

Moving to Our Future: Pricing Options for Equitable Mobility

Task Force Meeting #9

October 12, 2020



Acknowledging and celebrating Indigenous People's Day



General guidelines for Task Force members:

- Mute when you're not speaking
- Hold questions and comments for designated discussion times
- "Raise your hand" when you'd like to speak (found in participants tab)

For audience members:

- We ask that you mute yourself and turn your video off, except during public comment opportunities

Please keep the chat open for technical troubleshooting



Agenda

Time	Agenda item
6:00 p.m.	Welcome and housekeeping <ul style="list-style-type: none">• Agenda review• Finalize meeting #8 summary• Public comment• Project updates
6:15 p.m.	Presentation with Q&A: Regional highway tolling conversations and feedback to date <ul style="list-style-type: none">□ Summary of Task Force comments from Meeting #8□ Context: Oregon Toll Program and I-5/I-205 projects
6:45 p.m.	Task Force discussion: Diving deeper and gathering further feedback <ul style="list-style-type: none">• Quick surveys and full group discussion
7:45 p.m.	Looking forward and wrap up





Public Comment

(POEMcomments@portlandoregon.gov)





Project updates



**We've reached
a big milestone!**



**Presentation and
Q&A**



What we heard last time

Tolling has the potential to:

- Reduce vehicle miles travelled (driving)
- Improve reliability and efficiency of travel trips
- Encourage more sustainable modes of travel
- Improve air quality and reduce climate and health impacts (especially for communities who live in high exposure areas)
- Support economic opportunity by improving circulation, moving goods efficiently and creating more sustainable jobs

What we heard last time, ctd.

Revenue reinvestment opportunities:

- Prioritize demand management vs. highway expansion
- Specific interest in transit: expansion, improvements, fares
- Prioritize benefits for BIPOC communities
- Prioritize non-auto modes of transportation (transit, biking, rolling, walking); also acknowledge disparity in car access
- Nexus of transportation and housing; mitigating displacement impacts

What we heard last time, ctd.

Concerns and questions:

- **Affordability** and burdens on low-income people
- **Diversion** onto local streets or other facilities & potential impacts (safety, pollution) to neighborhoods
- Burden on **auto-dependent groups** (e.g. small businesses, gig workers, persons with disabilities, people who have been displaced to farther neighborhoods, people **without viable alternatives**)
- **Enforcement** and impacts on **personal safety**
- **Privacy** and technology
- The impacts of **increased speed**, even if VMT is reduced
- Unclear or competing **goals** and need to tease out objectives (demand management v. revenue v. climate)
- **Not all VMT is the same.** Electric VMT, carpools, etc. have less climate impact. Design for this.
- Impacts to **freight** and economy of higher costs v. better flow
- **Restrictions on revenue** use
- **Information gaps** and data needs:
 - Peak time road auto users – who would be impacted?
 - Toll rate and amount of revenue available for reinvestment

Oregon's constitutional language related to toll revenue use

Article IX, Section 3a of the constitution states:

"[...] use of revenue from taxes on motor vehicle use and fuel [...] shall be used exclusively for the construction, reconstruction, improvement, repair, maintenance, operation and use of public highways, roads, streets and roadside rest areas in this state"

ODOT Interpretation: Tolls likely subject to restriction

Examples of likely **eligible** investments include:

- Transit facilities within the highway or street right-of-way (lanes, stops, signals, etc.)
- Park and ride locations in or adjacent to the right-of-way that serve buses
- Highway pull-outs to accommodate buses
- Bicycle and pedestrian facilities within the highway, or street right-of-way
- Highways/road maintenance and expansion
- Carpool lanes
- EV facilities within the right-of-way*

Examples of likely **ineligible** expenses include:

- Transit service or fares
- Incentives for mobility options like bikeshare, transit or e-scooters
- Cash rebates

