



600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting agenda

Thursday, April 15, 2021

2:00 PM

<https://zoom.us/j/615079992> or (346)

-248-7799

Revised 04/15

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This meeting will be held electronically. You can join the meeting on your computer or other device by using this link: <https://zoom.us/j/615079992> or 888-475-4499 (toll free).

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1. Call to Order and Roll Call

2. Public Communication

Public comment may be submitted in writing and will also be heard by electronic communication (videoconference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by noon on the day of the meeting will be provided to the council prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-797-1916 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those requesting to comment during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Presentations

3.1 Congestion Pricing

[21-5533](#)

Presenter(s): Elizabeth Mros-O'Hara, Metro

Attachments: [Regional Congestion Pricing Study JPACT Memorandum](#)
[Attachment 1](#)
[Attachment 2](#)

4. Consent Agenda

- 4.1 Consideration of the Council Meeting Minutes for the March 18, 2021 Meeting. [21-5537](#)

Attachments: [031821c](#)

- 4.2 Resolution No. 21-5170, For the Purpose of Authorizing Metro's Chief Operating Officer to Extend the Deadline for Filing Proposals for Mid-Cycle UGB Amendments Under Metro Code Section 3.07.1427 [RES 21-5170](#)

Presenter(s): Marissa Madrigal, Metro

Attachments: [Resolution 21-5170](#)
[Staff Report](#)

5. Resolutions

- 5.1 Metro Chief Operating Officer Acting as Budget Officer Presents the Proposed Fiscal Year 2021-22 Budget and Budget Message to the Metro Council, Acting as the Budget Committee [21-5532](#)

Presenter(s): Brian Kennedy, Metro
Brian Evans, Metro
Marissa Madrigal, Metro

Attachments: [Auditor Budget Presentation FY2021-22](#)
[FY 2021-22 Proposed Budget Presentation](#)

- 5.1.1 Resolution No. 21-5166, For the Purpose of Approving the FY 2021-22 Budget, Setting Property Tax Levies and Transmitting the Approved Budget to the Multnomah County Tax Supervising and Conservation Commission [RES 21-5166](#)

Presenter(s): Marissa Madrigal, Metro
Brian Kennedy, Metro

Attachments: [Resolution No. 21-5166](#)
[Staff Report](#)

- 5.2.1 Public Hearing for Resolution No. 21-5166

6. Chief Operating Officer Communication

7. Councilor Communication

8. Adjourn

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានកម្មប្រតិបត្តិការរើសអើងសម្រាប់ទស្សនាគោលដៅ www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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Agenda Item No. 3.1

Congestion Pricing

Presentation

Metro Council Meeting
Thursday, April 15, 2021

Memo

Date: April 15, 2021
To: Joint Policy Advisory Committee on Transportation and Interested Parties
From: Elizabeth Mros-O'Hara, RCPS Project Manager
Subject: Updates on the Regional Congestion Pricing Study

Purpose

The purpose of this memo is to provide an update on the Regional Congestion Pricing Study (RCPS) key findings from technical analysis and prepare JPACT for an upcoming panel discussion.

Request to JPACT

Provide input and comment on the congestion pricing analysis and modeled findings. Provide input on areas JPACT would like the Expert Review Panel to provide feedback on.

Background

The RCPS is evaluating the performance of different pricing concepts by testing a series of modeling scenarios and documenting research, memos, and feedback from experts in the field. The study is evaluating congestion pricing as a tool to accomplish the four primary transportation regional priorities identified in the 2018 Regional Transportation Plan (RTP): addressing climate, managing congestion, getting to Vision Zero (safety), and reducing disparities (equity).

Project Goal: *To understand how our region could use congestion pricing to manage traffic demand to meet climate goals without adversely impacting safety or equity.*

The study is evaluating four different pricing concepts:

- Cordon: charges drivers to enter and sometimes to drive within a defined boundary
- Vehicle Miles Traveled/Road User Charge: a charges drivers based on how many miles are traveled by auto
- Roadway: a charges drivers to use a specific roadway or specific roadways
- Parking: charges drivers to park in specific areas

This analysis will provide a foundational understanding of how congestion pricing tools could perform with our region's land use and transportation system. This information will be combined with research and analysis around implementation and equity considerations. The intent is to inform policy makers and existing and future projects in our region.

RCPS Coordination with Portland, ODOT, and Other Groups

Since our last presentation to JPACT, the RCPS project team has continued technical analysis, engaged TPAC as our technical committee, and presented to other interested groups such as Clackamas TAC, Washington Co. TAC, the City of Portland, and ODOT. Staff also engaged equity experts from Metro's Committee on Racial Equity (CORE), Portland's Pricing Options for Equitable Mobility (POEM) Community Task Force, and ODOT's Equity and Mobility Advisory Committee (EMAC). In addition, staff have continued to meet regularly with the project teams for concurrent pricing at the City of Portland (POEM) and ODOT (I-5 and I-205 Tolling Projects).

On February 25, 2021, Metro staff conducted a TPAC Workshop focusing on project findings from modeling scenarios designed to test the congestion pricing tools. Materials from that meeting are

included as attachments. **Attachment 1: TPAC Regional Congestion Pricing Study – Workshop #3 Memorandum** provides definition of the scenarios tested and big picture findings.

RCPS Key Findings

Context

The RCPS findings are based on outcomes from modeled scenarios that have **not** been adjusted to address concerns that the modeled outcomes reveal for the scenarios. The study scenarios provide a general assessment of performance without taking into account the potential for discounted charges for key groups or targeting of revenue investment to address areas of concern that arise from the analysis. Equity of a pricing program is largely determined by three things:

1. who is receiving the benefit of more reliable/better travel options,
2. who is being charged and how much, and
3. where and how the revenues are invested.

Any actual project proposed would be expected to address issues around congestion, safety, climate, and equity—considering targeted discounts, project design, and/or funding investments that address concerns.

RCPS Big Picture Findings

All four types of pricing are shown to help address congestion and climate priorities.

- All eight scenarios reduce the drive alone rate, vehicle miles traveled, and greenhouse gas emissions.
- All scenarios increase daily transit trips, except Roadway A which has minimal change.

Overall regional transportation costs and individual traveler costs vary by scenario.

- All eight scenarios increase the overall cost for travel for the region, but some scenarios spread the costs widely while others concentrate them on fewer travelers. Those that spread the costs also have the highest overall cost for the region.

Geographic distribution of benefits and costs varies by scenario.

- Roadway scenarios reduce delay on freeways, but increase delay on arterials relative to the Base Scenario.
- Corridor scenarios create delay around the perimeter of the cordon boundaries with drivers avoiding paying the charge.
- Distribution of benefits and costs have implications for where fee discounts and investments from revenues should be targeted.

There are tradeoffs for implementing pricing scenarios

- Vehicle miles traveled scenarios have positive results for all eight summary metrics for congestion, climate, and equity, but also had the highest overall travel costs for the region. However, the costs are spread widely as they are shared by all drivers.

Attachment 2: JPACT Summary of Key Findings describes in greater detail how the scenarios performed relative to the Base Scenario on eight performance measures.

Congestion Pricing Expert Review Panel Webinar (April 22, 2021)

Understanding the potential performance of congestion pricing in our region requires using our model and mapping in new ways. Metro hired a consultant team with extensive congestion pricing and transportation equity expertise to help shape this work. Our consultant team is led by Nelson\Nygaard and experts from HNTB, Silicon Transportation Consultants, Sam Schwartz Engineering, TransForm, EnviroIssues, and PKS International.

In addition, Metro has invited experts from around the world to review our methods and findings and provide insight and lessons learned based on their extensive experience. This highly-regarded group has worked on congestion pricing in San Francisco, New York, Atlanta, Seattle, London, Vancouver, and Stockholm among other locations. After a moderated discussion, Metro Council and JPACT will have time to ask questions of the panel. Regional partners and interested parties are invited to listen in. Details on the Regional Congestion Pricing Study Expert Review Panel webinar are included in **Attachment 3**.

Questions for JPACT

- What questions or comments do JPACT members have regarding the findings?
- Are the modeling outputs and findings intuitive?
- Are there key areas you would like the Expert Review Panel to weigh in on?

Next Steps

Staff will incorporate feedback from the TPAC, JPACT, Metro Council, and the expert panel and augment the model and geographic analysis with equity and implementation considerations to better assess the potential for different congestion pricing options to succeed in our region. The equity analysis will incorporate feedback gathered from equity experts at Metro's Committee on Racial Equity (CORE), the City of Portland's Pricing Options for Equitable Mobility (POEM) Community Task Force, and ODOT's Equity and Mobility Advisory Committee (EMAC). In addition, the findings will be reviewed by an independent Expert Review Panel that will evaluate our methods and findings and provide insights gleaned from their work in North America and Europe. JPACT is invited to the Expert Review Panel discussion. Draft and final reports will be shared with the TPAC, JPACT, and Metro Council in June/July.

