



METRO

draft

March 26, 1996

To: South/North Steering Group

From: Leon Skiles
South/North Project Manager

Re: Cost Responsibility Assumptions for Bike/Pedestrian Facilities

The purpose of this memorandum is to propose a standard for cost responsibility assumptions for bike/pedestrian facilities within the South/North Project. These assumptions would be reflected in the conceptual engineering plan and profiles that will be the basis of the Draft Environmental Impact Statement (DEIS) results and cost analysis. The proposal is as follows:

- The project would pay for and construct bike/pedestrian facilities needed to directly access station areas. The precise definition of those facilities would be determined through the DEIS/FEIS/Preliminary Engineering (PE) process and through negotiations with the Federal Transit Administration, finalized through the execution of the full funding grant agreement.
- Streets that would be reconstructed due to the construction of light rail (e.g. Interstate Avenue, Railroad Avenue) would include bike lanes and sidewalks requested by the local jurisdiction and which are in conformity with the local jurisdiction's adopted street design standards and bike/pedestrian plans, constructed and paid for by the South/North Project. The precise definition of those facilities would be determined through the DEIS/FEIS/PE process and through negotiations with the Federal Transit Administration, finalized through the execution of the full funding grant agreement.
- Conceptual and preliminary designs for the major river crossings would include a bike/pedestrian path or paths on the light rail structure. However, sources other than the South/North Project would be responsible for financing the marginal increase in cost (operating and maintenance and capital) of the structure due to the addition of the bike/pedestrian facility. We would need to work with Tri-Met to determine an accurate and equitable method of determining the marginal cost increase. There may be an economy of

scale through a combined facility and the resulting savings would be passed on to the bike and pedestrian facility.

Following is a proposed list of South/North structures that would include a bike/pedestrian path to be financed by others:

1. Ross Island LRT Crossing
2. Caruthers Crossing
3. Columbia Slough Crossing (just north of Kenton)
4. North Portland Harbor Crossing (on the south end of Hayden Island)
5. Columbia River Crossing

The final design (and construction) of any of these bike/pedestrian pathways would be dependent upon the ability of the region to 1) determine the benefits of the potential pathways in relationship to their costs; 2) select the pathway as a priority for funding; and 3) secure funds to pay for them prior to construction. South/North would continue to prepare our environmental analysis based upon the bike/pedestrian pathways until it is determined that funding for all or some of the facilities cannot or should not be secured.

- Other sections of the LRT alignment may offer opportunities to accommodate bike/pedestrian pathways to be built and financed by others. Identification of those opportunities would come in response to public and agency comments received during the DEIS process. However, unilateral design modifications by the South/North Project would only be made if the design modifications would not result in significant cost increases to the Project. Significant increases in the marginal cost of an LRT facility that would accommodate other bike/pedestrian paths would need to be covered by other funding sources and those design modifications would only be made after it was determined to be a local or regional priority and that funding sources outside of the South/North Project would be secured to cover the cost increases. These types of changes would be identified within the *Locally Preferred Strategy Report* which will be adopted following publication of the DEIS and the DEIS public hearing. Those design changes would then be incorporated into the Project's Preliminary Engineering drawings, the Final EIS and the Project's funding plan.

This proposal has received support from the South/North Project Management Group and was reviewed by the South/North Citizens Advisory Committee.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 96-2333 FOR THE PURPOSE OF
ENDORING THE CONGESTION PRICING TASK FORCE

Date: April 25, 1996

Presented by: Michael Hoglund

PROPOSED ACTION

The adoption of this resolution endorses the composition and mission of the Congestion Pricing Task Force which will oversee the two-year study on Congestion Pricing being undertaken jointly by Metro and ODOT.

TPAC has reviewed the composition of the Congestion Pricing Task Force and recommends approval of Resolution No. 96-2333.

FACTUAL BACKGROUND AND ANALYSIS

In 1991, as part of the Intermodal Surface Transportation Efficiency Act, Congress approved the funding of a series of demonstration projects and related studies to promote the implementation of congestion pricing. Metro and ODOT submitted a joint application and, in 1995, received approval to undertake a \$1.2 million pre-project study of congestion pricing in the region. The study will assess public attitudes about the concept; develop and evaluate a number of congestion pricing alternatives; and make a recommendation as to whether an appropriate demonstration project can be established in the Portland metropolitan area.

