Agenda

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: CORE Monthly Meeting
Date: Thursday September 17, 2020
Time: 5:30PM – 7:30PM
Place: Virtual meeting via Zoom

5:30pm Welcome and Introductions

Public Comment
Updates from Committee Members
Committee Business

5:45pm Councilor Update

6:00pm Equity in Multifamily Garbage and Recycling Service Part 2

Sara Kirby & Jennifer Erickson – Metro Waste Prevention & Environmental Services

6:30pm Regional Congestion Pricing Study

Elizabeth Mros-O'Hara and Choya Renata – Metro Planning and Development

7:00pm Committee & Metro Council Discussion

7:30pm Adjourn

METRO REGIONAL CONGESTION PRICING STUDY

EXPLORING CONGESTION PRICING FOR THE REGION

AUGUST 2020

Metro

NELSON NYGAARD


ONE WAY
ONE WAY
MORRISON
TAYLOR
ONE WAY
ONE WAY
Stone Center

WHAT IS THIS STUDY?

The Metro Regional Congestion Pricing Study is exploring whether congestion pricing can benefit the Portland metro region. Metro is looking at many different pricing tools to understand how pricing could support an equitable, safe and sustainable transportation system.

Congestion pricing was documented as a high priority, high impact strategy in the 2018 Regional Transportation Plan (RTP). A range of scenarios testing different congestion pricing tools will help Metro understand if pricing can help the region meet four of the goals set out in the RTP.

Congestion pricing was identified in the RTP as a high impact strategy

Four RTP goals will be used to evaluate the pricing scenarios:

EQUITY
Reduce disparity

SAFETY
Getting to Vision Zero

CLIMATE SMART
Reduce emissions

CONGESTION
Reduce traffic

What is Metro's timeline?

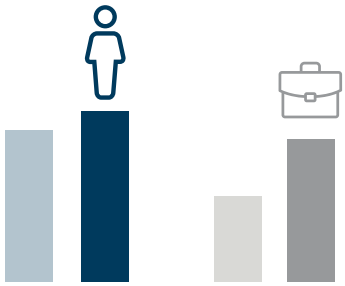
The study is planned to take about 18 months with findings released in early 2021. Leaders around the region may use these findings to inform policies and other transportation projects such as Oregon Department of Transportation's (ODOT) I-5 and I-205 Tolling Project and Portland's Pricing Options for Equitable Mobility (POEM). The findings may also provide information for policymakers who want to propose new congestion pricing projects at the local level.

2019 — 2020 — 2021

- **PROJECT START-UP** — SUMMER 2019 - WINTER 2020
- **EXISTING CONDITIONS** — WINTER 2020 - SPRING 2020
- **SCENARIO DEFINITION** — SPRING 2020 - SUMMER 2020
- **SCENARIO ANALYSIS** — SUMMER 2020 - LATE 2020
- **NEXT STEPS** — EARLY 2021

Why this study?

Congestion is a problem in the Portland metro region. Changing travel patterns and a growing population mean more traffic and less freedom to travel reliably around the region. Congestion also has devastating economic, social and environmental impacts.



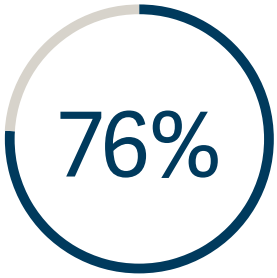
The region expects 600,000 new residents and 350,000 new jobs by 2040.

Source: 2018 RTP

Due to increasing congestion, TriMet must add service each year to get residents and employees to their destinations on time.

Source: 2018 City of Portland Enhanced Transit Corridors Plan

+$1-2 MILLION



of the region's residents think congestion is a serious problem.

Source: 2019 Oregon Transportation Survey

Portland metro is the 8th most congested region in the country.

Source: 2019 Inrix Global Scorecard

1 BOSTON
2 CHICAGO
3 PHILADELPHIA
4 NEW YORK CITY
5 WASHINGTON, DC
6 LOS ANGELES
7 SAN FRANCISCO
8 PORTLAND
9 BALTIMORE
10 ATLANTA

In 2019, people in the Portland metro region spent 89 hours stuck in traffic.

Source: 2019 Inrix Global Scorecard

89 HRS =

$1,300

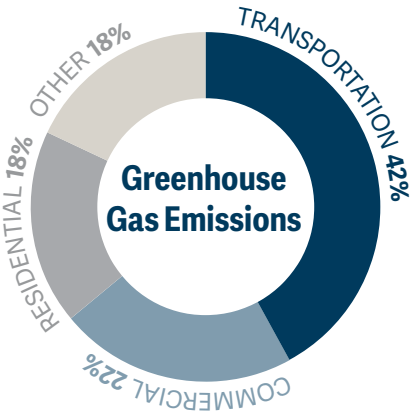
PER PERSON

Congestion got 10% worse between 2018 and 2019.

Source: 2019 Inrix Global Scorecard

2018

2019



Transportation accounts for over 40% of Multnomah County's greenhouse gas emissions.

Source: Multnomah County 2017 Carbon Emissions and Trends, Portland Bureau of Planning and Sustainability