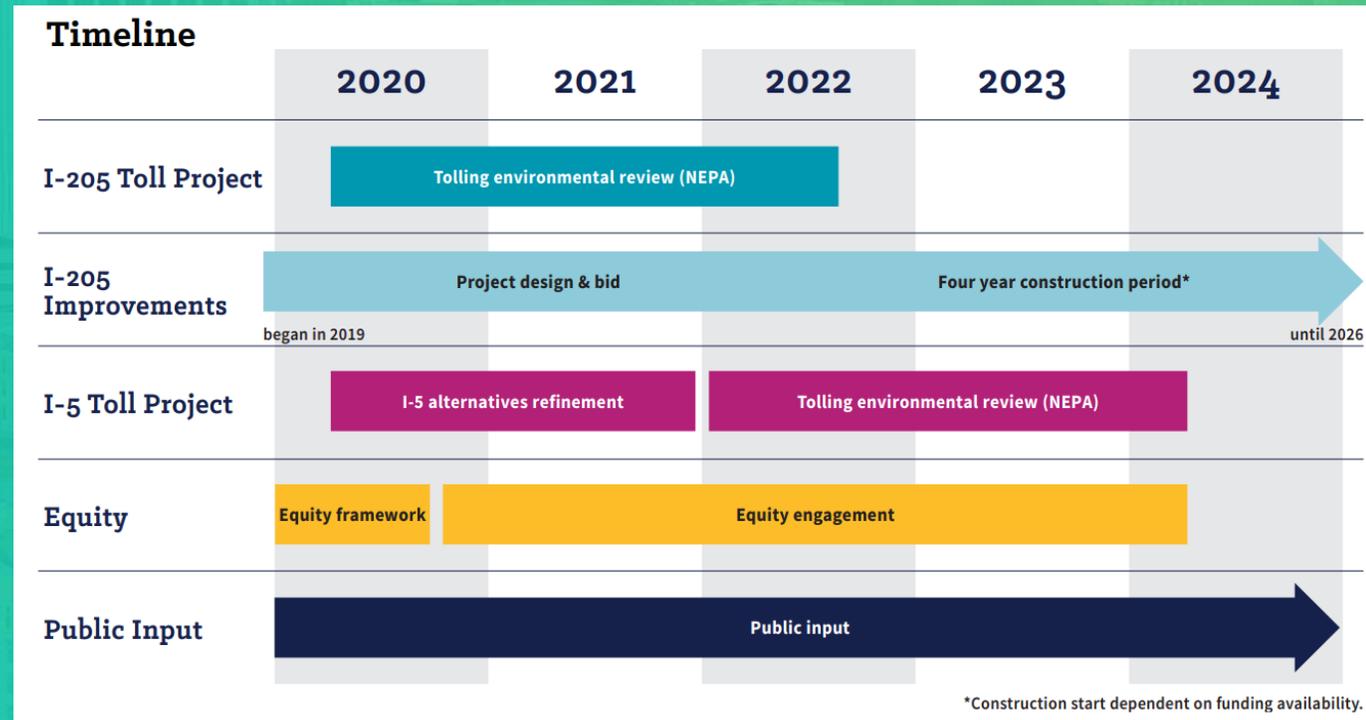
Hypothetical eligible project types:**

- Funding for improvements on corridors such as MLK Jr. Blvd, 82nd Ave.
- Rose Lane investments
- Neighborhood greenways
- Highway transit or carpool lanes

**Subject to review ** Eligible per the const. restriction, does not necessarily mean they would be investments from toll revenue*

Oregon Toll Program Background

- **2017: Oregon Legislature passes HB2017, "Keep Oregon Moving"**
 - Directs Oregon Transportation Commission to implement tolling on I-5 and I-205 in the Portland region to manage traffic congestion
- **2017-2018: ODOT conducts a feasibility analysis**
 - Analysis showed tolling could help manage congestion and raise revenue on I-5 and I-205
 - ODOT submitted application to FHWA to advance tolling projects
- **2019-Present: ODOT advancing environmental policy review on I-5 and I-205 projects**



I-5 and I-205 Projects

Project goals:

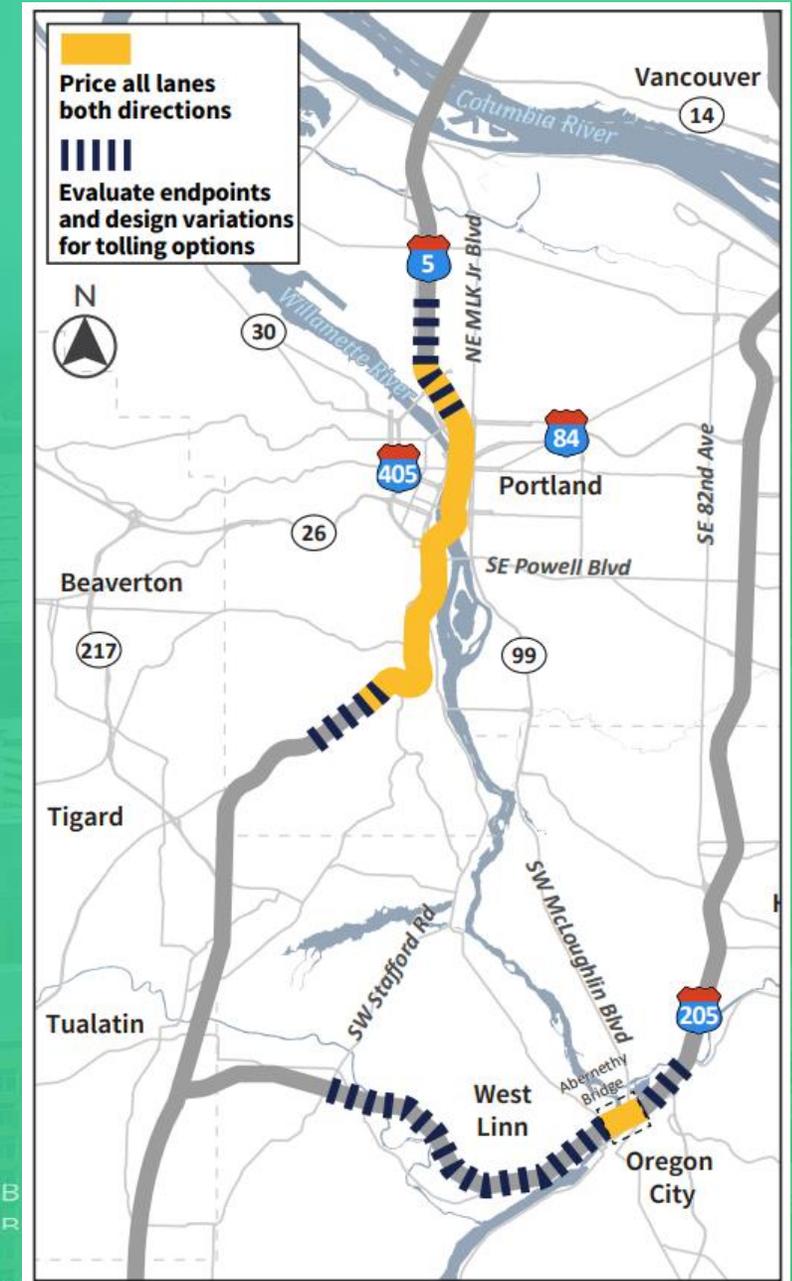
- Manage congestion
- Generate revenue

I-205 overview:

- *Current status:* Evaluating options for variable rate tolls at or near the Abernethy Bridge
- Toll revenue could help fund the planned widening and seismic improvements from Stafford Road to OR 213
- Tolling could begin in 2023

I-5 overview:

- *Current status:* Initiating additional traffic and mobility analysis
- Focusing on about seven miles through central Portland approximately between North Going/Alberta Street and Southwest Multnomah Boulevard
- Initial analysis continues through 2021; Anticipate starting NEPA process in 2022



Questions or Comments?

Visit the I-205 online open house and provide comments by **October 16:**

odotopenhouse.org/i205toll

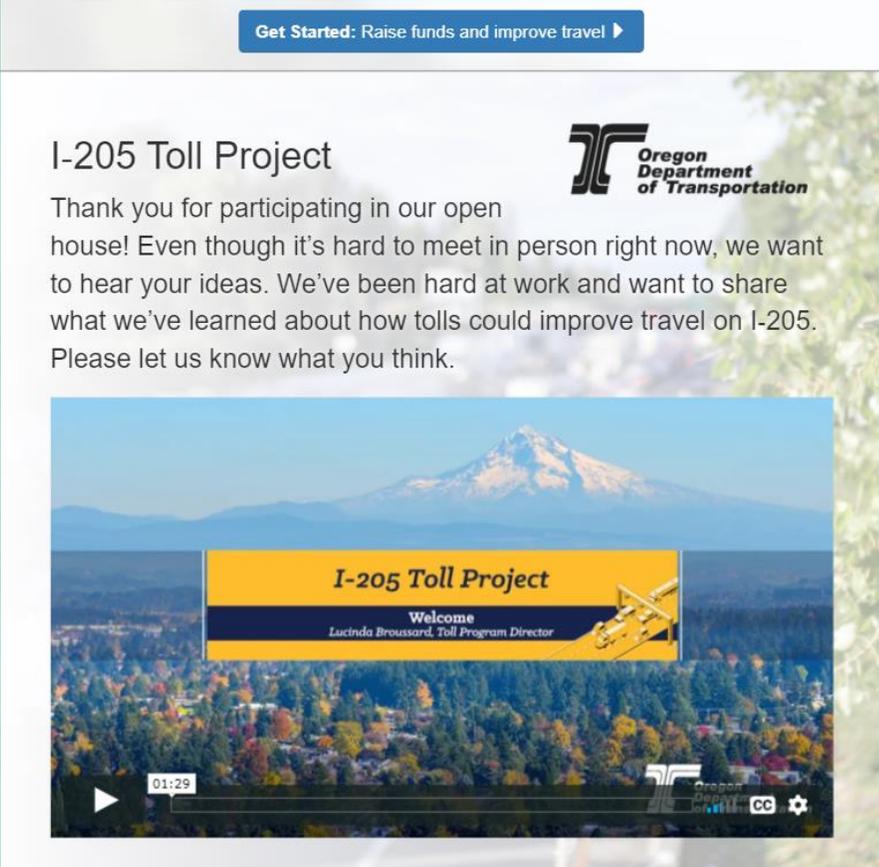
Contact the ODOT Toll Program team:

Hannah Williams

Toll Program Community Engagement
Coordinator

Hannah.Williams@odot.state.or.us

503.894.4173



The screenshot shows the top portion of a webpage for the I-205 Toll Project. At the top, there is a blue button with the text "Get Started: Raise funds and improve travel" and a right-pointing arrow. Below this, the page title "I-205 Toll Project" is displayed on the left, and the Oregon Department of Transportation logo is on the right. A paragraph of text follows, expressing gratitude for participation in the open house and inviting feedback. Below the text is a video player showing a welcome message from Lucinda Broussard, Toll Program Director, with a background image of a mountain range. The video player includes a play button, a progress bar at 01:29, and a Creative Commons license icon.

City's role in ODOT Toll Program: How POEM can influence these projects?

- City is participating in the NEPA process
- City has a rep. at Joint Policy Advisory Committee on Transportation, Region 1 Area Committee on Transportation
- The **City does not have decision making or implementation authority** on ODOT facilities
- POEM Task Force is charged with **making recommendations to PBOT and BPS leadership** and can **inform how the City shows up in the toll planning process**, including through:
 - Formal comments during comment periods
 - Questions raised in technical discussions
 - City statements at JPACT and the ACT, as well as to the Oregon Transportation Commissioner or state legislature.





Task Force discussion

Discussion plan

- **Three sections, ~20 minutes each:**
 - Topic 1: Toll program design
 - Topic 2: Revenue and complementary strategies
 - Topic 3: Can tolling advance equitable mobility?
- **In each section:**
 - Poll first to get initial reactions to key questions
 - Full group discussion on results and additional perspective

These are complicated issues. The polls are designed to get the conversation started and encourage discussion of all the nuanced perspectives. We'd like to hear from everyone and will make sure all get a chance to talk!

Discussion Guidelines

- Reminder of our working agreement
- Use the "raise hand" feature; facilitator will call on members to ensure a range of voices get to speak
- To indicate agreement, use the "reaction emojis" or thumbs up
- For follow-up or clarification questions, use the chat
- We'll stop sharing the slides to allow for more of a discussion feel
- We'll capture all feedback and use it to inform draft recommendations



Section 1: Designing a toll program

Question 1: Agencies can design toll programs in different ways to achieve different outcomes. **What factors or potential outcomes should the City of Portland prioritize** when it shows up in regional tolling conversations?

Question 2: When designing toll programs for our region, **which type of discounts, exemptions or rebates** should the City of Portland advocate for?

Section 2: Revenue and complementary strategies

Question 1: When considering highway toll projects, what **complementary strategies/services** are important to evaluate and/or what areas are most important for **potential investment** of toll revenue to create an equitable system?

Question 2: How important is **local involvement in toll revenue decisions?**

Section 3: Can tolling advance equitable mobility?

How much do you agree with the following statements:

- Highway tolling has the **potential to increase equitable mobility**
- If highway toll revenue is **subject to the constitutional restriction** (*and therefore limited to capital improvements in the right-of-way such as walking, biking or bus infrastructure on roads, but not funding for transit operations or mobility incentives*), **tolling could still potentially increase equitably mobility**
- Highway **tolling should be used** in our region to manage our existing highway system as efficiently as possible **before we expand our highways.**



Debrief and path forward

Next steps on tolling

- Moving to the next typology in November while staff process feedback on tolling
- Like parking, we'll be back in 2021 to review additional information and drive toward recommendations
- We'll keep you posted and welcome feedback and further thoughts!



What's coming up?

Next meeting: November 10, 2020 – 6-8 p.m.

Meeting focus: Commercial services and right-of-way access

We want your feedback! Please complete our short, 60 second meeting evaluation:

<https://www.surveymonkey.com/r/PLK33PP>



Thank you!