

# Moving to Our Future:

## Pricing Options for **Equitable Mobility**

**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION



## Community Task Force Meeting #2 – Meeting Summary

February 10, 2020 | 6:00 – 8:00 p.m.

Portland Building, 1120 SW 5th Ave, Second Floor, Room 216

### Relevant Materials

Please find links to relevant materials below:

- [Meeting Agenda](#)
- [Pricing for Equitable Mobility Website](#)
- [Presentation Slides](#)
- [Revised Task Force Charter and by-laws \(updated Feb. 7\)](#)

### Attendance:

Present:

#### **Task Force Members**

Violeta Alvarez	Justin Jackson
Brian Cooley	Tony Jordan
Andy Cotugno	Ady Leverette
Baofeng “Bao” Dong	Elizabeth Liedel Turnbull
Stephanie Frederick	Tammy Lundervold
Monique Gaskins	PK Mandel
Aaron Grimmer	Esme Miller
Hau Hagedorn	Nicole Phillips
Nathan Hambley	Sherifa Roach
Shani Harris-Bagwell	Vivian Satterfield
Jonathan Hutchison	Sara Wright

#### **City Staff**

Shoshana Cohen  
Michael Espinoza  
Ingrid Fish  
Eric Hesse  
Mel Krnjaic  
Irene Marion  
Marianna Lomanto  
Emma Sagor  
Noah Siegel  
Marty Stockton

#### **Bureau**

Transportation  
Transportation  
Planning & Sustainability  
Transportation  
Transportation  
Transportation  
Transportation  
Transportation  
Transportation  
Transportation  
Planning & Sustainability

Absent:

#### **Task Force Members**

Taren Evans  
Richa Poudyal  
Ashton Simpson

## Agenda

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TIME	AGENDA ITEM
6:00 p.m.	Welcome and Opening Remarks
6:05 p.m.	Public Comment
6:20 p.m.	Task Force Charter, Working Agreement and By-Laws
6:45 p.m.	Presentation: Portland's Transportation History - Benefits & Burdens
7:10 p.m.	Small Group Discussions
7:40 p.m.	Report Out and Plenary Discussion
7:55 p.m.	Wrap-up and Next Steps

## Welcome & Opening Remarks

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Facilitator Emma Sagor welcomed Task Force members. She thanked them for the robust discussion at the kick-off meeting in January. Ms. Sagor noted all meeting materials—including the summary from Task Force meeting #1—are available on the Pricing for Equitable Mobility page on the Portland Bureau of Transportation (PBOT) website:

<https://www.portlandoregon.gov/transportation/index.cfm?&c=79819>

Next, the group reviewed Parking Lot items from Meeting #1.

### Parking Lot Follow-up from Meeting #1

- Parking Lot items are issues that the group doesn't have time to fully discuss during the limited time in a Task Force meeting. They are written down for the Pricing for Equitable Mobility Strategy Team, comprised of PBOT & Bureau of Planning & Sustainability (BPS) staff, to follow-up on at the next meeting.
- Parking Lot Items from Meeting #1:

PARKING LOT ITEM	STRATEGY TEAM RESPONSE
<b>Are we looking to reduce congestion, VMT or both? Which impacts climate and health more?</b>	As the Task Force develops an Equitable Mobility Framework to guide its work, we can discuss what metrics and outcomes are most important to the group. Combustion engine vehicle miles traveled (VMT) contribute to transportation carbon emissions, air quality impacts, health impacts and climate change. Congestion, which is a symptom of increasing VMT, can exacerbate this by making trips longer and less reliable—and can have disparate outcomes on different communities. Congestion is also a topic of significant public interest in our region. We will explore this question more as a group as we continue through this process—including during our March Equitable Mobility Workshop.
<b>Do we know what the ideal ROW space allocation would be to meet our mode share targets?</b>	We do not have targets or goals around right-of-way allocation to meet our mode split goals. This exercise would be technically difficult to

	conduct and would require making big assumptions to account for the different context across our right-of-way.
<b>We need to consider neighborhood walkability and food deserts</b>	Noted. We will carry this parking lot topic over to the Equitable Mobility Workshop conversation in March.
<b>We need to consider access to transportation options, such as provision of lighting and sidewalks around transit stops</b>	Noted. We will carry this parking lot topic over to the Equitable Mobility Workshop conversation in March.
<b>There is an ongoing discussion right now around fareless transit</b>	Noted. The Task Force can further discuss this topic as we explore complementary strategies that the group thinks should be considered alongside pricing strategies if desired.
<b>What do we do when we have data questions or want to share information?</b>	We will discuss this during our Charter review discussion during today's meeting.