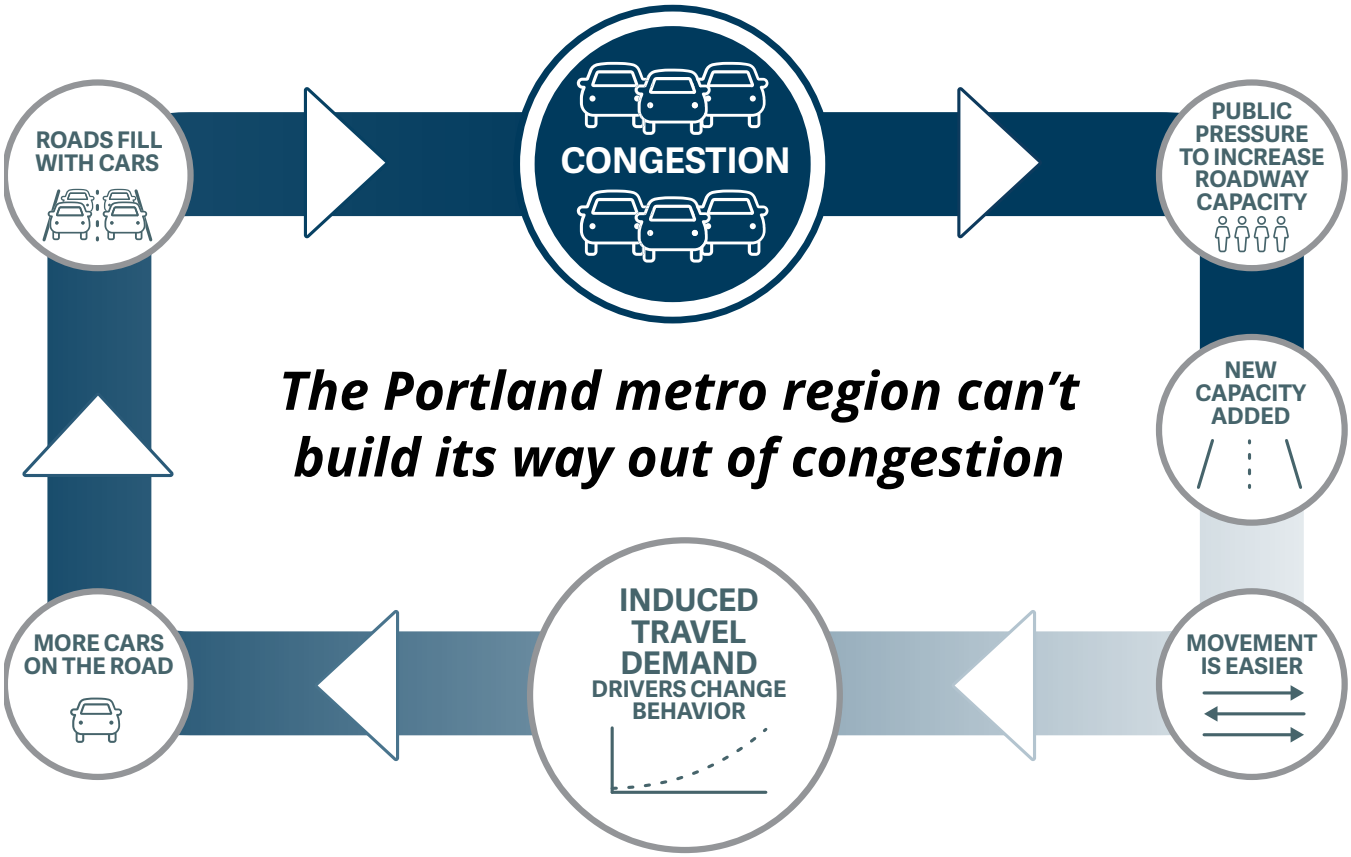
CONGESTION & COVID-19

With stay-at-home orders related to COVID-19, congestion in the Portland metro region has declined significantly. But as businesses reopen and the region goes back to work, congestion will return and may be worse if more people choose to drive. As income disparities and unemployment worsen, inequities in the transportation system will be more important than ever to address.

In the Portland region, the 10 lowest income and 10 highest minority neighborhoods experience more exposure to toxic air than the average neighborhood.

Source: 2012 Portland Air Toxics Solutions Committee Report and Recommendations, Oregon Department of Environmental Quality

The Cycle of Congestion



What pricing strategies is Metro exploring?

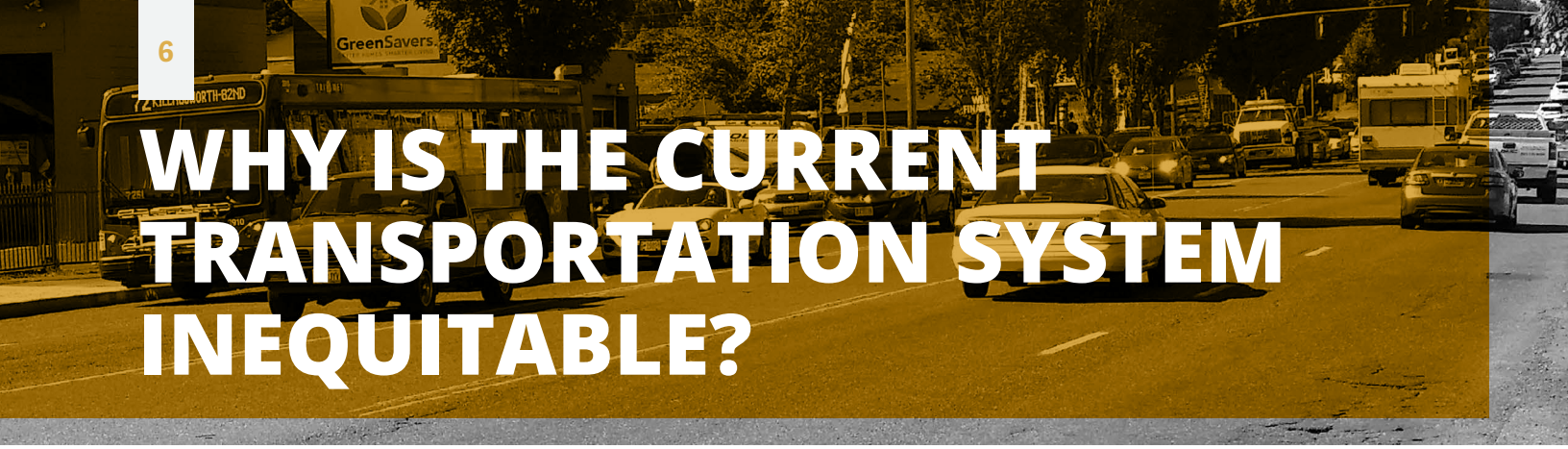
Metro is exploring if and how four congestion pricing strategies can support the region's priorities to **provide an equitable transportation system.** Each of the pricing strategies could vary by time of day, by area, by types of drivers on the road and by income levels.

VEHICLE MILES TRAVELED FEE
Drivers pay a fee for every mile they travel

CORDON PRICING
Drivers pay to enter an area, like downtown Portland (and sometimes pay to drive within that area)

CORRIDOR PRICING
Drivers pay a fee to drive on a particular road, bridge or highway

PARKING PRICING
Drivers pay to park in certain areas



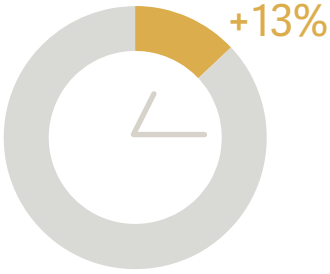
WHY IS THE CURRENT TRANSPORTATION SYSTEM INEQUITABLE?