Table 1: Regional Congestion Pricing Technical Study Schedule

Activity	Timeframe
Create draft findings memorandum- include feedback from TPAC Workshop, Equity Groups, and research from consultant team and staff	April/May 2021
Share draft findings with regional leadership <ul style="list-style-type: none"> • Metro Council Briefing • JPACT Briefing 	April 15, 2021
Expert Review Panel Discussion <ul style="list-style-type: none"> • Congestion pricing experts with experience on pricing projects in different parts of the world weigh in on our findings and provide insights from work done elsewhere 	April 22, 2021
Revise/incorporate feedback and create final analysis report with feedback from TPAC, JPACT, and Metro Council. Return to TPAC, JPACT, and Metro Council with results for discussion <ul style="list-style-type: none"> • TPAC presentation --June 4, 2021 • JPACT presentation-- June 17 ,2021 • Metro Council presentation--June 24, 2021 	May - June 2021
Release final pricing analysis report	June/July 2021

Attachments:

Attachment 1: TPAC Workshop #3 Memorandum

Attachment 2: JPACT Summary of Key Findings

Attachment 3: Congestion Pricing Expert Panel Invitation

Memo

Date: February 25, 2021
To: Transportation Policy Alternatives Committee and Interested Parties
From: Elizabeth Mros-O'Hara, RCPS Project Manager
Subject: Regional Congestion Pricing Study – Workshop #3

Purpose

This workshop is a follow up to the TPAC Workshop on October 7, 2020. Staff will provide TPAC an update on the Regional Congestion Pricing Study (RCPS), focusing on the modeled outcomes and analysis around eight refined pricing scenarios tested and next steps.

Request to TPAC

Provide input and comment on the congestion pricing analysis and modeled findings.

Scope of Work

The RCPS is evaluating the performance of different pricing concepts by testing a series of modeling scenarios, research, memos, and feedback from experts in the field. The study is evaluating congestion pricing as a tool to accomplish the four primary transportation regional priorities identified in the 2018 Regional Transportation Plan (RTP): addressing climate, managing congestion, getting to Vision Zero (safety), and reducing disparities (equity).

This analysis will provide a foundational understanding of how congestion pricing tools could perform with our region's land use and transportation system. This information will be combined with research and analysis around implementation and equity considerations. The intent is to inform policy makers and existing and future projects in our region.

***Project Goal:** To understand how our region could use congestion pricing to manage traffic demand to meet climate goals without adversely impacting safety or equity.*

The study is evaluating four different pricing concepts to understand how they would perform in our region with our land use and transportation system. Pricing concepts being assessed are:

- Cordon/Area: charges drivers to enter and/or drive within a defined boundary
- Vehicle Miles Traveled/Road User Charge: a charge based on how many miles are traveled by auto
- Roadway: a direct charge to use a specific roadway or specific roadways
- Parking: charges to park in specific areas

Refined Scenarios

Since we last met in October, the RCPS team has refined modeling scenarios to better test the performance of the different pricing concepts and further analyze how well they perform relative to the RTP priorities. Table 1: Base and Refined Pricing Model Scenarios describes the Base Scenario and the eight refined scenarios analyzed.

Table 1. Base and Refined Model Scenarios Descriptions

Scenario Name	Description	Detailed Description/Assumptions
Base	Background network for all scenarios. Baseline for comparison.	<ul style="list-style-type: none"> • 2027 Constrained Scenario from the 2018 RTP <ul style="list-style-type: none"> ○ Assumes growth in population and employment, capital investments, and increased spending on transit operations ○ Vehicle operating cost per mile \$0.211 ○ 4-County Region including Clark County
Vehicle Miles Traveled B - (VMT B)	Charge per mile driven – higher than Base	<ul style="list-style-type: none"> • Price applied for driving anywhere within the Metropolitan Planning Area (MPA) (see Figure 1) • VMT charge included in \$0.2795 vehicle operating cost per mile (32% increase over Base)
Vehicle Miles Traveled C- (VMT C)	Charge per mile driven – higher than VMTB	<ul style="list-style-type: none"> • Price applied for driving anywhere within the MPA • VMT charge included in \$0.343 vehicle operating cost per mile (63% increase over Base)
Cordon A – (COR A)	Charge to enter a defined boundary – central west side	<ul style="list-style-type: none"> • Cordon A boundary includes downtown Portland, South Waterfront and parts of NW Portland (see Figure 2) • \$7 (2020\$) to enter cordon • No charge for through trips on highways (i.e. US 26 from Sunset Hwy to Powell Blvd) through cordon
Cordon B – (COR B)	Charge to enter defined boundary – central west and east sides	<ul style="list-style-type: none"> • Cordon B boundary is Cordon A plus areas east of the Willamette River (Central Eastside Industrial District and the Lloyd District) (see Figure 3) • \$7 (2020\$) to enter cordon • No charge for through trips on highways (i.e. US 26 from Sunset Hwy to Powell Blvd) through cordon
Parking A – (Park A)	Charge to park in key areas – higher cost, new locales	<ul style="list-style-type: none"> • Charges for all areas identified in the 2018 RTP 2040 FC Scenario- except in Clark Co. (same as Base Clark Co.) • More locations charged and higher costs than Base <ul style="list-style-type: none"> ○ Up to \$16.30 per trip in downtown Portland • Locations and prices are shown on Figure 4
Parking B- (Park B)	Charge to park in key areas – very high cost, new locales	<ul style="list-style-type: none"> • Doubles charges for all areas identified in the 2018 RTP 2040 FC Scenario- except in Clark Co. (same as Base in Clark Co.) • More locations charged and much higher costs than Base <ul style="list-style-type: none"> ○ Up to \$32.60 per trip in downtown Portland • Locations and prices before doubling are shown on Figure 4
Roadway A- (RD A)	Charge per mile driven on throughways	<ul style="list-style-type: none"> • Throughways (limited access roadways) in MPA are charged • \$0.132 vehicle operating cost per mile on throughways
Roadway B- (RD B)	Charge per mile driven on throughways – double cost of RD A	<ul style="list-style-type: none"> • Throughways (limited access roadways) in MPA are charged • \$0.264 vehicle operating cost per mile on throughways (doubled Roadway A)

Note: All costs are 2010 dollars unless otherwise specified.