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## Public Comment

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

To share comments with the Pricing for Equitable Mobility Task Force, please email comments and questions to [POEMComments@portlandoregon.gov](mailto:POEMComments@portlandoregon.gov). All comments received via email by the Friday before a Task Force meeting (which occur the second Monday of each month) will be recorded and shared with the Task Force at the meeting.

*While members of the public were in attendance, no public comments were presented during this meeting and no public comments were received through other means prior to Meeting #2.*

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## Task Force Charter, Working Agreement and By-Laws

Task Force members reviewed key sections of the draft Charter, including:

- Background
- Task Force Charge
- Information Sharing
- Member Responsibilities
- Working Agreement

The version of the Task Force Charter & By-Laws reviewed by the group can be found here: <https://www.portlandoregon.gov/transportation/article/753615>

### Questions from Task Force on the Charter

- *How does the Task Force timeline intersect with ongoing work/decisions being made that might impact pricing? Is there a protocol for Task Force members to provide comments on existing*

*processes? Are we going to be exploring entire universe of pricing options and non-pricing complementary strategies?*

- This question was added to the parking lot for further follow up by staff. There are many ongoing conversations that intersect this work or could potentially be related. The charge of this group is to advise on if and how new pricing strategies might help advance equitable mobility and there is not time to discuss every possible complementary strategy or topic within the project timeline. Staff will report back with more clarity on how the Task Force's work intersects with other ongoing efforts and how, when and on what the group may forward recommendations.
- *There are active conversations going on in our region right now about the expansion of freeways. How will this group's work intersect with those conversations?*
  - Freeway pricing is a strategy that will be explored by this group, and the Task Force will advise PBOT and BPS on how the City should show up in ODOT's I-5 and I-205 tolling conversations.
- *Can we get a list of pricing decisions that have been made in Portland historically?*
  - This question was added to the parking lot for further follow up by staff.
- *When in the process are we going to discuss political (and public) palatability of our policy recommendations? Is part of the charge of this Task Force to develop a proposal that will be well-received by the public?*
  - Staff noted the Task Force will collaboratively develop a framework for evaluating policies that focuses on what matters most to people and what equitable mobility looks like to the group. This will help focus discussions on what can achieve shared goals.
  - Elected officials directed the bureaus to explore pricing with deep community engagement to ensure the proposals that may emerge are responsive to community needs, priorities and perspectives.
  - Some Task Force members indicated the group should make recommendations around what they feel will effectively address the group's charge, not based on political palatability.
  - Some Task Force members noted the importance of communication and framing around why pricing strategies may be introduced and what benefits it can bring.
- *Is this Task Force going to determine or recommend whether new pricing policies will be implemented, or has that already been decided?*
  - The City has not already decided whether new pricing strategies should be implemented and has convened this Task Force to advise on whether or not the City should implement and/or further study the potential of new pricing strategies.
  - Before making those recommendations, the Task Force will work together to understand what equitable mobility means (i.e. what we want to achieve), learn about pricing best practices from other cities and review analyses from several sources around the potential impacts of pricing strategies in Portland.
- *Once Task Force members receive meeting materials, are they considered public?*
  - Yes, once items are distributed by City staff, they are considered a public record.
- *Can recommendations be forward with less than 50% support of the Task Force? What will happen if only half of the Task Force members attend a meeting where a recommendation is suggested?*
  - To be formally forwarded from the group, more than 50% of the Task Force must agree to a recommendation. However, all opinions will be recorded—including majority and minority opinions. Task Force members not able to attend a meeting where a vote on a

recommendation takes place will have the opportunity to share their opinion and rationale, and this will also be recorded for the record.

- Staff will add this question to the parking lot and report back with more specifics on the recommendation process.