Transportation investments in the Portland metro region have a long history of contributing to racial inequity and neighborhood displacement. Decades ago, public agencies planned and built new highways that cut through Black communities, splitting neighborhoods and contributing to poor air quality, noise pollution and safety issues. Recently, transit investments have been made without complementary affordable housing strategies, leading to gentrification and further displacement.

Today, while the region's residents all feel the impacts of congestion, historic inequities in the transportation system amplify impacts on people of color and low-income people:

- Housing costs are increasing faster than incomes, making travel distances longer for people of color and low-income people.
- Communities of color and low-income communities have longer commutes, made slower and more unreliable when roadways are congested.
- Major roads and freeways often run through communities of color and low-income communities, resulting in disproportionately high rates of air pollution and chronic illnesses.

In the Portland region, average commute times for Black commuters are 13% longer than white commuters.



The lowest income households spend 35% of their income on transportation. Those with the highest income spend 13% or less.

Source: U.S. Bureau of Transportation Statistics

Funding is limited for travel options that communities of color and low-income communities depend on:

FEDERAL, STATE AND LOCAL GAS TAXES AND FEES PROVIDE REVENUE

INFLATION AND HIGH-EFFICIENCY VEHICLES SHRINK POTENTIAL REVENUES

MOST REVENUES ARE SPENT ON **PRESERVING AND BUILDING STREETS**

REMAINDER CAN BE SPENT ON **TRANSIT, BICYCLE AND PEDESTRIAN PROJECTS**

How can congestion pricing advance equity?

Congestion pricing strategies have the potential to enhance racial equity and benefit historically marginalized communities (people of color, people with limited English proficiency and people in poverty), as well as all residents of the region. This largely depends on how people are charged and how revenue from congestion pricing strategies is spent.

AFFORDABILITY

Unlike sales taxes, fuel taxes and many other transportation funding sources, congestion pricing programs can offer discounts, set caps (the maximum amount that someone might need to pay), provide rebates or fully exempt certain drivers based on income level or other characteristics.

SAFER STREETS

Pricing revenues can be invested in enhanced bicycle and pedestrian networks to improve street safety and provide benefits to historically disadvantaged communities. Pricing can also decrease the number of cars on the road, increasing safety for people walking and biking.

HEALTHIER COMMUNITIES

Pollution from cars and trucks is tied to increased rates of asthma, heart disease and impaired lung function. In the Portland region, urban low-income neighborhoods and communities of color are disproportionately exposed to air pollution. Congestion pricing can help reduce traffic and the associated health risks to these groups.

BETTER MOBILITY OPTIONS

Revenue from congestion pricing strategies can help to fund a variety of mobility options, such as more transit service, roadway improvements to make transit travel times more predictable, carpool and vanpool programs and new mobility programs to increase choices for people who spend more time in traffic.

PROGRAMS FOR SENIORS AND PEOPLE WITH DISABILITIES

Special programs for those with limited mobility can ensure that seniors and people with disabilities can travel around the region. These programs can be funded by revenues from congestion pricing.

WHO ELSE PRICES?

This study will build on lessons learned from other cities to explore whether pricing makes sense for the region. Many European cities have had congestion pricing programs in place for decades, and major North American cities are now studying whether pricing could help to ease their congested streets.

For cities that have implemented congestion pricing programs:

- Their programs have built on aggressive transportation demand management programs, much like Metro's Regional Travel Options program, which provides grants and supports efforts that increase walking, biking, ridesharing, telecommuting and public transit use.
- The goals of congestion pricing programs are wide ranging—they are not just about reducing the number of vehicles on the road. They're also focused on improving air quality and equity.
- Most programs provide a revenue stream that funds transportation options and services. In many cases, this means significant increases in public transit investments that serve people of color and low-income people.
- Public and business acceptance typically increases dramatically after implementation.

Congestion pricing programs in place or under study

What benefits have international cities seen?

STOCKHOLM

- The congestion pricing program has reduced traffic by 22% and reduced greenhouse gas emissions by 14%. *Source: SFCTA, Mobility, Access, and Pricing Study: Case Studies: Stockholm and London, 2010*
- Program revenues have funded 18 new regional bus lines and 2,800 new regional park-and-ride spaces. *Source: SFCTA, Mobility, Access, and Pricing Study: Case Studies: Stockholm and London, 2010*
- After congestion pricing was implemented, the number of acute asthma cases in young children dropped by about 50%. Source: *Simeonova, E, et al., Congestion Pricing, Air Pollution and Children's Health, 2018*

LONDON

- Prior to congestion pricing, traffic in central London averaged 2-5 mph. Since implementation, the average traffic speed has increased to 10 mph. *Source: SFCTA, Mobility, Access, and Pricing Study: Case Studies: Stockholm and London, 2010*
- London increased bus service in the pricing zone by 27%, adding more predictability and faster trips. As a result, bus ridership increased 38% in two years. *Source: Congestion Charging Central London, Impacts Monitoring Second Annual Report, 2004*

What can Metro learn from North American studies?

NEW YORK CITY

In 2019, New York City implemented a congestion zone surcharge on for-hire vehicles (like taxis, Uber and Lyft) in Manhattan as part of its phased approach to pricing. Future phases, planned for implementation in 2021, include a vehicle fee for crossing into a specified zone. A portion of the revenue will be reinvested in the city's subway system.

SAN FRANCISCO

In 2019, the San Francisco County Transportation Authority (SFCTA) began to explore how a fee to drive downtown could achieve congestion, climate, equity and safety goals. The study builds on a 2010 Study, which evaluated the applicability of congestion pricing to San Francisco.

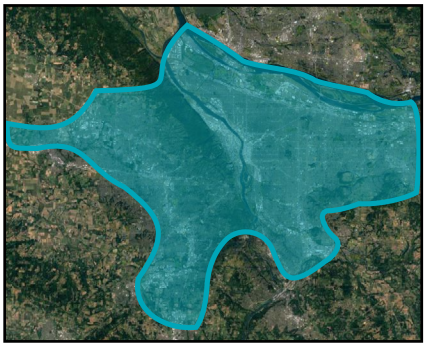
VANCOUVER B.C.