Congestion pricing is a transportation management tool which applies market pricing principles to roadway use. It is a fairly new and controversial concept in the transportation field but has been used successfully for years by the utility industry to better manage peak period usage. It involves the application of user surcharges or tolls on congested facilities during peak traffic periods. It is the only fee system that is aimed specifically at managing peak period travel demand.

Interest in this concept has been growing within the region due to projected growth and the resultant increases in congestion that are anticipated over the next 10 years. Current analyses indicate that it is beyond the region's financial capability to build sufficient highway capacity to accommodate the demand of all those who wish to drive during peak commute periods. Congestion pricing may provide a method to reallocate scarce resources so the need for expensive road construction is reduced.

Metro has issued RFPs for the technical and public involvement work programs and has selected teams for both elements. The technical team will be headed up by ECO Northwest and includes Mark Bradley, Deakins/Harvey/Skabardonis, Parsons Brinkerhoff,

Rao Associates, Kittelson and Associates, PSU Center for Urban Studies and Pacific Rim Resources. The public involvement team will be led by Cogan Owens Cogan with support from Davis and Hibbitts, Pacific Rim Resources, Cole and Weber and an expert panel including technical advisors.

Contract negotiations with both consultant teams are underway and work should begin in about a month. A Technical Advisory Committee comprised of interested agencies will be formed to provide critical agency perspectives and technical expertise.

Due to the relative newness of the concept and the potential for significant public concern, Metro and ODOT have agreed to establish a study advisory task force of business and community leaders. The task force will be responsible for making a recommendation to JPACT, the Metro Council, and the Oregon Transportation Commission as to whether an appropriate congestion pricing demonstration pilot can be developed and tested within the Portland metropolitan area.

The task force will provide a broad-based, long-range perspective into the issues associated with a possible congestion pricing project in this region. The task force will provide oversight to the technical work and public outreach efforts associated with the study and will ensure that the topic is comprehensively addressed. Task force members will also serve as spokespersons within their various fields and communities.

It is anticipated that the task force will meet once every one or two months throughout the two-year study.

The specific charge of the task force and a list of individuals proposed for membership are defined on Exhibits A and B of the attached resolution.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE) RESOLUTION NO. 96-2333
CONGESTION PRICING TASK FORCE)

Introduced by
Councilor Rod Monroe, Chair
JPACT

WHEREAS, Section 1012(b) of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 authorized the Secretary of Transportation to create a Congestion Pricing Pilot Program to fund a series of demonstration projects and related studies to promote the implementation of congestion pricing; and

WHEREAS, Metro and the Oregon Department of Transportation (ODOT) submitted a joint application to undertake a study to assess public attitudes about the concept; develop and evaluate a number of congestion pricing alternatives; and make a recommendation as to whether an appropriate demonstration project can be established in the Portland metropolitan area; and

WHEREAS, Resolution No. 93-1743A endorsed the region's application for a congestion pricing pilot project and directed Metro and ODOT staff to pursue ISTEA funds for this purpose; and

WHEREAS, Metro and ODOT have received approval and \$1.2 million in funding to undertake a Congestion Pricing Pre-project Study (the study); and

WHEREAS, Ordinance No. 96-628 amended the FY 1995-96 budget and appropriations schedule for the purpose of conducting the study; and

WHEREAS, Due to the relative newness of the concept and the potential for significant public concern, Metro and ODOT have

agreed to establish a task force of business and community leaders to provide advice and direction on the study. The role and responsibilities of the task force are more fully described on Exhibit A; and

WHEREAS, Metro and ODOT have agreed that the task force should be comprised of a working group of broad-based, multi-disciplinary and geographically-diverse individuals. The list of 14 individuals who are recommended for membership are listed on Exhibit B; now, therefore,

BE IT RESOLVED:

That the Metro Council finds that a Congestion Pricing Task Force should be established with the role and responsibilities described on Exhibit A and the membership as detailed on Exhibit B for the purpose of providing oversight and direction to the Congestion Pricing Pre-pilot Study and making a recommendation to the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Council, and the Oregon Transportation Commission as to whether a demonstration project of congestion pricing should be undertaken in the Portland metropolitan area and, if so, what its parameters should be.

