

IMPACT STATEMENT

Legislation title: Direct the Portland Bureau of Transportation to work with the Oregon Department of Transportation to implement the Oregon State Legislature's "value pricing" on interstates I-5 and I-205; and research and evaluate best practices for congestion pricing strategies to decrease congestion and improve multi-modal options and overall transportation options for all Portlanders including low-income and marginalized community members

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Purpose of proposed legislation and background information: The purpose of this resolution is to direct the Portland Bureau of Transportation to collaborate with the Oregon Department of Transportation on their "value pricing" work that is beginning to evaluate potential value pricing options for I-5 and I-205. As ODOT engages in this initiative to evaluate significant new "value pricing" policies, which could have major impacts on the City of Portland, PBOT should fully engage and focus on demand management, climate and equity impacts, responsible use of new revenue, and potential diversionary effects on Portland's neighborhood and arterial streets.

Beyond the I-5 and I-205 corridors, congestion in the Portland region continues to grow and negatively impact our city. Therefore, this resolution also directs the Portland Bureau of Transportation in coordination with the Bureau of Planning and Sustainability to collaborate with regional partners and cities to evaluate broad congestion pricing (also known as value pricing) best practices in addition to interstate tolling. Examples of this work includes cordon and other forms of area-based tolling, parking demand management, automated, electric and shared vehicle mobility pricing, and bridge tolling. These strategies should be evaluated for their ability to reduce Portland congestion, help improve multi-modal options and overall transportation outcomes for low-income and marginalized communities, and help achieve climate goals.

The work called for in this resolution will help ensure outcomes from the ODOT value pricing work that meet Portland transportation goals. It will also help identify additional congestion pricing strategies that can be implemented to efficiently and equitably reduce Portland congestion and support Portland's adopted land use, housing, Vision Zero, Equity, and climate action policies.

This work supports the following City's Comprehensive Plan policies:

Policy 9.50 Regional congestion management. Coordinate with Metro to establish new regional multimodal mobility standards that prioritize transit, freight, and system completeness.

9.50.a. Create a regional congestion management approach, including a market-based system, to price or charge for auto trips and parking, better account for cost of auto trips, and to more efficiently manage the regional system.

Policy 9.5 Mode share goals and Vehicle Miles Travelled (VMT) reduction. Increase the share of trips made using active and low-carbon transportation modes. Reduce VMT to achieve targets set in the Climate Action Plan and Transportation System Plan, and meet or exceed Metro's mode share and VMT targets.

Policy 9.8 Affordability. Improve and maintain the transportation system to increase access to convenient and affordable transportation options for all Portlanders, especially those who have traditionally been under-served or under-represented or have historically borne unequal burdens.

Financial and budgetary impacts: This resolution has no immediate financial or budget impacts. Work will be completed by existing staff with existing budgets.

If the work directed by this resolution identifies future congestion pricing strategies they could have future budget impacts, which would be evaluated before any new policy is put in place. Over the mid to long-term, this proposal could have substantial positive financial impacts to the City due to increased revenue and an effective alternative to achieving critical transportation and environmental goals.

In the short-term, this effort will be advanced by significant regional funding to evaluate congestion pricing included in the I-5 and I-205 congestion pricing work and the recently approved STSFA federal grant that will test technology for using road user charges with geographic cordons.

Community impacts and community involvement: It is the goal of the City's work on congestion/mobility pricing to have numerous positive benefits to the community: Reduction in congestion, benefits to air quality and carbon reduction goals, increase in predictability of travel times, and increased funding for reliable and affordable multi-modal transportation options, many of these benefits would increase the equity of our transportation system.

The City is currently planning significant public involvement to advance our development of potential proposals. This work includes: outreach to groups representing low-income and marginalized community members, businesses, neighborhoods, and experts on congestion pricing. To ensure that we effectively reach out to historically marginalized communities, the City will intentionally develop grants and/or budget requests that increase the capacity for involvement from these groups. As we continue to refine a potential proposal, there will be citywide and area specific outreach to identify potential impacts citywide and in specific areas.

It is our current understanding that we will have testimony from experts on congestion pricing and representatives of the business, environmental, and equity communities.

100% Renewable Goal: Based on the experience in other cities, congestion pricing can have a positive impact on the City's ability to achieve the 100% renewable goal. Congestion pricing has been shown to eliminate lower-valued trips and to encourage the use of other less environmentally intensive transportation choices (e.g. carpooling, walking, biking, and transit).

Budgetary Impact Worksheet

Does this action change appropriations?

☐ **YES:** Please complete the information below.

☒ **NO:** Skip this section

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount

KK 11-15-17