VMT)? Are we solving for congestion or aiming to reduce VMT, which more directly impacts the climate crisis?*
 - Congestion and emissions are both symptoms of high amounts of VMT and drive-alone trips. The project team noted this question on the project parking lot for further discussion in future meetings.
 - Ms. Cohen noted congestion can be seen as an indicator of a strong economic activity.
- *How do electric vehicles fit into the city's strategy to reduce greenhouse gases from transportation?*
 - Ms. Cohen shared the City is looking at how electric vehicles can help achieve emissions reduction goals, but multiple strategies will be needed to address all of our mobility and climate goals, including reducing VMT and shifting trips to more efficient travel modes.
 - Task Force members noted not all electric vehicles need to be personal vehicles (e.g. could be shared vehicles that make progress towards mode split goals)
- *Are conversations happening around food deserts and accessibility? There is an inequitable distribution of grocery stores.*
 - The City is exploring the intersection of land use planning and transportation. This question was added to the project parking lot, and staff will share more information at future meetings.
- *What impact do missing sidewalks and other safety infrastructure have on mobility and transportation?*
 - Complete street infrastructure and safety are crucial parts of the Bureau's broader mobility strategy and can be explored further by this Task Force as a complementary strategy to be advanced alongside any potential pricing moves.
- *How is "regional" being defined?*
 - This project is using the tri-county Metro region definition (Clackamas, Multnomah, Washington).
 - Task Force members noted regional transportation movement also includes trips from Clark County and other areas.
- *Will we take time to explicitly lay out our priorities? (E.g. what do we do if we find our solution solves the climate crisis but displaces people, or the solution is equitable but exacerbates emissions)*
 - Yes, the Task Force will work during the first phase of the project to establish priorities and a framework for understanding equitable mobility. This will also be ongoing conversation throughout the project as discussions evolve.
- **Task Force members also provided the following comments:**
 - Reliability of transportation is an important metric to track
 - Pricing is a tool, not necessarily the goal
 - To accommodate growing demand, construction will be required—we must consider who will be displaced when that construction happens. Even transit projects may cause displacement. Success shouldn't mean that there is never demolition/relocation.
 - We do not know the actual capacity of our transportation system right now because we are not using it as efficiently as possible when roads are free and more efficient modes, like transit, are not.
 - There is a broader community conversation underway about fareless transit and the impact that could have to mode shifting.

- People are often motivated to drive because the price of fuel is so low in the United States.
- Every city in America was built around cars.
- The land use-transportation connection is imperative. We need to reduce distances people travel in the first place.

Task Force Charge & Charter

Ms. Sagor introduced the Task Force Charge and guiding questions the Task Force will consider throughout the 18-month process.

Task Force Charge

The charge of the Task Force set out by City Council and the project sponsors is as follows:

Can we use pricing more intentionally to improve equitable mobility?

Specifically, 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

The Task Force will engage in their charge and be guided by the following overarching questions, which will be explored throughout the project:

- 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 Charter

There was not sufficient time to review the draft Task Force Charter and by-laws at this meeting. Ms. Sagor asked Task Force members to review the draft Charter in advance of the February meeting and come prepared to provide comments and ask questions about its contents.

Action Items and Assigned Readings

To be completed before next meeting (February 10, 2020)

- Project staff will share the meeting summary and materials with Task Force members
- Project staff will document questions and items added to the project parking lot and provide responses at the next meeting
- Task Force members will review the draft - Task Force Charter and by-laws, noting questions and comments for discussion in February
- Task Force members who have not yet done so will provide headshots and bios to project staff for the Task Force roster