

RESOLUTION No.

Direct the Portland Bureau of Transportation to work with the Oregon Department of Transportation to implement the Oregon State Legislature's "value pricing" on I-5 and I-205; and to work with the Bureau of Planning and Sustainability to research and evaluate best practices for congestion pricing strategies. (Resolution)

WHEREAS, between 2013 and 2015, traffic congestion in the Portland region grew over four times faster than the growth in population – population grew by 3.0%, while congestion increased by 13.6%; and

WHEREAS, congestion leads to the inefficient movement of goods and people, causing economic loss, negatively impacting job growth and adversely impacting Portland area residents' abilities to get to their jobs and family obligations; and

WHEREAS, motor vehicles are responsible for approximately 40% of Oregon's greenhouse gas emissions and congestion significantly worsens local air quality and carbon emissions; and

WHEREAS, growing carbon emissions resulting from increased congestion threaten to undermine Portland's accomplishments to date of reducing local carbon emissions by 21 percent below 1990 levels; and

WHEREAS, to achieve Portland's Climate Action Plan's adopted 2050 goal of reducing local carbon emissions by 80 percent below 1990 levels, significant transportation-related reductions must be achieved through innovative and coordinated low-carbon transportation policies and programs; and

WHEREAS, the environmental and health impacts of congestion are felt acutely by lower-income neighborhoods and communities of color who live closer to large freeways; and

WHEREAS, irregular and increased travel times disproportionately affect lower-income drivers who have longer commutes due to housing costs; and

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

WHEREAS, congestion pricing, also known as value pricing, offers an economic solution to congestion by pricing road use according to demand, encouraging road users to eliminate lower-valued trips, take them at a different time, or choose other modes of transportation when available; and

WHEREAS, congestion pricing is most successful when paired with reliable and affordable multi-modal transportation options; and

WHEREAS, London, Singapore, Stockholm, and Milan have implemented congestion pricing programs and demonstrated significant reductions in congestion, as well as improvements in safety and air quality; and

WHEREAS, the negative impacts of congestion pricing on lower-income drivers may be addressed by reductions in fees and investments in projects that benefit low-income users; and

WHEREAS, the Oregon Department of Transportation is required to consider tolling before proceeding with highway modernization projects through Oregon statute 366.292; and

WHEREAS, the Oregon State Legislature's House Bill 2017 requires the Oregon Transportation Commission to develop a proposal for value pricing on Interstate 5 and Interstate 205 in the Portland region; and

WHEREAS, Portland and other entities want to evaluate the broader potential for congestion pricing to meet multimodal objectives on both state and non-state facilities.

NOW, THEREFORE, BE IT RESOLVED, that the City of Portland directs the Portland Bureau of Transportation to work with the Oregon Department of Transportation with all available capacity to implement the Oregon State Legislature's requirements for "value pricing" on I-5 and 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 the Portland Bureau of Transportation will work, in coordination with the Bureau of Planning and Sustainability, to research and evaluate best practices for congestion pricing in collaboration with other regional agencies and interested cities:

- i. Propose comprehensive congestion pricing and demand management strategies in addition to interstate tolling. These strategies may include, but are not limited to, cordons and other forms of area-based tolling, parking demand management, automated, electric, and shared vehicle mobility pricing, and bridge tolling;
- ii. Work with key community stakeholders to identify the most effective and equitable policies for reducing Portland congestion, and for pairing them with improved multi-modal options and overall transportation outcomes for low-income and marginalized communities;
- iii. Ensure that any congestion pricing strategy support Portland's adopted land use, housing, Vision Zero, equity, and climate policies.

BE IT FURTHER RESOLVED, that the Portland Bureau of Transportation will return to City Council, within a year, to report on best practices in congestion pricing and implementation strategies.

Passed by the Council,

Commissioner Dan Saltzman
Prepared by: Shoshana Cohen; SP
Date Prepared: November 2, 2017

MARY HULL CABALLERO
Auditor of the City of Portland
By

Deputy