Regional Congestion Pricing Study

ODOT Equity and Mobility Advisory Committee

February 3, 2021

Regional Congestion Pricing Study

- Study scope and outcomes
- Addressing equity in pricing projects
- Measuring impacts on equity for RCPS
- Feedback and discussion

Questions for consideration

- What are the types of things that could indicate equity is being negatively impacted or positively impacted by a transportation project?
- What ways do you know to use data differently than what is being discussed, to get at equity impacts?
- What else can you add to our equity measures and considerations for this study?

Regional Congestion Pricing Study

2018 Regional Transportation Plan direction

This study does not have a major outreach component. Targeted feedback on analysis:

- Metro Committee on Racial Equity (CORE) subgroup
- Portland's Equitable Mobility Task Force subgroup
- ODOT's Equity and Mobility Advisory Committee

Evaluate technical feasibility and performance of 4 different pricing tools

Cordon/Area: vehicles pay to enter/travel in a congested area

Vehicle Miles Traveled/Road User Charge: a charge based on how many miles are traveled

Roadway: a direct charge to use a specific roadway or specific roadways **(example: I-205 and I-5 tolling)**

Parking: charges to park in specific areas

Pricing strategies will be measured against the Region's 4 Priorities (RTP 2018)

Equity-
Reduce disparity

Climate Smart –
Reducing GHG emissions

Safety-
Getting to Vision Zero

Congestion

Regional Congestion Pricing Study

RCPS Goal:

To understand how our region could use congestion pricing to manage traffic demand to meet climate goals without adversely impacting and potentially improving safety and equity.

Not recommending or implementing any pricing measures

Expected Outcomes

RCPS findings will:

- Identify strategies for further study
- Inform future discussions on implementation
  - *Informing ODOT and PBOT current and future efforts*

How to measure Equity Impacts?

- Review current state of equity
- Compare performance of different pricing strategies to existing conditions and to other pricing strategies
- Identify issues of concern and whether/how they can be addressed

How pricing programs can be designed to improve equity?

- Affordability can be built into a program
  - More flexible than current funding sources. Can provide discounts or exemptions for key groups.
- Revenue can be focused on equity outcomes
  - Invest in key neighborhoods
  - Focus on transit, sidewalks, bike lanes
  - Invest in senior and disabled services
- Targeting pricing benefits to key locations
  - Mobility improvements and air quality

How to assess equity of pricing?

- Program design effects equity outcomes
- Test different pricing strategies impact within our region, given our land use and transportation system
  - *Applying transportation modeling, census data, and geographic analysis*
  - *Disclaimers*

Performance Measures

2018 RTP Priority	Outcome Being Measured	Performance Measures Proposed for RCPS
Equity	• Accessibility	• Access to jobs (emphasis on middle-wage) • Access to community places • System completeness of active transportation network
Safety	• Eliminate fatal & severe injury crashes for all modes of travel	• *Level of investment in improvements that address fatalities and serious injuries on high injury corridors* • Potentially percent reduction in volumes on high crash corridors
Climate Change	• Reduce emissions from vehicles	• Percent reduction of greenhouse gases per capita • Percent reduction of criteria pollutants and transportation air toxics • Percent reduction of vehicle miles traveled per capita • Shift in travel behavior
Traffic Congestion	• Multimodal travel times • Mode split/shift • Mode miles traveled (e.g. person miles traveled, vehicle miles traveled)	• Travel time between regional origin-destination pairs during mid-day and evening commute hour peak by mode of travel (e.g. auto, transit) • System-wide number of miles traveled (total and share of overall travel) by different modes of travel • Avg weekday transit boardings for all transit service providers (e.g. TriMet, SMART, C-TRAN and Portland Streetcar, Inc.)

How Can We Measure Equity Impacts?