ADOPTED by the Metro Council this _____ day of May 1996.

Jon Kvistad, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

Exhibit A

Role and Responsibilities of the Congestion Pricing Task Force (the Task Force)

Role of the Task Force

The task force will provide a broad-based, long-range perspective into the issues associated with a possible congestion pricing project in this region. The task force will provide oversight to the technical work and public outreach efforts associated with the study and will ensure that the topic is comprehensively addressed. Task force members will also serve as spokespersons within their various fields and communities and consider interests beyond their membership.

Responsibilities of the Task Force

It is anticipated that the task force will meet approximately once every month throughout the two-year study and will be charged with the following responsibilities:

1. Assess the case for and against congestion pricing and its practical feasibility to reduce peak period congestion, vehicle miles traveled and motor vehicle emissions and to evaluate other potential effects on the community which would help or hinder implementation of the 2040 Growth Concept.
2. Oversee public outreach efforts to increase awareness and understanding of congestion pricing by the general public and affected interest groups.
3. Evaluate the results of the study to determine the technical feasibility and public acceptance of congestion pricing in the Portland region.
4. Develop regional consensus on whether a congestion pricing pilot demonstration project should be undertaken and, if so, what its parameters should be.
5. Provide a final Task Force report and appropriate interim updates to the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Council and the Oregon Transportation Commission.

Exhibit B

CONGESTION PRICING TASK FORCE

Government/Ex Officio

Mike Burton
Henry Hewitt

Business/Community Members

Robert Scanlan - President, Scanlan, Kemper, Bard Company.

Matthew Klein - Senior Vice President, Ashforth Pacific, Inc.
Association for Portland Progress.

Delna Jones - Project Director, The Capital Center. Former State
Representative from Washington County.

Jon Egge - Owner MV Plumbing. Extremely active in Clackamas
County.

Thomas Mesher - President, Mesher Supply Co. Member Central
Eastside Industrial Council.

Carl Hosticka - Associate Vice President, Statewide Education
Services

Steve Clark - Publisher, Community Newspapers.

Kenneth Baker - Attorney, State Legislator.

Ethan Seltzer - Institute of Portland Metropolitan Studies,
School of Urban and Public Affairs, Portland State University.

Karen A. Baird - Director, Product and Strategy Development, US
West.

Lawrence Dark - President and CEO of the Urban League of
Portland.

Michael Salsgiver - Government Affairs Manager, Intel.

Exhibit B

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Robert Scanlan - President, Scanlan, Kemper, Bard Company.

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Association for Portland Progress.

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Jon Egge - Owner, MV Plumbing. Extremely active in Clackamas
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Carl Hosticka - Associate Vice President, Statewide Education
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Lawrence Dark - President and CEO of the Urban League of
Portland.

Michael Salsgiver - Government Affairs Manager, Intel.

Government/Ex Officio

Mike Burton - Executive Officer, Metro.

Henry Hewitt - Chair, Oregon Transportation Commission.

COMMITTEE MEETING TITLE

JPACT

DATE

5-9-96

NAME

AFFILIATION

✓ ROB DRAKE

CITIES OF WASH. CO.

✓ Roy Rogers

WASHINGTON CTY.

✓ ~~Earl Blumenauer~~

CLACKAMAS CO.

✓ Earl Blumenauer

Portland

✓ Andy Cotugno

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✓ Rod Monroe

Metro Council

✓ Mike Burton

Metro Exec

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✓ JOHN KOWALCZYK

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✓ TANYA COLLIER

MULTNOMAH COUNTY

✓ TOM WALSH

TRI-MET

✓ David Lehman

Port of Portland

✓ Claudette LaVert

Cities of Mult. County

✓ Susan McLean

Metro

✓ Henry Smith

WSDOT

✓ Jean Loringbill

RTC

Bridget Wieghart

Metro

✓ ROD SANZOL

CLACKAMAS COUNTY

Pat Collmeyer

NGI

✓ TOM KLOSTER

METRO

Maggie Collins

Cities of Clackamas Co.

Bruce Solberg

Daily Journal of Commerce

✓ CB ARRINGTON

TRI-MET

