

# Tolling & Mobility Pricing Update on the Region's Activities

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# Tolling & Mobility Pricing - outline

1. Values
2. Pricing strategies
3. Pricing goals
4. Short summaries from:
  - a. Portland
  - b. Metro
  - c. ODOT
5. Summary/next steps
6. Questions



# Tolling and Mobility Pricing

- Values informing Tolling and Mobility Pricing discussions
  - Revenue and Economic opportunities
  - Safety
  - Equity
  - Climate change and health
  - Mobility



# Pricing Strategies

Strategy	Description
Roadway Pricing / Highway tolls	Charging a direct fee to drive on a particular road, bridge, or highway; may be flat or variable
Road usage Charge (RUC) or Vehicle Miles Traveled (VMT) Fee	Charging a fee for every mile traveled
Cordon or Area Pricing	Charging vehicles a fee to enter a dense congested area, such as a city center or central business district; drive within that area; price may be flat or variable, or depend on vehicle type or fuel type, occupancy, time of day, congestion level
Parking Pricing	Drivers pay to park in certain areas; rates may be flat or variable
Prices on Vehicle Commercial Services	1) Fees on private for-hire transportation services, including taxis and TNCs (transportation network companies) such as Lyft and Uber; 2) Fees on urban delivery services for food, groceries, and parcels



# Pricing Strategies in studies/plans

Strategy	Regional Mobility Pricing Project (RMPP), ODOT	Regional Congestion Pricing Study (RCPS), Metro	Pricing Options for Equitable Mobility (POEM), City of Portland
Roadway Pricing / Highway tolls	✓	✓	✓
Road usage Charge (RUC) or Vehicle Miles Traveled (VMT) Fee		✓	✓
Cordon or Area Pricing		✓	✓
Parking Pricing		✓	✓
Prices on Vehicle Commercial Services			✓



# Pricing 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.
  - 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.



# Pricing Options for Equitable Mobility (POEM) Project



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION



# POEM Process – At a Glance



- **2019:** City Council directed PBOT and BPS to convene a community conversation about **"if and how new pricing strategies could improve mobility, address the climate crisis, and advance equity"**
- **Jan. 2020 – July 2021:** Task Force met monthly:
  - Comprised of 19 members representing diverse perspectives
  - Created an "equitable mobility framework" to guide analysis
  - Considered 5 types of pricing: parking, vehicle-based commercial services (TNCs and urban delivery), highway tolling, cordon pricing, road usage charges
  - Reviewed high-level technical modeling information
  - Adopted recommendations in July 2021
- **October 2021:** City Council directed staff to return with policy proposals aligned with Task Force recommendations in 2022





# Task Force recommendations

- Pricing holds promise, but only if designed, implemented, & adjusted with intention
- Key principles to design pricing equitably:
  - Center climate and equity outcomes (reducing miles driven)
  - Exempt low-income drivers
  - Reduce technology and enforcement burdens
  - Reinvest revenue in complementary strategies to further improve equitable mobility
- The City should:
  - Urgently advance pricing options for equitable mobility policies; the status quo is inequitable
  - Utilize the Equitable Mobility Framework
  - Not implement pricing alone; advance complementary strategies
  - Do deeper community engagement
  - Gather better data
- Identified several pricing ideas that show promise for further policy development
  - Nearer-term: Parking fees, TNC fees, urban delivery fees, commuter benefits
  - Longer-term: Dynamic parking, road usage charges, central city cordon



