

Moving to Our Future:

Pricing Options for **Equitable Mobility**



PBOT
PORTLAND BUREAU OF TRANSPORTATION



POEM Task Force: Draft Principles Emerging from Discussions To Date

What are “principles”?

By the end of the POEM process, we anticipate the Task Force recommending a set of overarching values the City should center when considering and designing any new pricing for equitable mobility strategies in the future. These values won't be tied to a specific pricing strategy, but speak broadly to what principles are most important across the board in order to use pricing as a tool to advance equitable mobility.

How will we continue to refine these before the end of the Task Force process?

The list of draft principles below has emerged from more than a year of Task Force discussions to date using the [Equitable Mobility Framework](#). Over our final few meetings, we'll ask ourselves whether any of the new information we're reviewing validates or raises new considerations around these topics.

In June, we will have a final discussion about the principles, before voting on them and other recommendations at the Task Force's final meeting in July.

Draft principles:

- **Pricing holds promise for advancing mobility, climate and equity outcomes.**
 - The City should continue to explore pricing as part of its efforts to create a more efficient, sustainable and equitable transportation system.
- **The primary goal of any new equitable mobility pricing policy should be managing traffic demand and using the existing system as efficiently as possible to move people and goods in a more sustainable and equitable way.**
 - While pricing can be a revenue-generating tool, this should not be the top priority.
- **Achieving climate and equity outcomes (e.g. reduction in greenhouse gas emissions, reducing transportation cost burdens, expanding job access, etc.), should be centered throughout design.**
- **Use of revenue generated through pricing is critical for ensuring equitable mobility outcomes.**
 - Pricing revenue should be reinvested in expanding equitable access to multimodal alternatives.
 - Community stakeholders should be involved in revenue allocation decisions.
- **The City should provide discounts/rebates/exemptions for low-income drivers.**
 - More evaluation and community engagement are needed to determine what specific design would be most equitable and would most minimize overall burdens, while still achieving demand management outcomes.
 - Pricing programs should build off existing means-testing systems wherever possible to not further burden low-income people.
- **Any future pricing strategy must be designed to reduce unequal burdens of technology and enforcement**
 - Technology and payment systems must be designed to reduce barriers for individuals with limited access to bank accounts. These systems should also include strong privacy and enforcement protections.
 - Tickets and fines for non-compliance should be means-based (i.e. structured by income level) to mitigate disproportionate impacts.

- Community stakeholders should be involved in pricing policy design to ensure equitable outcomes.
- **Pricing is just one policy tool and not a stand-alone solution.**
 - Additional transportation demand management programs, multimodal infrastructure, operations and service investments, land-use policies, equity programs and more must also be prioritized to continue to advance a more equitable and sustainable mobility system.