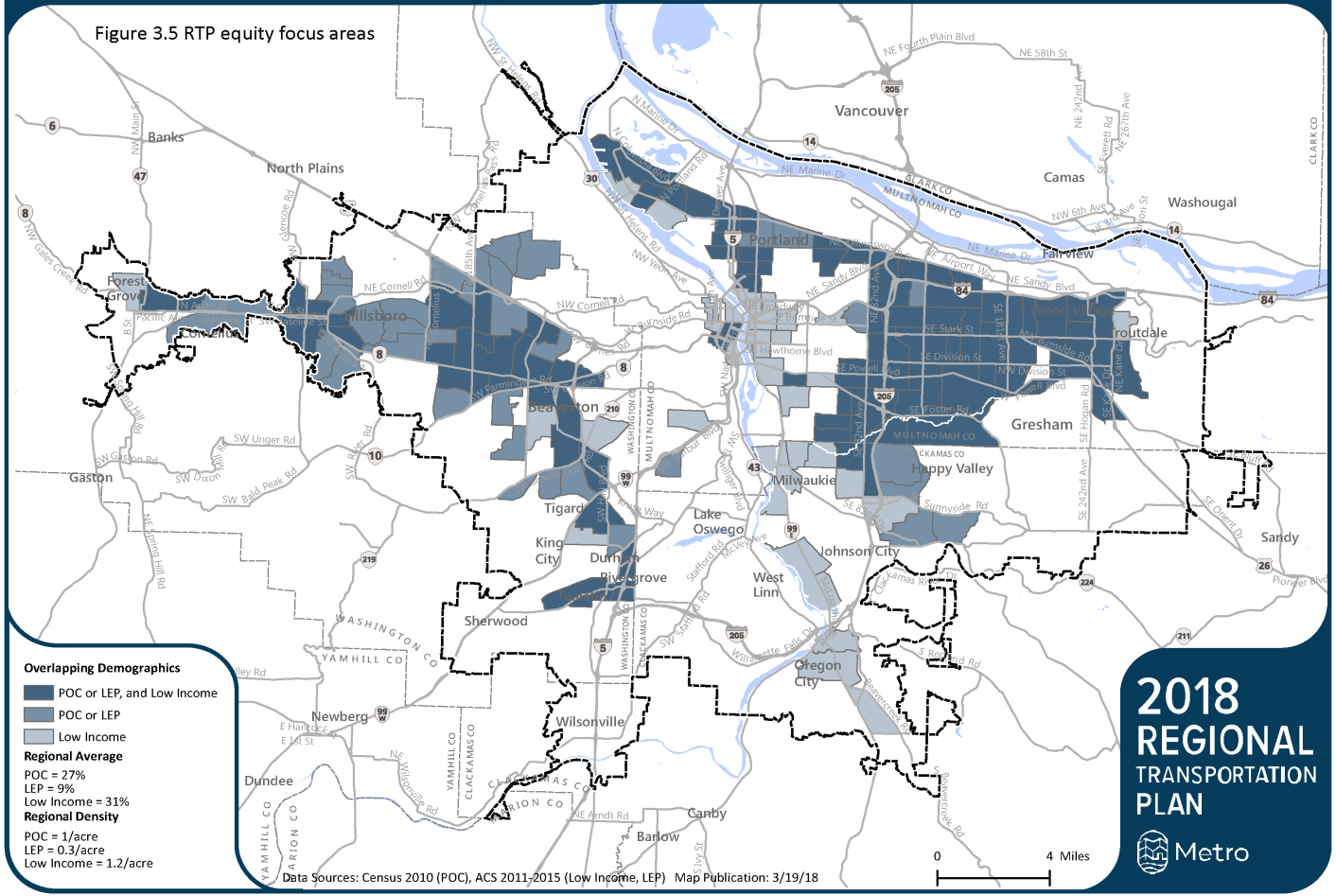
- Access to Jobs
  - Model can show how access to jobs changes with different pricing strategies
- Benefits and Impacts for all compared to key areas (EFAs and others)
  - Travel time, costs, mode shift, congestion
  - Use new tools to measure impacts related to emissions, noise, pollution

Equity Focus Areas

Communities of Color, English Language Learners, and Lower-Income Communities

This map shows census tracts with higher than regional average concentrations and double the density of one or more of the following: people of color, people with low income, and English language learners. Census tracts where multiple demographic groups overlap are identified.

Figure 3.5 RTP equity focus areas



2018 REGIONAL TRANSPORTATION PLAN

Metro

Questions/Discussion

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Next Steps

- Dec/Jan/Feb
  - Gather and incorporate equity feedback into our analysis
  - Continue modeling, mapping, analyzing, and summarizing data
- February 2021 - TPAC workshop to discuss findings
- April-June 2021 - JPACT, Metro Council, and Expert Panel to review findings
- June 2021 -Report and Technical Papers

Regional congestion pricing study

Thank you for your feedback!

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