A 2018 study considered how congestion pricing could reduce traffic congestion, promote fairness and support transportation investment. A second phase of study is developing a more detailed approach to a pricing program.

HOW DOES THIS RELATE TO METRO'S PARTNERS' WORK?

Metro, the ODOT, and the City of Portland are all working on projects that consider ways to price transportation to address challenges related to equity, climate change, congestion, and safety. Each agency makes decisions for different parts of our region's transportation system. Each has separate projects underway to help address issues specific to those geographies. The three agencies are coordinating their efforts to leverage each other's work, learn from one another and share findings.

METRO'S REGIONAL CONGESTION PRICING STUDY



Metro is studying potential effects of congestion pricing for the entire Portland metro region.

CITY OF PORTLAND'S PRICING OPTIONS FOR EQUITABLE MOBILITY PROJECT

Portland is studying how pricing might produce a more equitable transportation system within the City.

ODOT'S I-5 AND I-205 TOLL PROJECTS

ODOT has identified segments of I-5 and I-205 for future tolling.

Metro

Metro's Regional Congestion Pricing Study

PROJECT ELEMENTS

- Conduct technical study of different pricing tools
- Coordinate with existing committees (Transportation Policy Alternatives Committee, Joint Policy Advisory Committee on Transportation, and Metro Council) for guidance
- Conduct transportation modeling and other analyses
- Convene Expert Panel to review results

PROJECT OUTCOMES

- Technical papers on best practices, equity in pricing, current transportation funding, and barriers to implementation
- Report on performance of pricing tools
- Foundational understanding of whether pricing can work for the region to inform policy makers
- Identification of needs for further study

PBOT
PORTLAND BUREAU OF TRANSPORTATION

City of Portland's Pricing Options for Equitable Mobility (POEM) Project

POEM is exploring if and how new pricing strategies could be used in the City of Portland to improve mobility, address the climate crisis, and advance equity for people historically underserved by the transportation system. The project will consider pricing strategies that the City can implement itself and inform the City's participation in interjurisdictional conversations about pricing. Topics to explore include prices on parking, commercial fleets and right-of-way access, tolling, cordons and congestion zones and vehicle miles traveled.

PROJECT ELEMENTS

- Convene a community Task Force
- Develop an Equitable Mobility Framework for analyzing pricing strategies
- Explore conditions and complementary strategies needed for making pricing equitable

PROJECT OUTCOMES

- Inform the City's transportation pricing policies and role in interjurisdictional pricing conversations
- Final report summarizing technical analysis, Task Force recommendations, and City next steps

Oregon Department of Transportation

ODOT's I-5 and I-205 Toll Projects

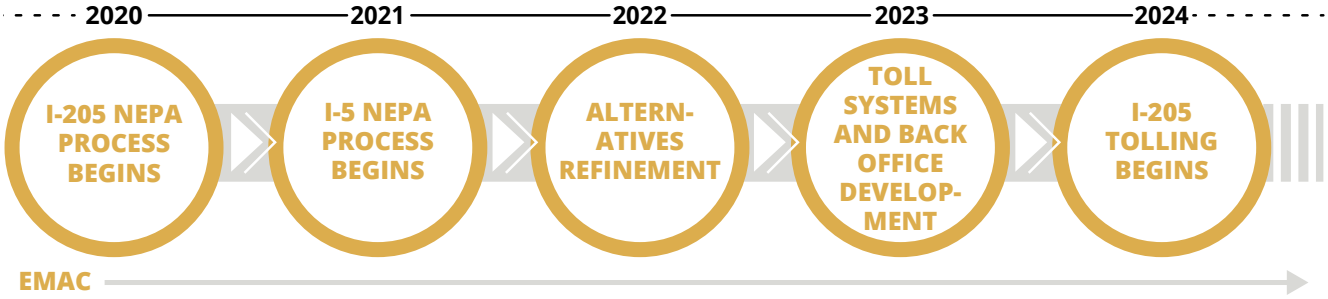
ODOT is implementing tolls to both manage congestion and raise revenue on segments of I-205 and I-5, as identified during the 2017-2018 Value Pricing Feasibility Analysis. ODOT is committed to using an equity focus and has convened an Equity and Mobility Advisory Committee (EMAC) to provide recommendations to the project team and the Oregon Transportation Commission (OTC). The Committee will adopt an equity framework to make recommendations on I-205 and I-5 toll strategies to benefit communities that are currently and historically underrepresented and underserved. The Region 1 Area Commission is also providing recommendations to the OTC and toll team on the tolling program.

PROJECT ELEMENTS

- I-5 and I-205 toll project environmental review
- Equity and Mobility Advisory Committee

PROJECT OUTCOMES

- Toll equity framework
- Selection of preferred alternatives for I-205 and I-5
- Toll implementation



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June 2019

Regional congestion pricing technical study

This study will take a future-looking, technical look at how congestion pricing can help accomplish the four primary priorities laid out in the 2018 RTP.

The Regional Congestion Pricing technical study will look at how congestion pricing can be used to address the four main priorities in the 2018 Regional Transportation Plan: addressing climate, managing congestion, achieving Vision Zero and addressing racial disparities. This work will inform implementation of congestion pricing on our regional transportation system in the future.

Ultimately, the goal of the study is to understand how this tool might be used to manage traffic demand to meet climate goals in a manner that doesn't adversely impact safety or equity.

What is the focus of the study?

The study will help the region understand the outcomes and effects of different pricing policies, systems and programs, specifically those beyond what is being implemented. As part of the comprehensive study, the effects on priority outcomes like congestion management, mode shift and greenhouse gas emissions will be looked at as well as the magnitude of impacts like traffic diversion to local streets and burdens on lower income households.

To test the technical feasibility and efficacy of different potential pricing concepts, the work will focus on answering technical questions through testing a series of modeling scenarios, research, tecnical papers and expert panel feedback.