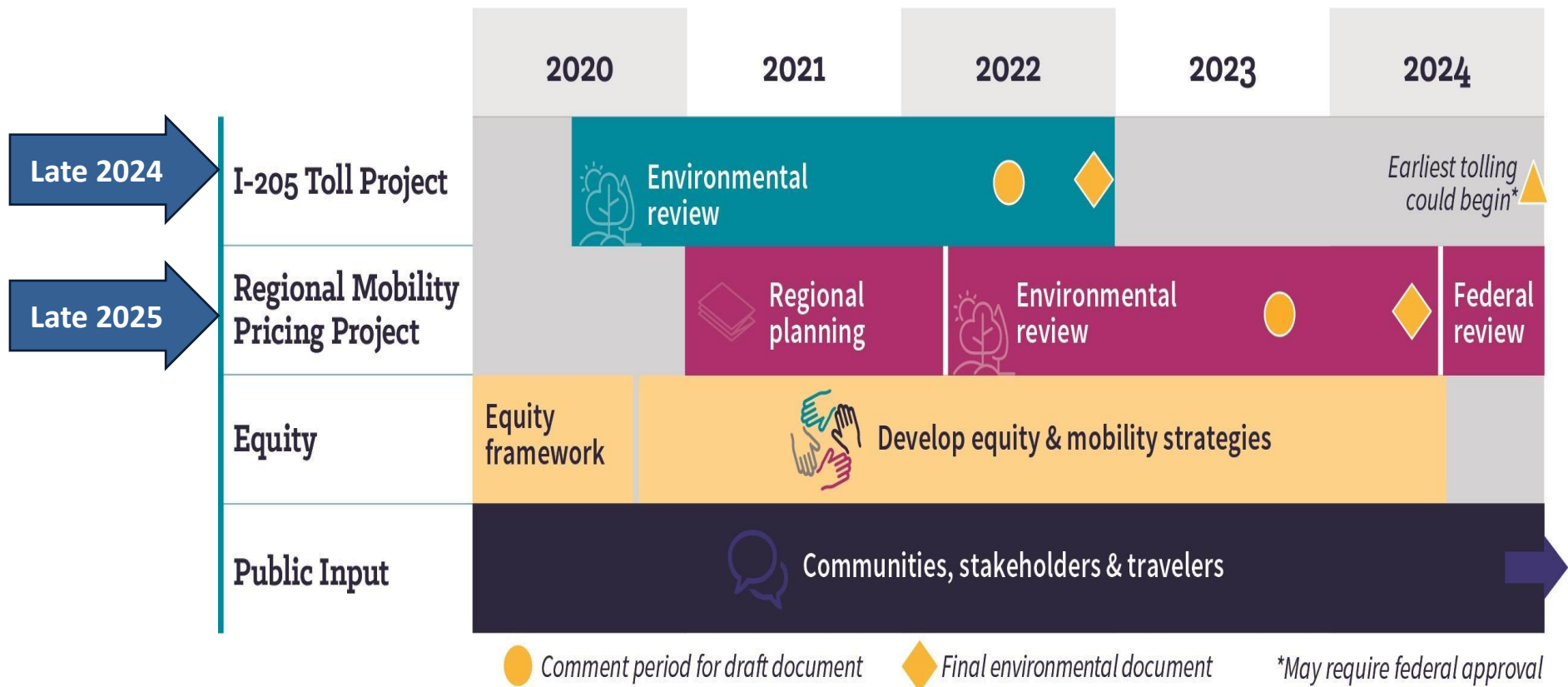
# Metro Regional Congestion Pricing Study (RCPS) update

- The RCPS examines a variety of pricing strategies. All reduce emissions and increase transit use.
- Agencies can use the RCPS to plan for effective and equitable pricing by targeting new travel options and discounts to the people that are most impacted under different strategies.
- Council and JPACT adopted the RCPS in September 2021.
- Metro will draw from the study to update policies in the Regional Transportation Plan in 2022-23.

# Regional Mobility Pricing Project & I-205 Toll Project



# When will it start?



# What's next?

- There are many complex ODOT projects underway simultaneously.
  - IBR (Interstate Bridge Replacement)
  - I-205 Abernethy Bridge
  - RMPP (Regional Mobility Pricing Project) – I-205 and I-5
- Many of the large ODOT projects are being designed with the assumption that tolling will be the key funding mechanism (HB3055 speaks to this).
- Regional Transportation Plan (RTP) update will include pricing. This will be built into the assumptions about how some projects are funded.
- 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.
- **How can we best support EMCTC members when you have opportunities for input?**



# Discussion Questions:

- How does EMCTC want to keep informed as these processes evolved?
- How would you like to have input on the process, and would you like to have a unified voice?
- What do you want to learn more about?