Figure 1. Metropolitan Planning Area (MPA) Boundary

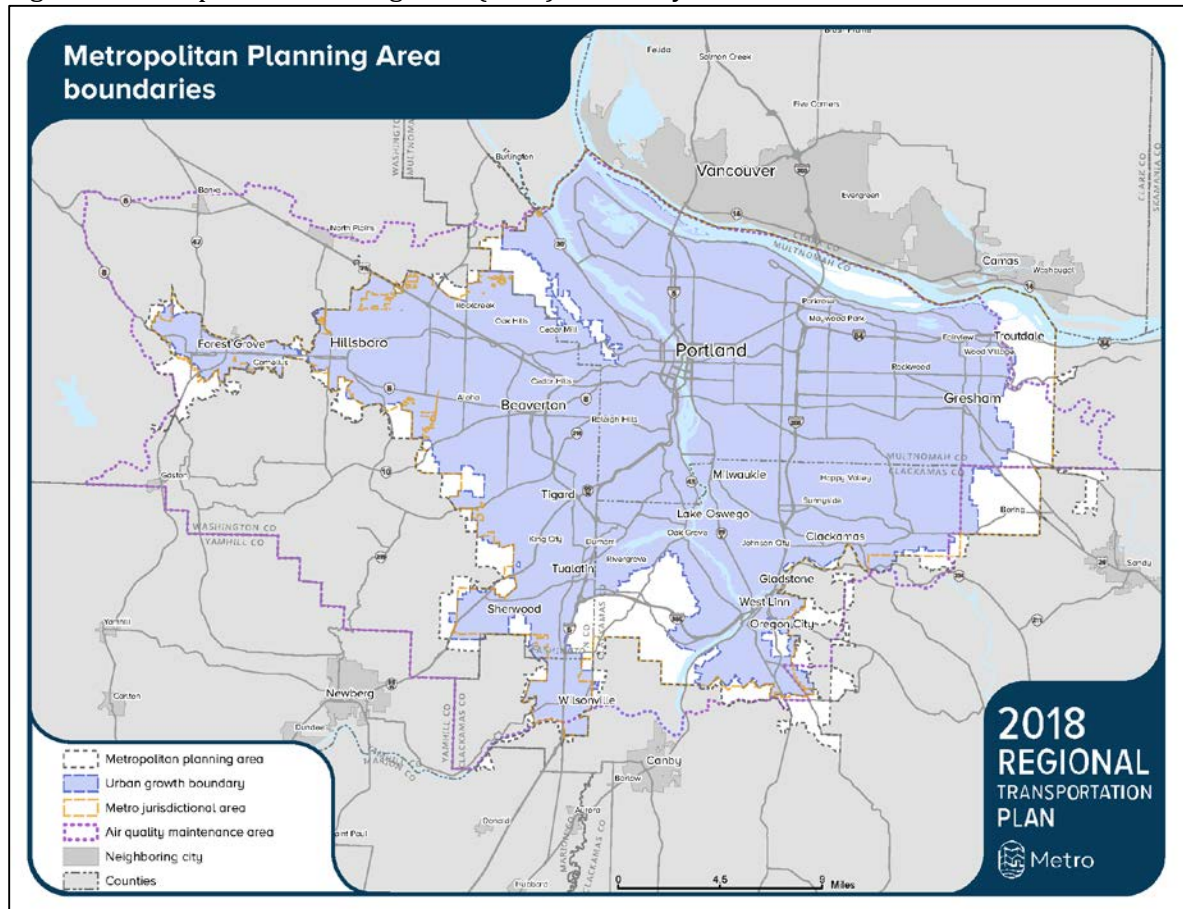


Figure 2. Cordon A- charge to enter yellow area

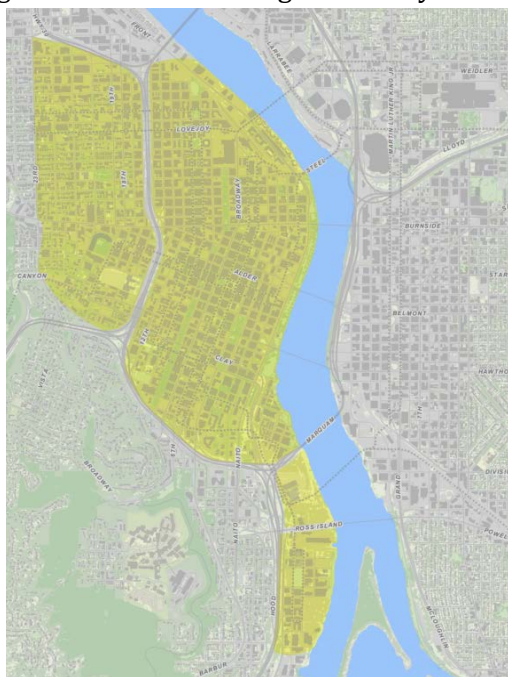


Figure 3. Cordon B- charge to enter yellow area

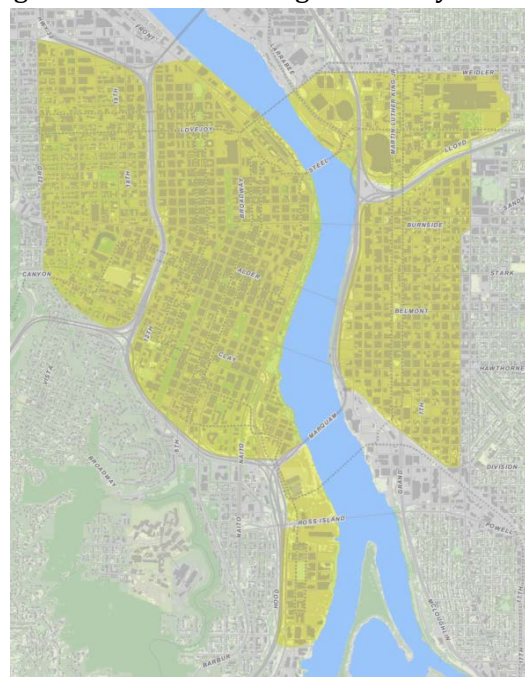
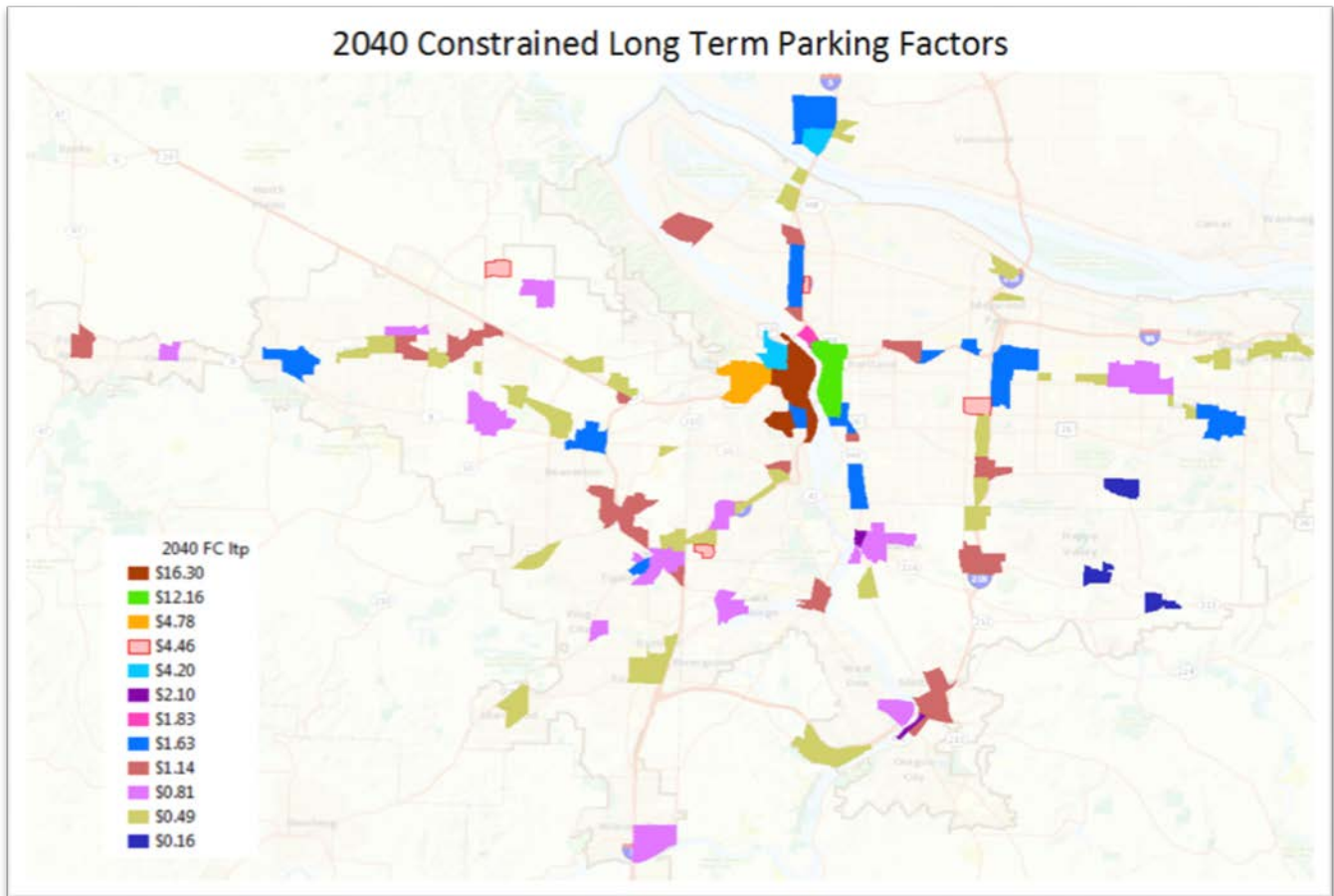
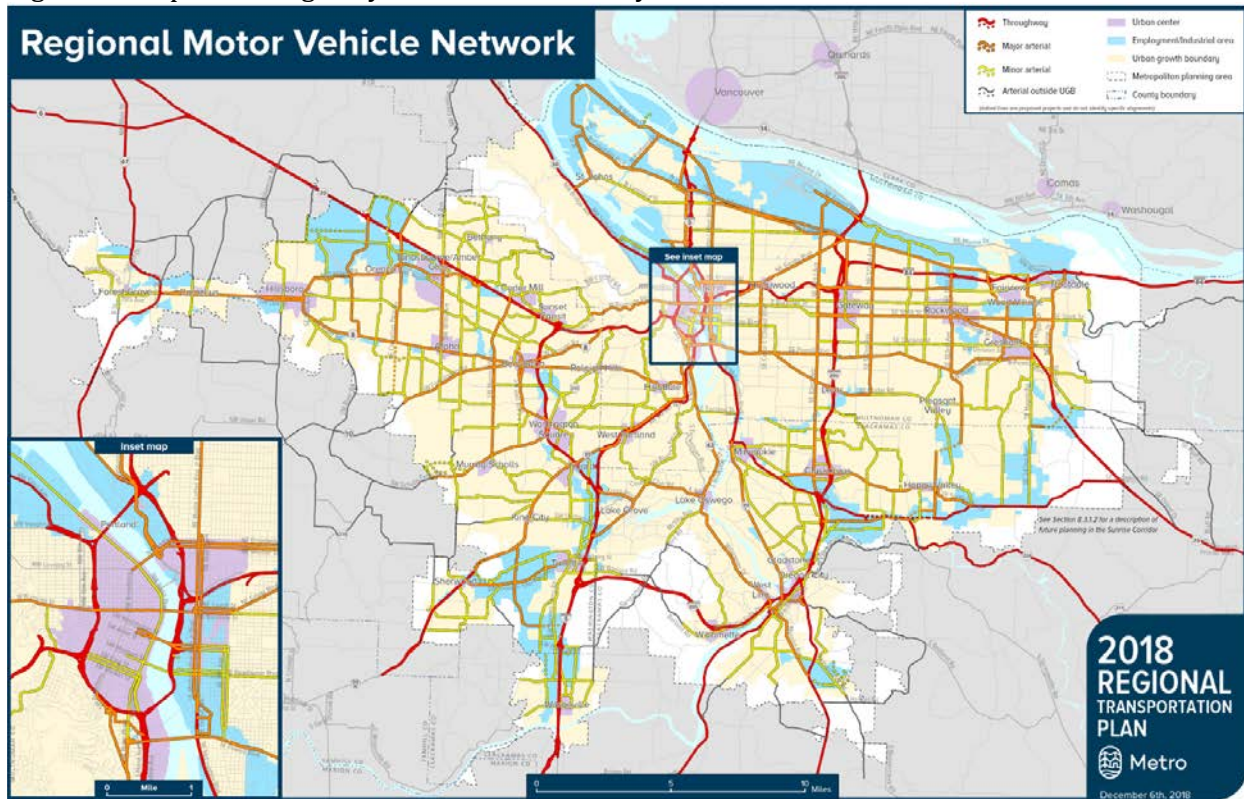