Pricing scenarios/concepts for analysis

Pricing scenarios for modeling will be based on the 2040 RTP financially constrained network and will include:

Cordon pricing

- Pricing to apply to all roads in the regional system within proposed cordons
- Single and multiple tier fee structure

Parking pricing

- Build off 2018 RTP assumptions pertaining to areas with parking management and pricing in the future (different parking prices to be looked at as part of scenario)

Road User Charge

- Pricing concept to be similar to the OreGo VMT user charge pilot

Pricing on high volume roadway facilities

- System-wide pricing on all roadway facilities on the regional network optimized (applies to all roadways in RTP network)
- Facilities above a certain annual average daily traffic (AADT) regardless of facility owner
- Pricing programs to assess (e.g. toll all lanes, toll single lane, dynamic variable pricing, etc.) to be selected

While the 2018 RTP Constrained List will be in the base for pricing concept analysis, proposed projects in the non-constrained, Strategic project list, may be modeled in combination with pricing scenarios.

Project and decision-making structure

The Metro Project team is led by Project Manager Elizabeth Mros-O'Hara and supported by Senior Transportation Planner Grace Cho, who will be managing the consultant team and closely coordinating with Metro's Research Center.

The Metro Project Team will rely on TPAC for technical input, JPACT for policy input, and Metro Council for overall guidance of the project. These parties will be briefed and consulted on a regular basis. The Metro Project team will also coordinate one-on-one with partners City of Portland and TriMet.

Additional coordination will take place with ODOT to allow for the Value Pricing project and the Regional Congestion Pricing Study inform the analytical work of each project, as necessary. The Metro Council will endorse the final work product.

Outreach

Metro anticipates guidance for the technical study will come from the Metro Council, TPAC, JPACT, and coordinating committees upon request.

At this time, Metro has not budgeted as part of this scope any additional public process. However, Metro may procure resources in the future to hold forums, such as an expert panel, on the results of our study for interested stakeholders.

Relationship to current ODOT value pricing study

The limited scope of the State Legislature's directive that resulted in ODOT's Value Pricing Study raised additional questions about implementing potential pricing strategies in the region, including which strategies are most

effective and the effects of different pricing programs such as cordon pricing, VMT-based pricing and network-based pricing.

The goal of the Regional Congestion Pricing Technical Study is to understand the outcomes and effects of different pricing policies, systems, and programs, beyond the project ODOT is implementing on I-5 and I-205.

Metro will consider as part of its study if and how congestion pricing can be used as a transportation demand tool. The results of Metro's system-wide congestion pricing study will be separate and distinct from ODOT's work as both projects have different timelines and purposes.

However, Metro will make all the information and studies available to ODOT for the planning and environmental linkage/pre-NEPA analysis for the FHWA approved pricing proposal on I-5 and I-205.

Questions?

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oregonmetro.gov

Metro

Overview of Proposed Revisions to Metro Code Chapter 5.10

September 2020

Background

In March 2019, Metro adopted the 2030 Regional Waste Plan which sets the policy direction for the region's solid waste and recycling system. It is very different than previous plans in that its values, principles, goals and actions specifically reflect the needs and aspirations of members of our community who haven't historically had a strong voice in the development of environmental plans, policies and programs. The foundation of this plan is equity—centering the voices, values and needs of communities of color and historically marginalized groups in the region's solid waste and recycling system.

The plan is implemented in many ways; through collaborative programs with local government partners and community organizations, and through required actions that bring minimum standards and consistency to a large and complex system. Metro Code and Administrative Rules are the mechanism used to implement the required elements of the plan. The Metro Code and Rules need to be re-written to reflect the goals, policies and programs of our new plan.

Why are changes being made?

It is out of date. Currently, Metro Code Chapter 5.10 implements the requirements of the 2008 Regional Solid Waste Management Plan and contains state requirements that are no longer in place. The re-write will remove old state statute and clarify that the code and rule implement the Regional Waste Plan, not state law.

It does not fit the new format for Code and Administrative Rule. Current code is challenging to read and interpret, contains obsolete terms and does not reflect the wording in the new Regional Waste Plan. Obsolete references, lengthy sentences and legalese are removed. Some code sections are being moved to administrative rules to follow format changes being made to the Metro Code overall.

It is not well organized. Currently overall Regional Waste Plan requirements, those for local governments and service provision standards are scattered throughout Chapter 5.10. To better organize the chapter and provide more clarity, the existing Chapter 5.10 is being split into two chapters. Chapter 5.10 will now cover the overall plan, while all requirements specific to local governments are being moved to a new Chapter 5.15.

What are the specific changes being considered?

- Split the current Chapter 5.10 into two chapters. Chapter 5.10 will cover the overall Regional Waste Plan and a new Chapter 5.15 has been created to focus on requirements specific to local governments.
- Reorganize confusing sections. Rather than have several separate code sections dealing with single-family and multifamily residential requirements, code sections have been grouped by sector:
    - Residential Service (includes all residential dwellings)
    - Business Service and Recycling Requirement
    - Business Food Waste Requirement
    - General Education

- Move and reword detailed information to administrative rules so that all local government requirements are in a single location and are communicated more clearly. These include:
  - Specific service standards for single-family, multifamily and business customers
  - General education and outreach standards
  - Materials required for collection
- Add residential food scraps collection as a named material to the service standards:
  - Residential food scraps collection is optional
  - Weekly or every-other-week collection frequency
- Add a general education section that applies to all customers:
  - Reflects the Regional Waste Plan rather than state requirements
  - Focuses on regional consistency as well as requiring that education provided by local governments and service providers be accurate, culturally-responsive and reflect local conditions
- Add new standards for multifamily services to implement new and high-priority Regional Waste Plan actions. These will be the most significant substantive changes to the code and include:
  - Per unit service volume minimums for garbage, mixed recycling and glass streams
  - Weekly minimum collection frequency for all streams
  - Collection container color standard for all material streams
  - Required use of regional signage on bins and in collection areas
- Combine all standards and requirements with regard to the business sector into one section for ease of reading and to increase understanding. No substantive changes have been made.
  - Obsolete or outdated standards have been eliminated including past implementation deadlines, and past funding requirements
- Eliminate the Regional Service Standard Alternative Program. Elements of local government alternative programs showing the same outcome as the Regional Service Standard (weekly collection) have been incorporated into the new standard.
  - Every-other-week mixed recycling collection has been incorporated into the proposed standard for every-other-week programs in place as of January 1, 2019
- Remove obsolete state requirements and update wording and terms to reflect those used in the new Regional Waste Plan and to remove legalese, outdated references, and lengthy sentences.