### **Suggested edits to the Background and Charge sections of the Task Force Charter**

- *Spell out “VMT” as vehicle miles traveled*
- *Delete the word “increased” in the sentence “**Increased** VMT also significantly contributes to our climate crisis”*
- *Take out the specific mention of combustion engines in the sentence, “Congestion as a symptom of increasing **combustion engine** motor vehicle trips negatively impacts our economy, air quality, and health,” because electric vehicles also contribute to congestion.*

## Presentation: Portland’s Transportation History – Why Centering Equity Matters

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**Noah Siegel**, PBOT Interim Deputy Director, and **Shoshana Cohen**, PBOT Mobility Manager and Pricing Options for Equitable Mobility Project Manager, provided a presentation to the Task Force on Portland’s Transportation History. The presentation covered the following topics:

- Key chapters in Portland’s transportation history:
  - White Displacement of Indigenous Communities
  - Rail, Streetcar, and Shipping Boom
  - Automobile Dominance
  - Focus on Livability—for some
  - Multimodal Transportation & Technological Disruption
- Within each chapter, staff explored transportation trends and technological developments, as well as who benefitted and was burdened by decisions made during each period.

## Small Group Discussions

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After the presentation, the Task Force broke out into smaller groups to discuss the following questions:

- Reflections on the presentation:
  - What chapters have we missed?
- What other examples, stories or lived experience does the Task Force have to share?
- What does this mean for this conversation about pricing?

Notes from the small group discussions are available in the appendix.

## Report Out & Plenary Discussion

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After thirty minutes of discussion, groups came back together to share one key takeaway from their discussion. Report-outs touched on the following themes:

- *The importance of youth engagement*
  - Some groups discussed the importance of working with youth to instill values of equitable mobility in young people

- Some groups also discussed the multi-decades movement calling for a Youth Transit Pass
- *Patterns of urbanization and deurbanization and unintended consequences of both*
  - Some groups discussed the ramifications of policies, decisions and trends that promote either dense, urban development or facilitate suburbanization and sprawl, as well as the uneven benefits and burdens of these trends.
- *Mode preference and “privileged modes”*
  - Some groups discussed that we sometimes talk about certain transportation modes as “better/more viable,” but it is important to dissect why that is and what that might mean for different groups in our community.
  - Some groups also discussed the social constructs and associations around privileged modes. These groups raised questions around how we might one day see being carless and transit dependent as freedom rather than a burden.
- *Progressive “burden” distribution*
  - Some groups discussed how historically, burdens in our transportation system have disproportionately fallen on those with the fewest options. Moving forward, we should consider if people who have more options accessible to them should face bigger disincentives, while those with fewer options should have greater flexibility to meet their needs.
- *The definition of “equity”*
  - Some groups talked about how we define equity. One definition shared was that equity doesn’t mean giving everyone the same thing or “fairness,”; it means giving everyone what they need to get to the same place.

## Wrap-up & Next Steps

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### *To be completed before next meeting (March 9, 2020)*

- Project staff will share the meeting summary and materials with Task Force members
- Project staff will make recommended edits to the Task Force Charter and bring a final version for formal adoption at the next meeting
- Project staff will document questions and items added to the project parking lot and provide responses at the next meeting
- Task Force members will sign and return public official’s training forms. In addition, more information is forthcoming about the remaining trainings that volunteers are required to take. Note: all City of Portland advisory body volunteers must complete mandatory trainings as part of the onboarding process.

## Appendix: Notes from Small Group Discussions

### **Group A**

- Sanitized
  - Japanese- displaced, internment
  - Indigenous- displaced, genocide, lives lost
- Indirect vs. Direct
  - Intentional
  - Reflects national policies
  - Has ongoing implications
  - Funding & structures
  - Current status quo
  - Decisions targeting those with the least amount of power
  - Ongoing vestiges (deeds)
  - Direct impacts on some members (I-205)
  - Railroad enabling/financing genocide & land theft
  - Patriarchal approach on streetcar suburbs
  - Interplay with race and patriarchy
  - Single family land use vs. urban multigenerational housing

#### *How to take the history lessons and make a difference*

- Pullman porters
  - Black middle class
  - Thriving black neighborhoods
  - Sustainable incomes
- Intercity vs. intracity
  - Intercity-
    - RR → Anders rule
  - Intracity
    - Freeways divide
    - Displacement and decimation
  - Can we quantify impacts/community scale?