Figure 4: Parking Scenarios Parking Charge Locations and Amounts



Note: In Oregon, Parking A Scenario applied these charges, and Parking B Scenario doubled these charges. The parking areas in Vancouver maintained the charge rates from the Base Scenario.

Figure 5: Map of Throughways and Other Roadways



Throughways include the freeways and limited access roadways shown in red in Figure 5. Throughways are assessed a charge under the Roadway scenarios, but are exempt from charges as they run through the cordon area under the Cordon scenarios.

Key Findings

Context

The RCPS findings are based on outcomes from modeled scenarios that have not been adjusted to address concerns that the modeled outcomes show for the scenarios. The study scenarios provide a general assessment of performance and do not take into account potential for discounted charges for key groups or targeting revenue investment to address areas of concern that arise from the analysis. Equity of a pricing program is largely determined by three things:

1. who is receiving the benefit of more reliable/better travel options,
2. who is being charged and how much, and
3. where and how the revenues are invested.

Any actual project proposed would be expected to address issues around congestion, safety, climate, and equity—considering targeted discounts, project design, and/or funding investments that address concerns. The RCPS findings do not address the concerns revealed but point to areas for project proponents to keep in mind when developing a pricing project.

Big Picture and More-detailed Key Findings from the Modeled Scenarios

All four types of pricing are shown to help address congestion and climate priorities.

- All eight scenarios reduce the drive alone rate, vehicle miles traveled, and greenhouse gas emissions.
- All scenarios increase daily transit trips, except Roadway A which has minimal change.

Overall regional transportation costs and individual traveler costs vary by scenario.

- All eight scenarios increase the overall cost for travel for the region, but some scenarios spread the costs widely while others concentrate them on fewer travelers. Those that spread the costs also have the highest overall cost for the region.

Geographic distribution of benefits and costs varies by scenario.

- Roadway scenarios reduce delay on freeways, but increase delay on arterials relative to the Base Scenario.
- Corridor scenarios create delay around the perimeter of the cordon boundaries with vehicles avoiding paying the charge.
- Distribution of benefits and costs have implications for where fee discounts and investments from revenues should be targeted.

There are tradeoffs for implementing pricing scenarios

- Vehicle miles traveled scenarios have positive results for all eight summary metrics for congestion, climate, and equity, but also had the highest overall travel costs for the region. However, the costs are spread widely as they are shared by all drivers.

Attachment 1: Draft Summary of Key Findings describes in more detail how the eight scenarios performed relative to the Base Scenario on eight modeled performance measures.

Questions for TPAC

- What questions or comments do TPAC members have regarding the findings?
- Are the modeling outputs and findings intuitive?
- Are there specific areas where you want more information?

Next Steps

Staff will incorporate feedback from the TPAC and augment the model and geographic analysis with equity and implementation considerations to better assess the potential for different congestion pricing options to succeed in our region. The equity analysis will incorporate feedback gathered from equity experts at Metro's Committee on Racial Equity (CORE), the City of Portland's Pricing Options for Equitable Mobility (POEM) Task Force, and ODOT's Equity and Mobility Advisory Committee (EMAC). In addition, the findings will be reviewed by an independent Expert Review Panel that will evaluate our methods and findings and provide insights gleaned from their work in North America and Europe. TPAC and other regional bodies will be invited to hear the Expert Review Panel discussion. Draft and final reports will be shared with the TPAC, JPACT, and Metro Council in June.

Table 2: Regional Congestion Pricing Technical Study Schedule

Activity	Timeframe
Create draft findings memorandum- include feedback from TPAC Workshop, Equity Groups, and research from consultant team and staff	April 2021
Share draft findings with regional leadership <ul style="list-style-type: none"> • Metro Council Briefing • JPACT Briefing 	April 15, 2021
Expert Review Panel Discussion <ul style="list-style-type: none"> • Congestion pricing experts with experience on pricing projects in different parts of the world weigh in on our findings and provide insights from work done elsewhere 	April 22, 2021
Revise/incorporate feedback and create final analysis report with feedback from TPAC, JPACT, and Metro Council. Return to TPAC, JPACT, and Metro Council with results for discussion <ul style="list-style-type: none"> • TPAC presentation --June 4, 2021 • JPACT presentation-- June 17 ,2021 • Metro Council presentation--June 24, 2021 	May - June 2021
Release final pricing analysis report	June/July 2021

Attachments:

Attachment 1: Draft Summary of Key Findings

Metro Regional Congestion Pricing Study

DRAFT MODELING RESULTS – 03/24/21 FINDINGS

Key Takeaways

VMTB –charge per mile driven

1. Approximately 1.3 times the cost of driving in Base.
2. Improvements on all modeled performance measures.
3. VMTB shows impacts to driver behavior at a region-wide scale.
 - a. Performs well at reducing VMT, drive alone rate, delay, and emissions.
 - b. Also improves transit trips and job access via both transit and auto.
 - c. Auto volumes decrease on most facilities
4. Second highest travel costs at a regional scale; costs are throughout MPA on all drivers
5. Combines high increase in travel costs with low improvement in auto jobs access in outer areas (many Equity Focus Areasⁱ).

VMTC – higher charge per mile driven

1. Approximately 1.6 times the cost of driving in Base.
2. Even more improvement on all modeled performance measures than with VMTB.
3. VMTC shows a very substantial impact to driver behavior at a region-wide scale.
 - a. Largest reduction in VMT, drive-alone rate, and emissions.
 - b. Largest improvement in job access via both transit and auto
 - c. Very effective at reducing delay
4. Highest travel costs at a regional scale; costs are throughout MPA shared by all drivers
5. Combines high increase in travel cost with low improvements in auto accessibility to jobs occur in outer areas (many Equity Focus Areasⁱ).