What is the timeline?

Beginning in the spring of 2020, early drafts of the rewritten Code and new administrative rules were reviewed internally, by local government solid waste directors, the Regional Waste Advisory Committee and Metro's Committee on Racial Equity. A formal stakeholder and public input process begins in mid-September 2020 and the proposal is then brought to the Metropolitan Policy Advisory Committee. Once that step is complete, the final versions is brought to the Metro Council for consideration at the end of 2020. If the Council adopts the Code changes, they become effective 90 days later. Finally, the Administrative Rules are brought to Metro's Chief Operating Officer for consideration—if approved they become effective 30 days after adoption.

More detailed information can be found on Metro's website: www.oregonmetro.gov/servicestandards

Regional Congestion Pricing Study

Metro Committee on Racial Equity

September 17, 2020

Regional Congestion Pricing Study

- Introduction- What and Why?
- Study scope and outcomes
- How we are measuring success
- Measuring impacts on equity
- Discussion

Why now?

- Congestion is bad and getting worse
- 79% of our region think it is a serious problem
- 500,000 new residents in the region by 2040

In 2019, people in the Portland metro region spent 89 hours stuck in traffic.

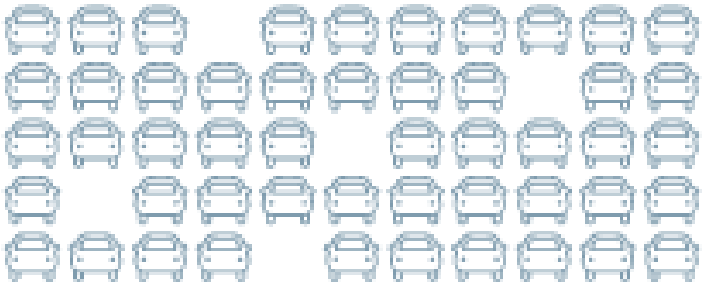
Source: 2019 Inrix Global Scorecard

Congestion will get worse

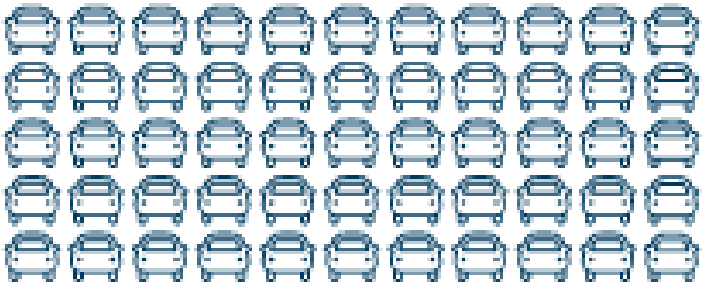
Congestion got 10% worse between 2018 and 2019.

