

East Multnomah County Transportation Committee

City of Fairview City of Gresham City of Troutdale City of Wood Village Multnomah County Port of Portland

Summary of Tolling and Mobility Pricing - Discussion tool for EMCTC 12/13/21

This is developed to be a discussion tool for the December 15 EMCTC meeting where we will talk about Tolling. It is a summary of information from existing documents as well as discussion questions for committee members.

Values informing Tolling and Mobility Pricing Discussions

- Revenue and Economic Opportunity
- Safety
- Equity
- Climate Change and Health
- Mobility

How mobility discussions have been framed in the region:

- City of Portland:
 - “Could we use new pricing strategies in Portland to improve mobility, address the climate crisis and move toward a more equitable transportation system?”
(*Pricing Options for Equitable Mobility*, City of Portland, <https://www.portland.gov/transportation/planning/pricing-options-equitable-mobility-poem>)
- Metro:
 - “To understand if pricing could help the region’s four transportation priorities set out in the RTP -- climate, congestion, equity and safety.”
 - “To understand how our region could use congestion pricing to manage traffic demand to meet climate goals without adversely impacting safety or equity.”
(*Portland Metro Congestion Pricing Study*, Metro, July 2021, <https://www.oregonmetro.gov/regional-congestion-pricing-study>)
 - Congestion - by improving mobility
 - Climate - by reducing greenhouse gas (GHG) emissions
 - Equity - by reducing disparity
 - Safety - by getting to Vision Zero
- ODOT:
 - “The State of Oregon is exploring tolling as part of a comprehensive approach to **better manage congestion** in the Portland metro area. In 2017, the Oregon Legislature approved House Bill 2017, known as Keep Oregon Moving. This bill committed hundreds of millions of dollars to projects that will manage congestion and improve the transportation system statewide, including highway improvement projects, freight rail, transit improvements, and bicycle and pedestrian facilities.

The bill also directed, but did not fund, the Oregon Transportation Commission to pursue and implement tolling I-5 and I-205 in the Portland metro area for congestion management and transportation improvements.”

- ODOT’s discussion of tolling scenarios are centered around managing the dual objectives of **managing congestion** and **generating revenue**. (Regional Mobility Pricing Project, <https://www.oregon.gov/ODOT/tolling/Pages/I-5-Tolling.aspx>)

Tolling Goals

- Raise Revenue
 - Generate revenue that can be reinvested in improvements in mobility and safety
- Congestion Mitigation and Climate Change
 - Improved travel and increased reliability, safety and efficiency
 - Reduce greenhouse gas emissions by reducing miles driven and encouraging use of more climate-friendly travel options for people movement (walking, biking, transit, carpooling)
- Fund equitable mobility (or “mobility equity”)
 - “a transportation system that increases access to high quality mobility options, reduces air pollution, and enhances economic opportunity in low-income communities of color.”
 - “a transportation system that benefits all people”
 - Deployment of investments and policy interventions to prioritize the mobility needs of low-income individuals of color and address the historical neglect they have experienced.
 - Prioritizes:
 - Social equity: The fair and just distribution of societal benefits and burdens.
 - Community power: The ability of marginalized communities to influence decisions in a way that addresses their needs and concerns.
 - Source: *Mobility Equity Framework: The Greenlining Institute* https://greenlining.org/wp-content/uploads/2019/01/MobilityEquityFramework_8.5x11_v_GLI_Print_Endnotes-march-2018.pdf
 - From the *Portland Metro Congestion Pricing Study*: “If carefully structured, congestion pricing can create a more fair and just transportation system, not just compared to the predominant revenue raising strategies used to pay for transportation today, but more directly to improve affordability, access, safety, and health of historically and currently excluded, impacted, and underserved communities. Congestion pricing programs and projects can improve equity outcomes by:
 - Reducing harm and increasing benefits if agencies are willing to focus engagement on historically impacted residents and other stakeholders

traditionally at a disadvantage and ensure they have a role in decision making at every step in the process

- Committing to targeted investments of net toll revenues for locally supported improvements such as improved transit infrastructure and services and traffic safety improvements.
- Exploring who pays and to what degree, and considering a suite of affordability programs such as rebates or exemptions for low-income drivers, a “transportation wallet”, or other investments that address affordability.”
- (*Portland Metro Congestion Pricing Study*, Metro, July 2021, <https://www.oregonmetro.gov/regional-congestion-pricing-study>)

Larger Regional Questions - What to Expect

- There are many complex tolling projects underway simultaneously.
 - IBR (Interstate Bridge Replacement)
 - I-205 Abernethy Bridge
 - RMPP (Regional Mobility Pricing Project) – I-205 and I-5
- Be prepared that there will be many decision points coming in the next couple years concerning tolling.
- These multiple conversations will be happening rapidly and may overlap; therefore, these conversations may be confusing to the public.
- Many of the large ODOT projects are being designed with the assumption that tolling will be the key funding mechanism (HB3055 speaks to this).
- **Question for EMCTC members:**
 - How does EMCTC want us to keep them informed as these processes evolved?
 - How would they like to have input on the process, and would they like to have a unified voice?