CordonA – drivers charged to enter an area

1. Charge of \$7 (\$2020) to enter downtown, South Waterfront and Northwest Portland core from any direction.
2. No charge for using highways (US-26, I-405) to travel through the cordon area.
3. Benefits and impacts are diluted when observed at a regional scale. Benefits are localized.
4. Overall, increases delay (especially on throughways near downtown Portland) as drivers seek to avoid paying toll and shift to freeways and arterials adjacent to cordon.
5. Jobs access decreases via auto, improves slightly via transit. Reductions in drive-alone rate and VMT, and increase in transit trips.
6. Cost to the region as a whole is low. Charge applies only to those entering the cordon.
7. Highest travel costs occur to people living outside, but near the cordon.

CordonB – drivers charged to enter larger area

1. Same charge as CordonA, but extends boundary to Central Eastside and Lloyd District.
2. No charge for using highways (US-26, I-405, I-5) to travel through the cordon area.
3. Results similar to CordonA. Benefits and impacts are diluted when observed at a regional scale. Benefits are localized.
4. Overall, increases delay (especially on throughways near downtown Portland) as drivers seek to avoid paying toll and shift to freeways and arterials adjacent to cordon.
5. Jobs access decreases via auto, improves via transit.
6. Reductions in drive-alone rate and VMT, and increase in transit trips.
7. Cost to the region as a whole is low. Charge applies only to those entering the cordon.
8. Highest travel costs occur to people living outside, but near the cordon.

Metro Regional Congestion Pricing Study
DRAFT Summary of Key Findings 03/24/21

<p>ParkingA – higher charges to park</p> <ol style="list-style-type: none"> 1. ParkingA scenario charges for parking locations identified in the 2040 FC RTP. 2. Benefits and impacts are diluted when observed at a regional scale. Benefits are localized. 3. VMT, delay, and drive alone rates decrease, and job access increases for both auto and transit. There is a minor increase in daily transit trips. 4. Some reduction in auto volumes mainly near downtown Portland, due to drivers shifting modes or changing destinations. 5. Cost to region as a whole is low. Only drivers who park in areas with parking charges will pay. There are a range of charges from a low of \$0.16 per trip up to \$16.32 per trip. 	<p>ParkingB – much higher charges to park</p> <ol style="list-style-type: none"> 1. Same locations charged as ParkingA. Costs are doubled over 2040 FC RTP assumed costs for short-and long-term parking. 2. Benefits and impacts are diluted when observed at a regional scale. Benefits are localized. 3. VMT, delay, and drive alone rates decrease, and job access increases for both auto and transit. Daily transit trips increase 10%. 4. Some reduction in auto volumes mainly near downtown Portland and other employment centers, due to drivers shifting modes or changing destinations. 5. Cost to region as a whole is low. Only drivers who park in areas with parking charges will pay. There are a range of charges from a low of \$0.32 per trip up to \$32.60 per trip.
<p>RoadwayA – toll on highways</p> <ol style="list-style-type: none"> 1. Charges tolls on throughways (freeways and limited access roadways) at same rate as VMTC: \$03.12/mile. Other roadways are not charged. 2. Reduces VMT, drive alone rate, and emissions, and increases job access via auto. 3. Reduces delay on highways, but increases delay on arterials (traffic diverts onto arterials to avoid tolls). 4. Diversion onto arterials reduces access to jobs via transit, impacting lower wage workers and people in equity focus areas more than the region as a whole. 5. More region-wide travel costs than Parking or Cordon scenarios, with more travelers paying a charge. 6. People living near freeways are subject to more congestion on nearby arterials, but can benefit from faster trips on nearby tolled roads if they choose to pay. 	<p>RoadwayB – higher toll on highways</p> <ol style="list-style-type: none"> 1. RoadwayB doubles the toll of RoadwayA for travel on throughways to \$06.24/mile. 2. Reduces VMT, drive alone rate, and emissions, and increases job access via auto. 3. Largest reduction in delay on highways, but largest increase in delay on arterials (traffic diverts onto arterials to avoid tolls) for all scenarios. 4. Diversion onto arterials reduces access to jobs via transit even more than RoadwayA, impacting lower wage workers and people in equity focus areas more than the region as a whole. 5. Lower region-wide travel costs than RoadwayA despite a higher per-mile charge.

Metro Regional Congestion Pricing Study
DRAFT Summary of Key Findings 03/24/21

The table below shows a high-level summary of how well the eight modeled scenarios performed relative to the 2018 Regional Transportation Plan goals and metrics.

Table 1: DRAFT Summary Key Findings from Metro Regional Congestion Pricing Study

RTP Goal	Metrics	VMT B	VMT C	COR A	COR B	PARK A	PARK B	RD A	RD B
Congestion & Climate	Daily VMT	Green	Green	Light Green	Green	Light Green	Green	Light Green	Green
	Drive Alone Rate	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
	Daily Transit Trips	Light Green	Light Green	Light Green	Light Green	Light Green	Dark Green	Grey	Light Green
	2HR Freeway VHD	Dark Green	Dark Green	Orange	Orange	Light Green	Dark Green	Dark Green	Dark Green
	2HR Arterial VHD	Dark Green	Dark Green	Light Green	Light Green	Light Green	Dark Green	Orange	Dark Orange
Climate	Emissions	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
Equity	Job Access (Auto)	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
	Job Access (Transit)	Light Green	Light Green	Light Green	Light Green	Grey	Light Green	Grey	Light Green
Total Regional Travel Cost		Medium-High	High	Medium-Low	Medium-Low	Low	Low	Medium	Medium

Note: Green indicates better alignment with regional goals when compared to the Baseline Alternative. Definitions of metrics are on the next page.

Legend

Dark Green	Large Positive Change
Light Green	Moderate Positive Change
Very Light Green	Small Positive Change
Grey	Minimal Change
Light Orange	Small Negative Change
Dark Orange	Moderate Negative Change
Dark Red	Large Negative Change

*Positive and Negative refer to progress toward regional goals, and not to numerical values (i.e. a reduction in VMT is "positive")

All four types of pricing are shown to help address congestion and climate.

- All eight scenarios reduce the drive alone rate, vehicle miles traveled, and greenhouse gas and other emissions.
- All scenarios increase daily transit trips, except for Roadway A which results in minimal change.

Regional travel costs and individual traveler costs vary by scenario.

- VMT scenarios have the highest total regional travel costs, but costs are spread among many travelers.
- Cordon and parking scenarios have relatively high individual traveler costs, but lower regional travel costs.

Geographic distributions of benefits and costs vary by scenario. There are tradeoffs between benefits and costs.

- The VMT scenarios performed well on all metrics. However, total travel costs are highest for the region. At the same time, costs per traveler is not as high with charges applied to all miles driven.
- Parking scenarios also performed well on all metrics. However, costs would be higher for many individual parkers, especially in and around downtown.
- Cordon scenarios had mixed results with effects concentrated within the cordon and on arterials and freeways nearby. Traffic within the cordon improves, while congestion grows on roadways nearby as drivers avoid the charge.
- Roadway scenarios saw moderate to large negative changes in arterial delay, as well as minimal change to small negative change in Job Access via Transit. This appears to be the result of drivers avoiding the charge on the highways and diverting to arterial streets near the charged roadways.
- Roadway charges appear to have diminishing returns with higher charges leading to more congestion on arterials.
- Mapping to show benefits and costs can identify areas to focus investments or driver discounts to address concerns around equity and performance. Mapping can also illuminate impacts on Equity Focus Areas.

The results provided here ONLY show the effects of charging drivers under different scenarios; implementation of mitigations, discounts, or other changes to policies could result in changes to the performance of a scenario.

Metro Regional Congestion Pricing Study DRAFT Summary of Key Findings 03/24/21

Scenario modeling results were compared to results from Metro’s 2018 Regional Transportation Plan to determine approximate benchmarks to indicate positive or negative impacts for each metric. A legend that details the ranges for categorizing each metric is shown below, followed by descriptions of each metric.