Source: 2019 Inrix Global Scorecard

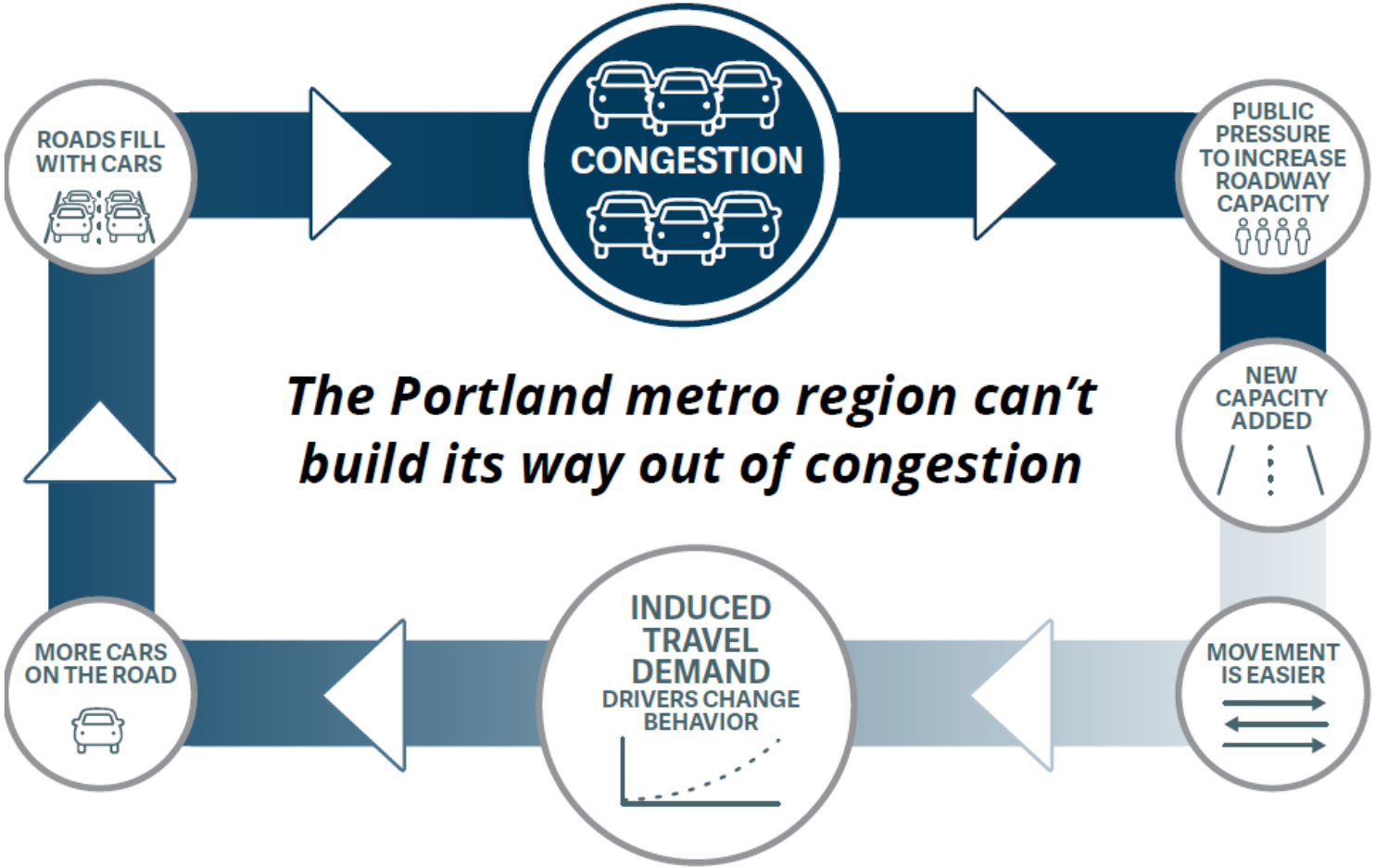
2018



2019

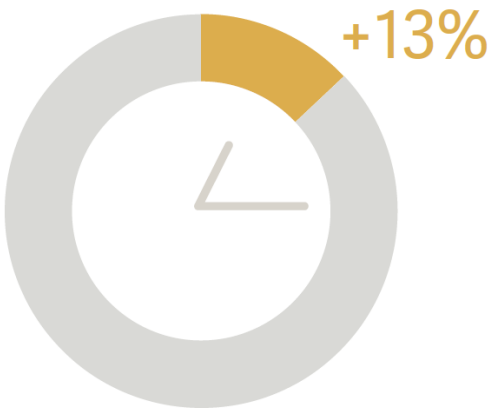


The Cycle of Congestion



Inequitable system

In the Portland region, average commute times for Black commuters are 13% longer than white commuters.



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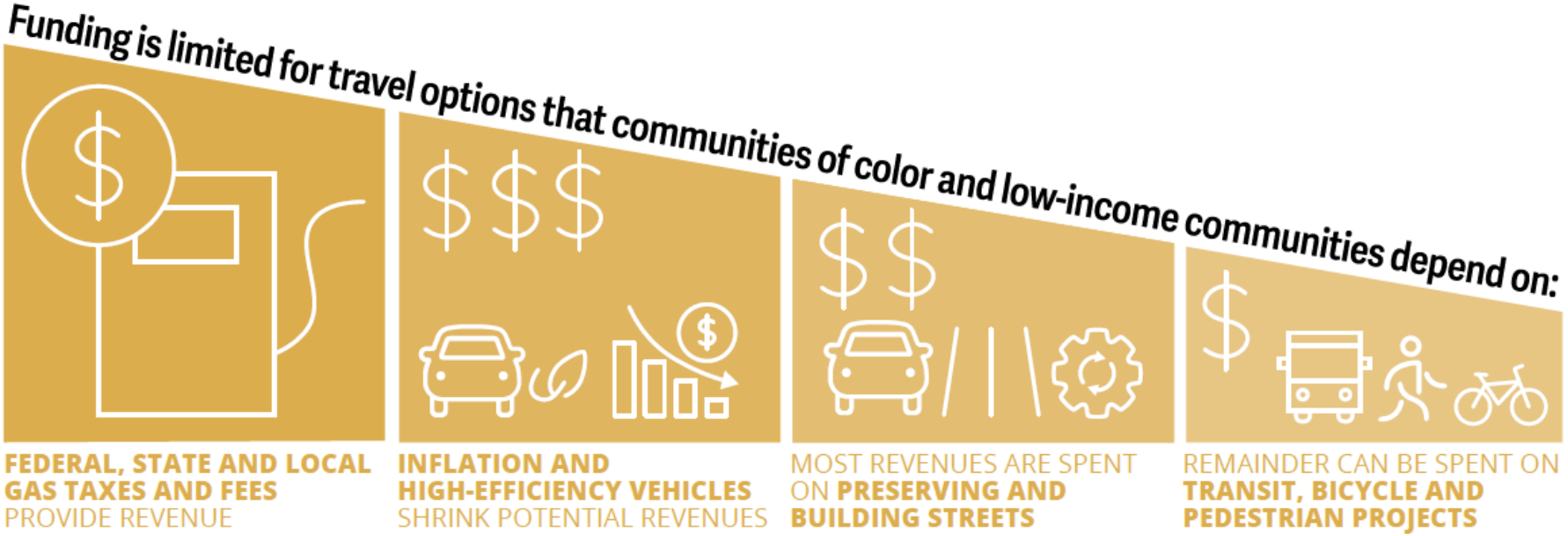
Source: U.S. Bureau of Transportation Statistics

Inequitable system



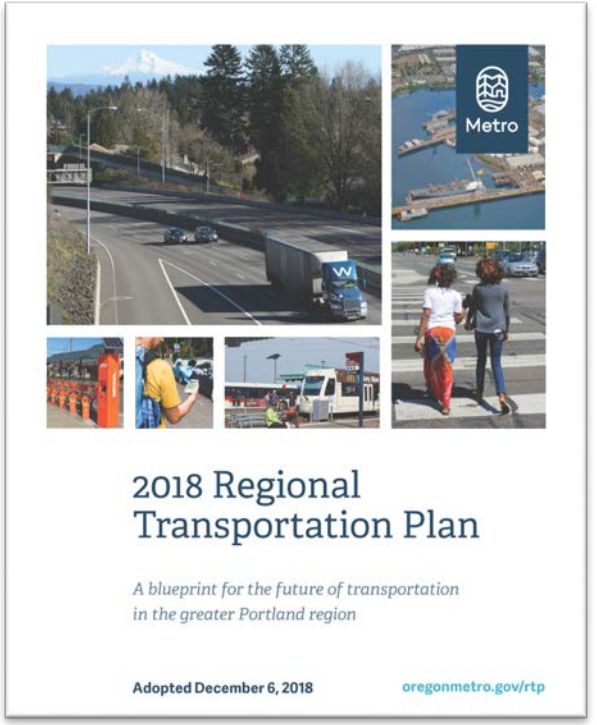
Environmental justice

In the Portland region, the 10 lowest income and 10 highest minority neighborhoods experience more exposure to toxic air than the average neighborhood.

Source: 2012 Portland Air Toxics Solutions Committee Report and Recommendations, Oregon Department of Environmental Quality

Multiple plans identify the need

- 2018 RTP & Metro Council prioritized a near-term comprehensive review of congestion pricing
  - *Over $15 billion in transportation investments need to be paired with travel demand efforts*
  - *RTP had years of in depth community input*
- *Climate Smart Strategy - 2014*
- *TSMO Strategic Plan– 2010*



What is Congestion Pricing?