#### *How to carry the historical perspective on “how we got here” into the work we will be doing*

- Encapsulate for others
- The equity (vs. equality) lens itself can help
- Measurable/tangible
- Policy equity
- Subsidy (transit) vs. Investment (Tully Interchange)
- Transportation/housing connection is key (ongoing expression)

### **Group B**

#### *Reflections*

- Strong link between housing and transportation

- Missed: recent curb cut lawsuit against PBOT (CREEC Settlement) & option to request curb cuts
- Highlight disproportionate benefits of light rail and streetcar—bring in ridership data to understand who is/isn't benefitting
  - Safety & perceived safety on transit
- As shift back towards transit, need to prioritize groups/communities that we disproportionately impacted by freeway construction
- Carless women with children have never been prioritized in transportation/transit decisions
- Anyone lacking a car is denied full access to the system
  - Barriers to access include:
    - Low/fixed income
    - Disabilities
    - Age
- How might we flip the paradigm so that being carless/transit dependent is seen as a freedom rather than a limitation
  - Incentives for transit (e.g. greater frequency, transit priority lanes/reduced congestion, faster travel times on transit, etc.)
  - "car independence as freedom"
- Targeted universalism
  - Design for the people that need it most

### **Group C**

- What was in southern part of I5- South of Albina
- Highlights shameful behavior of the past
- Good to reflect on and frame current work
- Important to honor mistakes as well as celebrating our accomplishments
- Similar stories with highway development happened in cities all over
  - Yes, but doubly impacted people here because of the exclusions here
- Driving as a status symbol
  - Paradox—When you reach a certain level and are able to drive, then you are told its not a good thing
- Transit is really expensive
  - But hidden costs of driving are not seen
  - Need to price transit and driving accordingly
- Road is a paradox
  - Truing to cross it is hard, but its good for getting places
  - Is it opening opportunities or closing off opportunities?
- How do we acknowledge that low income communities have been using "green transportation" because those are what they have access to?
- When taking transit...
  - Who are we designing systems for?
    - People taking transit at night?
    - People needing to walk or take bikes because they are low income workers?
    - Uneven places like Columbia Blvd &...
- Having access to a car is an upwardly mobile move so being immediately penalized for...
- Appreciated the presentation and call outs of benefits & burdens
- Is Portland going to become San Francisco or Seattle and become so expensive?



- What is missing
  - We should be encouraging the behavior we want
  - Strive for a transit system where we can take a transit system at 10
  - Youth already modeling the behavior that we want
  - Resistance to what was happening (i.e. 20 years long advocacy from youth for youth pass)
  - Advocacy for free transit
  - Queer communities giving rides
  - Communities have been coming up with creative solutions already
- Even if you don't have a car, how much are we all paying to support auto ownership—policy, housing, etc.
  - Inadvertent subsidies
- How do we define most vulnerable?
  - Should we make some car ownership is affordable?
  - Or are people without cars the most vulnerable?
- How do we account for geographic investments?
- Who are we serving?
- How are we providing transit for all?

#### **Group D**

- Precursor to car (horse and wagons)
- Walking base design to car
- Way of moving people vs goods
- Missing from presentation
  - Broader regional planning of Portland
  - What about other regional agencies (Metro, ODOT)
- Interesting to zoom out = other patterns of development patterns from other regions/international
  - How racial issues played out elsewhere
- Uniqueness of race in America
- Pattern of urbanism (car-dependent)
- Context of how people are choosing to live in the city. Dynamic of people wanting to live in the city (specifically, young people)
- What's impacting/influencing/moving people's decisions for choosing to live in cities vs. suburbs?
- Considerations:
  - Understanding how people are moving/modes/needs/family stages/seasons
- Redlining (loans, conditions) there's more to it, more complete story of North Portland
- Modes: assumptions over of most privileged modes? (biking vs. driving, etc.)
- Awareness of assumptions when saying "burdens"
- Big takeaways
  - Climate crisis—if we don't all do our part, we will all be impacted
  - Linking progressive policies and pricing