Detailed Legend

Legend	Daily VMT	Drive Alone Rate	Job Access (Auto)	Job Access (Transit)	Daily Transit Trips	2HR Freeway VHD	2HR Arterial VHD	Emissions
Large Positive Change	-5% or more	-5% or more	10% or more	5% or more	10% or more	-10% or more	-10% or more	-5% or more
Moderate Positive Change	-2% to -5%	-2% to -5%	5% to 10%	2% to 5%	5% to 10%	-5% to -10%	-5% to -10%	-2% to -5%
Small Positive Change	-0.5% to -2%	-0.5% to -2%	1% to 5%	0.5% to 2%	1% to 5%	-1% to -5%	-1% to -5%	-0.5% to -2%
Minimal Change	0.5% to -0.5%	0.5% to -0.5%	1% to -1%	0.5% to -0.5%	1% to -1%	1% to -1%	1% to -1%	0.5% to -0.5%
Small Negative Change	0.5% to 2%	0.5% to 2%	-1% to -5%	-0.5% to -2%	-1% to -5%	1% to 5%	1% to 5%	0.5% to 2%
Moderate Negative Change	2% to 5%	2% to 5%	-5% to -10%	-2% to -5%	-5% to -10%	5% to 10%	5% to 10%	2% to 5%
Large Negative Change	5% or more	5% or more	-10% or more	-5% or more	-10% or more	10% or more	10% or more	5% or more

*Positive and Negative refer to progress toward regional goals, and not to numerical values (i.e. a reduction in VMT is “positive”)

Definitions of Performance Metrics:

Daily VMT: vehicle miles traveled (daily)

Drive Alone Rate: percentage of total daily trips undertaken by drivers without passengers

Daily Transit Trips: Number of total transit trips (daily)

2HR Freeway VHD: freeway vehicle hours of delay. The total time accrued by all vehicles traveling on model freeway links with volume-to-capacity ratio of over 0.9 during the PM peak

2HR Arterial VHD: arterial vehicle hours of delay. The total time accrued by all vehicles traveling on model arterial links with volume-to-capacity ratio of over 0.9 during the PM peak

Emissions: percent change in greenhouse gas and other emissions including: CO_{2e}, PM_{2.5}, PM₁₀, NO_x, and VOC, calculated using Metro’s Multi-Criteria Evaluation (MCE) tool, which estimates quantitative social return on investment of scenarios and applies emission rates derived from Metro’s application of EPA’s MOVES model to VMT of each scenario

Job Access (Auto): the number of jobs within 30 minutes by auto, averaged by TAZ and weighted by number of households

Job Access (Transit): the number of jobs within 45 minutes by transit, averaged by TAZ and weighted by number of households

Total Regional Travel Cost: the average weekday (2027) sum of all users’ cost to travel, including auto operating cost, tolls, parking charges, and transit fares, expressed in thousands of 2010\$

Metro Regional Congestion Pricing Study
DRAFT Summary of Key Findings 03/24/21

ⁱ **Equity Focus Areas:** locations identified as part of the 2018 RTP Equity analysis that include census tracts with high concentrations of people of color, people in poverty and people with limited English proficiency

Community	Geography Threshold
People of Color	The census tracts which are above the regional rate for people of color (28.6%) AND the census tract has twice (2x) the population density of the regional average (regional average is 1.1 person per acre).
People in Poverty	The census tracts which are above the regional rate for low-income households (28.5%) AND the census tract has twice (2x) the population density of the regional average (regional average is 1.1 person per acre).
People with Limited English Proficiency	The census tracts which are above the regional rate for limited English proficiency speakers (7.9%) AND the census tract has twice (2x) the population density of the regional average (regional average is .3 person per acre)

Source: Metro, 2018 RTP transportation equity work group

Agenda Item No. 4.1

Consideration of the Council Meeting Minutes for March 18, 2021 Meeting.

Consent Agenda

Metro Council Meeting
Thursday, April 15, 2021

Metro

*600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov*



Metro

Minutes

Thursday, March 18, 2021

2:00 PM

<https://zoom.us/j/615079992> or 888-475-4499 (toll free)

Council meeting

Call to Order and Roll Call

Present: 7 - Council President Lynn Peterson, Councilor Shirley Craddick, Councilor Bob Stacey, Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, and Councilor Gerritt Rosenthal

Public Communication

Council President Peterson opened up the Public Communication Portion of the meeting. Seeing none, Council President Peterson moved on to the Consent Agenda items.

Consent Agenda

A motion was made by Councilor Lewis, seconded by Councilor Gonzalez, to adopt items on the consent agenda. The motion carried unanimously.

Aye: 7 - Council President Peterson, Councilor Craddick, Councilor Stacey, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Councilor Rosenthal

Consideration of the Council Meeting Minutes for the February 25, 2021 Meeting.

Resolution No. 21-5159, For the Purpose of Amending Two Existing Projects to the Metropolitan Transportation Improvement Program (MTIP) Impacting Tualatin PRD and Washington County (FB21-07-FEB)

Resolution No. 21-5164, For the Purpose of Confirming the Appointment of RICARDO LOPEZ to the Investment Advisory Board

Resolutions

Resolution No. 21-5168, For the Purpose of Approving a Contract-Specific Special Procurement For On-Call Maintenance and Repair Fencing Services

Presenter(s): Gabi Schuster, Metro

Council President Peterson introduced Gabi Schuster to present Resolution No. 21-5168 and closed the Council

meeting and opened the review Metro local contract review board meeting. Schuster explained that based off of feedback from local small businesses, government contracting opportunities during Covid-19 could prove beneficial financially. This procurement contract would be available for 10 local firms.

Council Discussion

Councilor Rosenthal asked Ms. Schuster how many firms would qualify for this service.

Councilor Craddick asked Ms. Schuster about the limitations on this grant program.

Public Comment:

Seeing no public comment, Council President Peterson closed the public comment portion of this resolution.

A motion was made by Councilor Rosenthal, seconded by Councilor Stacey, that this Resolution was adopted.. The motion carried by the following vote:

Aye: 7 - Council President Peterson, Councilor Craddick, Councilor Stacey, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Councilor Rosenthal

Resolution No. 21-5157, For the Purpose of Authorizing Execution of an Intergovernmental Agreement with Home Forward for Implementation of the Metro Affordable Housing Bond Measure

Presenter(s): Emily Lieb, Metro

Council President Peterson introduced Emily Lieb to present Resolution No. 21-5157. Lieb reviewed the Affordable Housing Bond upcoming IGA with Home Forward and the recommendations from the Bond Oversight Committee.

Council Discussion

Councilor Rosenthal asked staff if the metric measuring process is included in the IGA with Home Forward.

Councilor Craddick thanked staff for their work and to explain the changes in some of HomeForward's goals.

Councilor Lewis asked staff to provide a summary on the oversight committee's discussion around their recommendations.

Councilor Nolan thanked staff for their work on this IGA and past IGA's through this Bond and expressed her support of this IGA. Furthermore, Councilor Nolan outlined areas of improvement on the Bond she would like to see.

Councilor Gonzalez asked staff to provide an overview of what regional collaboration to achieve coordination and sharing best practices looks like.

A motion was made by Councilor Craddick, seconded by Councilor Stacey, that this item be adopted. The motion passed by the following vote:

Aye: 7 - Council President Peterson, Councilor Craddick, Councilor Stacey, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Councilor Rosenthal

Chief Operating Officer Communication

Chief Operating Officer Marissa Madrigal shared that Metro is looking for a new Zoo director and reviewed the upcoming work sessions.

Additionally, she noted that Metro is thinking about no longer using incarcerated labor.

Councilor Communication

Councilor Craddick shared some updates from her JPACT meeting earlier that morning.

Adjourn

Seeing no further business, Council President Lynn Peterson adjourned the Metro Council work session at 2:50 p.m.

Respectfully submitted,

Pilar Karlin

Pilar Karlin, Council Policy Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MARCH 18, 2021

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
2.0	Testimony	03/18/21	Austin Brague Written Testimony	031821c-01
2.0	Testimony	03/18/21	Robert Liberty Written Testimony	031821c-02
4.2	PPT	03/18/21	Affordable Housing Bond	031821c-03

Agenda Item No. 4.2

Resolution No. 21-5170, For the Purpose of Authorizing Metro's Chief Operating Officer to Extend the Deadline for Filing Proposals for Mid-Cycle UGB Amendments Under Metro Code Section 3.07.1427

Consent Agenda

Metro Council Meeting
Thursday, April 15, 2021

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AUTHORIZING)	RESOLUTION NO. 21-5170
METRO’S CHIEF OPERATING OFFICER TO)	
EXTEND THE DEADLINE FOR FILING)	Introduced by Marissa Madrigal, Chief
PROPOSALS FOR MID-CYCLE UGB)	Operating Officer in concurrence with
AMENDMENTS UNDER METRO CODE)	Council President Lynn Peterson
SECTION 3.07.1427)	

WHEREAS, in 2017 the Oregon Legislature enacted ORS 197.299(5)-(6), authorizing Metro to consider proposals from cities for expansion of the urban growth boundary (UGB) for housing needs three years after Metro’s previous growth management decision, notwithstanding the usual six-year cycle established by ORS 197.299(1); and

WHEREAS, the Metro Council implemented this legislative authorization by adopting Metro Ordinance No. 17-1408, which amended the Metro Code to create procedures and criteria for Metro to review city proposals for “mid-cycle” UGB amendments; and