Congestion pricing is the use of pricing (such as tolls or parking fees) to:

- Reduce traffic congestion and greenhouse gas emissions
- Change traveler behavior (shifting trip times, traveling less often, changing routes, carpooling or using public transit, walking or bike, etc.)

How pricing can improve equity?

- Affordability
  - More flexible than current ways of funding. Can provide discounts or exempt key groups from paying.
- Revenue can be focused on equity outcomes
  - Invest in key neighborhoods
  - Focus on transit, sidewalks, bike lanes
  - Invest in senior and disabled services
- Can reduce air pollution

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

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

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.)

Expected Outcomes

RCPS findings will:

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

Study structure

- TPAC is our Technical Advisory Committee
- JPACT policy insight and keeps regional partners informed
- Metro Council provides overall guidance and insight

Coordination with others

Portland's Pricing Options for Equitable Mobility

- City of Portland focus-- improving equity

ODOT's I-5 and I-205 Tolling

- Focused on specific highways

Metro's regional congestion pricing study

- Regional analysis, testing system

2018 Planning and Development Strategy for Achieving Racial Equity

- This study is tied to that strategy
- Study work plan integrates the strategy with concrete steps

2018 Planning and Development Strategy for Achieving Racial Equity

- Seek feedback and guidance from equity experts
- Establish understanding of equity issues in our current transportation system
- Test impacts and/or benefits to BIPOC and other marginalized groups

Project Schedule

ACTIVITY	Timeframe
Kick off RCPS - TPAC, JPACT, and Metro Council work session	***Summer 2019*** ✓
Develop Work Plan and Hire Consultant	***Fall-Winter 19/20*** ✓
Document Existing Conditions	**Winter- Fall 2020**
Establish Methods, Identify Performance Measures & Define Scenarios	**Winter- Fall 2020**
Conduct Analysis, Review Results, and Prepare Findings	**Summer-Winter 2020**
Report and Recommended Next Steps • *Pricing Expert Panel Review of Findings, Draft and Final Report* • *Metro Council and JPACT presentations and feedback*	**Late 2020- Early 2021**

Regional congestion pricing study

Thank you for your feedback!

Regional Waste Plan: Policy Updates

COMMITTEE ON RACIAL EQUITY, SEPTEMBER 2020

Overview

- New Regional Waste Plan adopted in 2019
- Need to improve garbage and recycling services--especially to multifamily residents
- Need to update the policies used to implement the Plan: the Metro Code and Administrative Rules

What is the 2030 Regional Waste Plan?

A vision for the region's garbage and recycling system

A blueprint for policy direction, goals and roles and responsibilities

A plan for reducing environmental and health impacts, and sharing system benefits equitably

Advancing equity

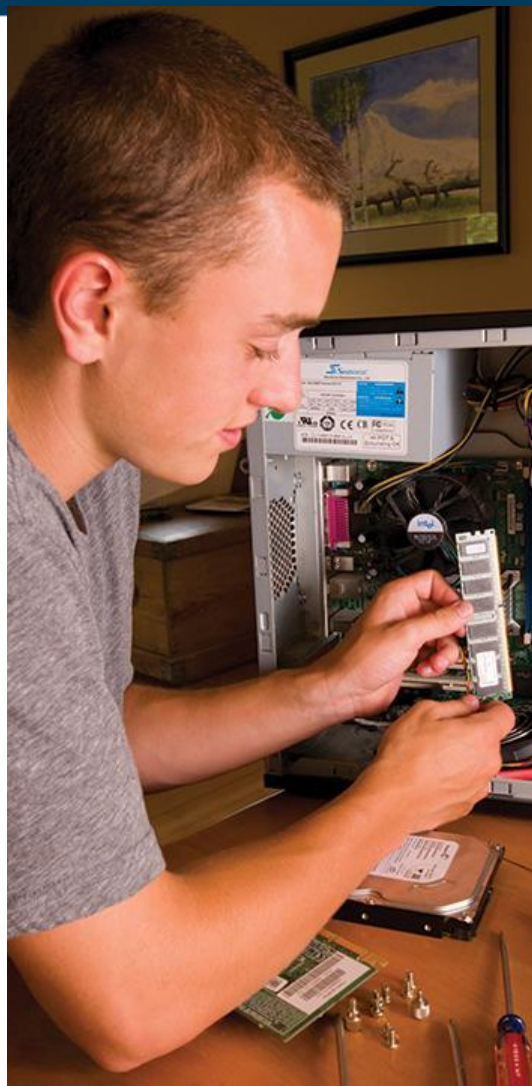
Desired outcomes:

- Diversity in garbage and recycling system jobs
- Good wages and benefits
- Access to decision-making
- Inclusive, culturally-relevant education services

Reducing health & environmental impacts

Desired outcomes:

- Toxic chemicals out of priority products
- Better purchasing choices
- More opportunities for reuse and repair
- Minimized impacts from system operations



Maintaining and improving our garbage and recycling system

Desired outcomes:

- Improved collection services for residents
- More adaptable and resilient recycling system
- Prepared for disasters

Why the changes?

- Metro **Code** is out of date
- Code is confusing and not well organized
- Need to move detail to Administrative **Rules**
- Need some new rules that reflect the new Plan

Code: Chapters 5.10 and 5.15

- Split into two new chapters
- Chapter 5.10: Overall Regional Waste Plan
- New Chapter 5.15: Local government requirements
- Organized by sector (residential, business)

Rules: Chapter 2000

Single-family residential

- Alternative Program eliminated
- Food waste added as optional service
- Property owners must ensure service for renters

Rules: Chapter 2000

Multifamily residential

- New container color standard, regional decal & enclosure sign standard
- New minimum service standards

Rules: Chapter 3000

Business Service Standards (3000)

- Combine all business sector requirements
- Remove obsolete dates

Rules: New Chapter 5000

General Education Standards

- Education and outreach required for all customers
- Accurate and culturally-responsive
- Requires that hauler-provided information meets standards
- Direct performance feedback to customers

Next steps

- Receive comments from you to provide to Metro Council
- Public comment period now underway (September 15-October 15)
- Code package to Council in December followed closely by Rules to COO