

**RESOLUTION No. 37442**

Direct the Portland Bureau of Transportation and the Bureau of Planning and Sustainability to form a dedicated task force to study and recommend both near- and long-term strategies for 'Pricing for Equitable Mobility' (Resolution)

WHEREAS, the City of Portland has a goal of reducing carbon emissions 80 percent below 1990 levels by 2050; and

WHEREAS, Portland and Oregon are already experiencing the impacts of climate change with record setting heat, flooding, wildfires and other extreme weather events; and

WHEREAS, low-income populations and communities of color are more likely to be impacted by extreme weather events, are more likely to live in areas with less greenspace and are more vulnerable to heat-related and respiratory illnesses; and

WHEREAS, motor vehicles are responsible for approximately 40% of Oregon's greenhouse gas emissions; and

WHEREAS, the Portland region population continues to grow, with 500,000 new residents projected to live in the area by 2040; and

WHEREAS, even with existing policies and investments, additional car trips are expected to double congestion rates within ten years; and

WHEREAS, we cannot build our way out of congestion; and

WHEREAS, in addition to carbon emissions, congestion leads to economic hardships for both businesses and individuals and negative health impacts for Portlanders; and

WHEREAS, Portland low income residents and people of color suffer disproportionate costs of congestion because of longer commutes and lower access to privately-owned vehicles; and

WHEREAS, Portland low income communities and communities of color are more transit dependent; and

WHEREAS, previous transportation and planning investments and decisions have contributed to the displacement and underinvestment in transportation infrastructure in low income communities and communities of color; and

WHEREAS, pricing for mobility, the practice of pricing road use according to demand, has reduced congestion and vehicle emissions in cities around the world and is now being implemented in New York, and considered in Seattle, Los Angeles, Vancouver, and other North American cities; and

WHEREAS, pricing for mobility can take many forms including parking pricing, TNC or other fleet based pricing, cordon pricing, freeway pricing and vehicles miles travelled pricing; and

WHEREAS, as the City of Portland considers how pricing could be used to help reduce congestion and carbon emissions, it is critical that we consider how pricing can be implemented to also reduce existing inequities and foster more equitable mobility; and

WHEREAS, Central City 2035, Resolution NO. 37360, states: "ODOT, in partnership with PBOT, will implement congestion pricing and TDM options to mitigate for climate impacts as soon as feasible and prior to the opening of the project"; and

WHEREAS, the City of Portland actively participated in the Portland Area Value Pricing Policy Advisory Committee led by the Oregon Department of Transportation (ODOT); and

WHEREAS, at the direction of the Advisory Committee, the Oregon Transportation Commission approved an application to the Federal Highway Administration (FHWA) to introduce value pricing pilot projects on segments of I-5 and I-205; and

WHEREAS, the application reflected the priorities of the City of Portland and other stakeholders by including demand management and the need to understand equity impacts, needed improvements to mass transit services and other travel options, and minimizing diversion impacts to neighborhood streets; and

WHEREAS, FHWA granted approval to ODOT to begin the next phase of work, which will include in-depth planning, traffic and revenue analysis, environmental review, and extensive public engagement; and

WHEREAS, Metro is about to begin a Regional Congestion Pricing Technical Study to analyze different regional pricing policies and their impacts on mobility, equity, climate and safety; and

WHEREAS, On November 30, 2017, in Resolution NO. 3374, City Council directed PBOT to: "Propose comprehensive congestion pricing and demand management strategies in addition to interstate tolling," to return to Council to recommend best practices and a plan for implementation.

NOW, THEREFORE, BE IT RESOLVED, that the City of Portland directs the Portland Bureau of Transportation and the Bureau of Planning and Sustainability to create a dedicated task force to evaluate pricing strategies for equitable mobility; and

BE IT FURTHER RESOLVED, that the Portland Bureau of Transportation and the Bureau of Planning and Sustainability will work with the task force to explore the potential use of pricing policies on city streets and infrastructure to advance key

strategic goals. City pricing strategies could include: demand-based parking pricing, fleet pricing for example for TNCs or AVs, City of Portland VMT based pricing, or a cordon; and

BE IT FURTHER RESOLVED, that the Portland Bureau of Transportation will work with the task force to inform the Oregon State Legislature's requirements for "value pricing" on I-5 and I-205, with a focus on demand management, climate, and equity impacts, responsible use of new revenue, and diversionary effects on Portland's neighborhoods and arterial roads; and

BE IT FURTHER RESOLVED, that Portland will enter into an intergovernmental agreement with Metro to evaluate regional pricing concepts to inform the City's task force deliberation and recommendations on mobility pricing options such as cordon pricing, comprehensive freeway charges, and dynamic road user charges; and

BE IT FURTHER RESOLVED, that as part of the American Cities Climate Challenge, Portland will work with equity stakeholders to research and evaluate the specific opportunities and potential impacts of different pricing structures; and

BE IT FURTHER RESOLVED, that the task force will issue recommendations for pricing for equitable mobility strategies in spring 2021.

Adopted by the Council, JUL 10 2019

Commissioner Chloe Eudaly  
Prepared by: Shoshana Cohen; CB  
Date Prepared: June 20, 2019

**MARY HULL CABALLERO**  
Auditor of the City of Portland  
By

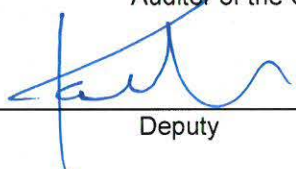


Deputy

Agenda No. **37442**  
**RESOLUTION NO.**






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<p><b>INTRODUCED BY</b>          Commissioner/Auditor:  <b>Chloe Eudaly</b></p>	<p>CLERK USE: DATE FILED <u>JUL 01 2019</u></p>
<p><b>COMMISSIONER APPROVAL</b></p> <p>Mayor—Finance &amp; Administration – Wheeler</p> <p>Position 1/Utilities - Fritz</p> <p>Position 2/Works - Fish</p> <p>Position 3/Affairs - Hardesty</p> <p>Position 4/Safety - Eudaly</p>	<p>Mary Hull Caballero          Auditor of the City of Portland</p> <p>By:           Deputy</p>
<p><b>BUREAU APPROVAL</b></p> <p>Bureau: PBOT/BPS          Group: Office of the Director          Group Manager: Noah Siegel          Director: Chris Warner <i>NS</i>          Director: Andrea Durbin <i>AD</i></p> <p>Prepared by: Shoshana Cohen, CB          Supervisor: Noah Siegel          Date Prepared: June 19, 2019</p> <p>Impact Statement          Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/></p> <p>Portland Policy Document          If "Yes" requires City Policy paragraph stated in document.          Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p><b>City Auditor Office Approval:</b>          required for Code Ordinances</p> <p><b>City Attorney Approval:</b>          required for contract, code, easement, franchise, charter, Comp Plan</p>	<p><b>ACTION TAKEN:</b></p>
<p>Council Meeting Date <b>July 10, 2019</b></p>	

<p><b>AGENDA</b> <i>2.0PZ</i></p>
<p><b>TIME CERTAIN</b> <input checked="" type="checkbox"/>  <b>Start time: 2:00pm</b>  <b>Total amount of time needed: 1 hour</b>          (for presentation, testimony and discussion)</p>
<p><b>CONSENT</b> <input type="checkbox"/></p>
<p><b>REGULAR</b> <input type="checkbox"/>  <b>Total amount of time needed: _____</b>          (for presentation, testimony and discussion)</p>

Revised 8/2017

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:	
	YEAS	NAYS
1. Fritz		
2. Fish		
3. Hardesty		
4. Eudaly		
Wheeler	