WHEREAS, under Metro Code 3.07.1427(b), the Metro Chief Operating Officer (COO) may accept proposals from cities for mid-cycle UGB amendments during the period that is between 24 and 30 months after the date of the Metro Council’s adoption of its most recent urban growth report (UGR) under ORS 197.296; and

WHEREAS, the Metro Council adopted the 2018 UGR on December 13, 2018, and the 30-month deadline for cities to submit proposals for mid-cycle UGB amendments is June 13, 2021; and

WHEREAS, the City of Tigard and the City of Sherwood have been working on proposals for mid-cycle UGB amendments but have encountered difficulties and delays in completing the necessary public engagement as a result of limitations caused by the COVID-19 pandemic; and

WHEREAS, on March 8, 2020 Governor Brown issued Executive Order No. 20-03, declaring a statewide state of emergency due to the COVID-19 outbreak in Oregon, which Order has since been extended six times and is currently in effect through May 2, 2021; and

WHEREAS, on April 23, 2020 the Metro Council adopted Resolution No. 20-5096, declaring a state of emergency in the Metro region as a result of the COVID-19 pandemic and delegating authority to the Metro COO to suspend, waive, or extend certain Metro administrative rules and Metro Code deadlines as a result of the pandemic; and

WHEREAS, due to the ongoing pandemic the Metro Council finds that it is reasonable to authorize the COO to extend the applicable Metro Code deadline for cities to submit mid-cycle UGB amendment proposals by six months; now therefore

BE IT RESOLVED that:

1. The Metro Council delegates to the Metro COO authority to extend the deadline in Metro Code 3.07.1427(b) for submittal of proposals for mid-cycle UGB amendments by six months, from June 13, 2021 to December 13, 2021.

ADOPTED by the Metro Council this ____ day of April 2021.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 21-5170, FOR THE PURPOSE OF
AUTHORIZING METRO'S CHIEF OPERATING OFFICER TO EXTEND THE DEADLINE
FOR FILING PROPOSALS FOR MID-CYCLE UGB AMENDMENTS UNDER METRO
CODE SECTION 3.07.1427

Date: April 5, 2021
Department: Office of Metro Attorney
Meeting Date: April 15, 2021

Prepared by: Roger Alfred
Senior Assistant Metro Attorney

ACTION REQUESTED

Adopt Resolution No. 21-5170, authorizing Metro's Chief Operating Officer (COO) to extend the deadline for cities to submit proposals for mid-cycle UGB amendments from June 13, 2021 to December 13, 2021.

BACKGROUND

At the conclusion of Metro's regional growth management analysis in 2015, the Metro Council determined that there was enough buildable land inside the existing UGB to accommodate projected growth for 20 years and the Council therefore adopted a decision that no UGB expansion was necessary. As part of that decision, and in response to concerns raised by stakeholder groups, the Metro Council directed Metro planning staff to prepare the next urban growth report in three years rather than six years as required by statute, and to "work with regional partners to explore possible improvements to the region's growth management process."

To that end, in 2016 Council President Tom Hughes convened the Urban Growth Readiness Task Force, comprised of elected officials and stakeholders from around the region, in order to consider and recommend possible improvements to Metro's growth management process. One of the resulting task force recommendations was to seek changes to state law in order to allow for "mid-cycle" UGB expansions of up to 1000 acres, based on specific city proposals for residential growth. In 2017 the Oregon Legislature added provisions to the statute that governs Metro's growth management process authorizing such mid-cycle amendments. Metro subsequently adopted new Metro Code sections 3.07.1427 and 3.07.1428 creating procedures and criteria for city mid-cycle proposals.

One of the applicable Metro Code procedures in section 3.07.1427(b) requires cities to submit mid-cycle proposals during the period that is between 24 and 30 months after the Metro Council's adoption of its most recent urban growth report (UGR). The Metro Council adopted the 2018 UGR and expanded the UGB by 2,100 acres on December 13, 2018, which makes the 30-month deadline for mid-cycle proposals June 13, 2021.

The City of Tigard and the City of Sherwood are working on proposals for mid-cycle UGB amendments in urban reserve areas adjacent to their cities and have encountered difficulties and delays in completing the necessary public engagement as a result of limitations caused by the COVID-19 pandemic. Recognizing challenges caused by the ongoing pandemic, this resolution would authorize the Metro COO to extend the 30-month deadline for submittal by any city by six months, making the new deadline December 13, 2021.

Adopting this extension would not change or otherwise affect the process or criteria by which any city proposals are evaluated by Metro. Specifically, any city submittal may only be approved by the Metro Council if the city provides sufficient evidence that there is additional need for the housing being proposed by the city beyond the need that was identified in the 2018 UGR and addressed by the related UGB expansion. As provided in sections 3.07.1430(h) and (i) of the Metro Code, city proposals will first be reviewed by Metro staff, and a recommendation will be made by the COO to the Metro Council; however, final action by the Metro Council on the COO recommendation is discretionary.

The Metro Council adopted a similar resolution on April 23, 2020. Resolution No. 20-5096 ratified the Declaration of Emergency in the Metro Region due to the COVID-19 pandemic issued by the Metro COO on April 2, 2020, and delegated authority to the COO to suspend, waive, or extend certain Metro administrative rules and Metro Code deadlines as a result of the pandemic. However, that resolution did not specifically authorize the Metro COO to extend the Metro Code deadline for submitting proposals for mid-cycle UGB amendments.

STAFF RECOMMENDATION

Staff recommends adoption of Resolution No. 21-5170.

Agenda Item No. 5.1

Metro Chief Operating Officer Acting as Budget Officer Presents the Proposed Fiscal Year 2021-22 Budget and Budget Message to the Metro Council, Acting as the Budget Committee

Presentations

Metro Council Meeting
Thursday, April 15, 2021



Office of the Metro Auditor

FY 2021-22 Proposed Budget



Mission

- Ensure Metro is accountable to the public
- Ensure Metro activities are transparent
- Improve the efficiency, effectiveness and quality of Metro services and activities

Accomplishments FY 2020-21

- Completed 3 audits
- Managed 22 reports to the Accountability Hotline
- Administered contract for the annual financial audit
- Recognized by the Association of Local Government Auditors for our article about auditing technology

Accomplishments FY 2020-21

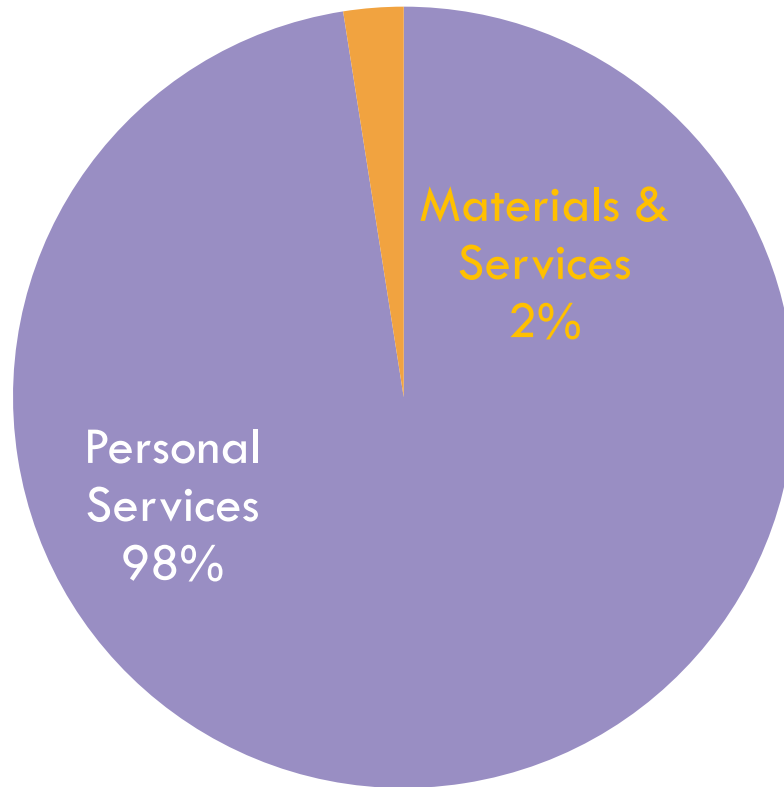


Audits completed

- ▣ Affordable Housing Bond (January 2021)
- ▣ Solid Waste Service Equity (March 2021)
- ▣ Supportive Housing Services (to be released May 2021)



Proposed FY2021-22 Budget





Comparison to Previous Years

	FY2019-20 Actual	FY2020-21 Adopted	FY2021-22 Proposed
Personnel	\$694,103	\$804,702	\$835,723
Materials & Services	\$18,888	\$21,253	\$21,253
TOTAL	\$712,991	\$825,955	\$856,976



Audits Underway:

- Diversity, Equity and Inclusion Program
- Emergency Management follow-up



Metro

FY2021-22 Proposed Budget

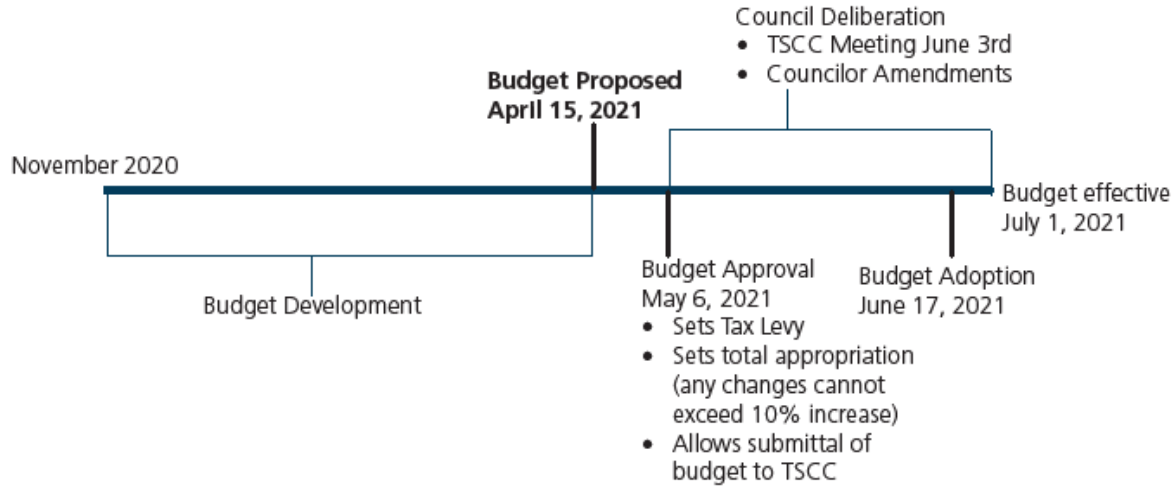
April 15th, 2021



Overview

- Budget Process
- Budget Message
- Budget Environment
- Office of the Metro Auditor
- Moving the Budget Forward
- Public Hearing

Budget Process



Budget Message themes

- Generally status quo budget
- Supporting employees
- New investments to aid regional recovery
- Continued focus on Metro's values

Strategic Framework

COMMITMENTS

Keep our promises and build back better



GUIDING PRINCIPLES

Racial justice

Climate justice and resiliency

Shared prosperity

HOW AND WHERE

The roles we play

Employer
Investor
Policy maker
Service provider
Influencer
Regional convener

Our service areas

Garbage and recycling
Visitor venues
Oregon Zoo
Parks and nature
Land use and transportation

Our programs

Affordable housing
Supportive housing
Parks and nature investments
Economic development
Diversity, equity and inclusion



Build back better

- Expanded and reimaged RID program
- Funding for Construction Careers Pathways program
- New staffing in Human Resources to support reopening

Keeping our promises

- Advancing Community Visions program in the Parks and Nature Bond
- Increasing capacity to support housing work
- Continued Investment & Innovation grant program

Budget Environment

Headwinds

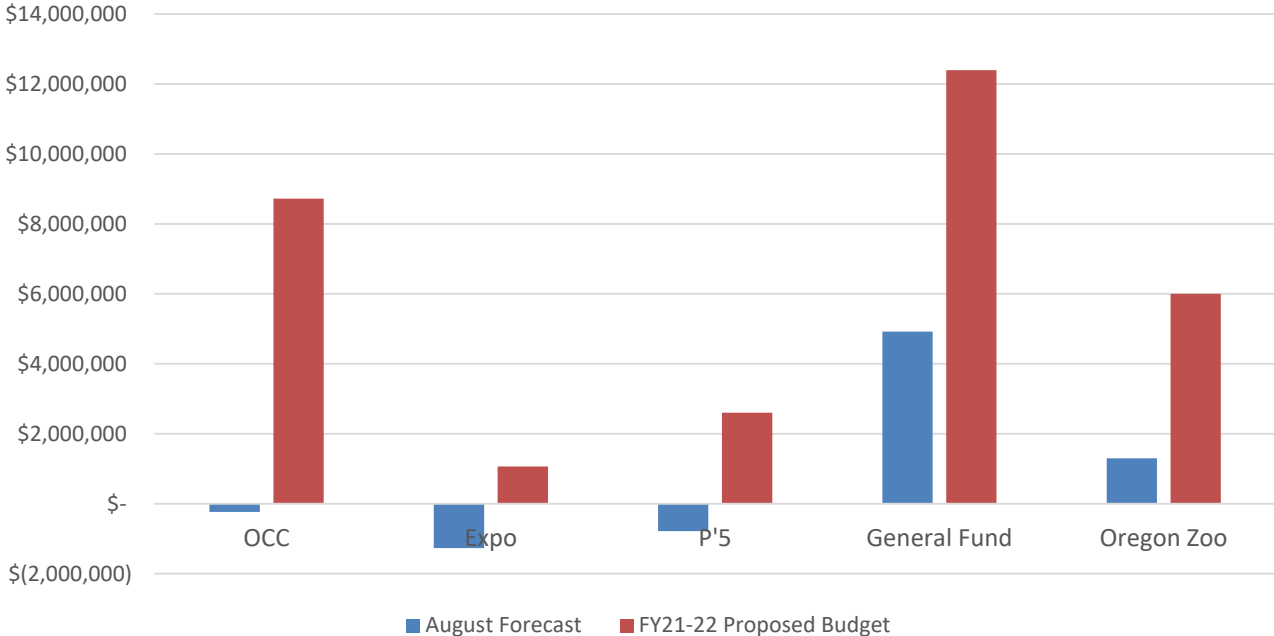
- Slow, uneven recovery in some areas
- Uncertainty

Tailwinds

- Voter-approved programs

A COVID-19 Year

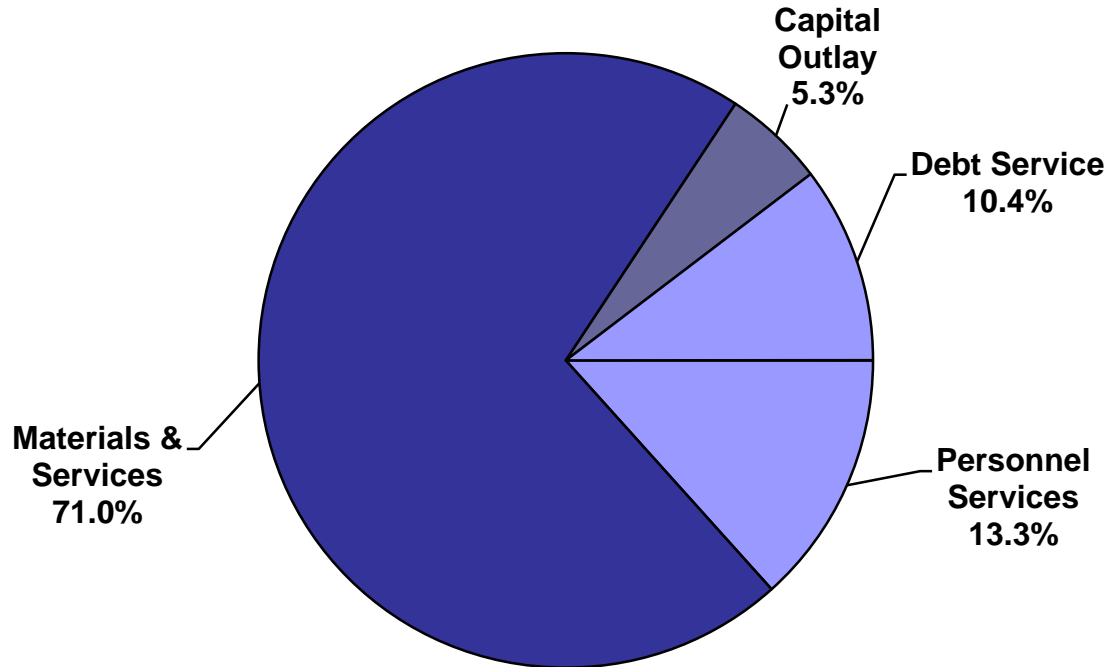
FY2021-22 Beginning Fund Balance Projections



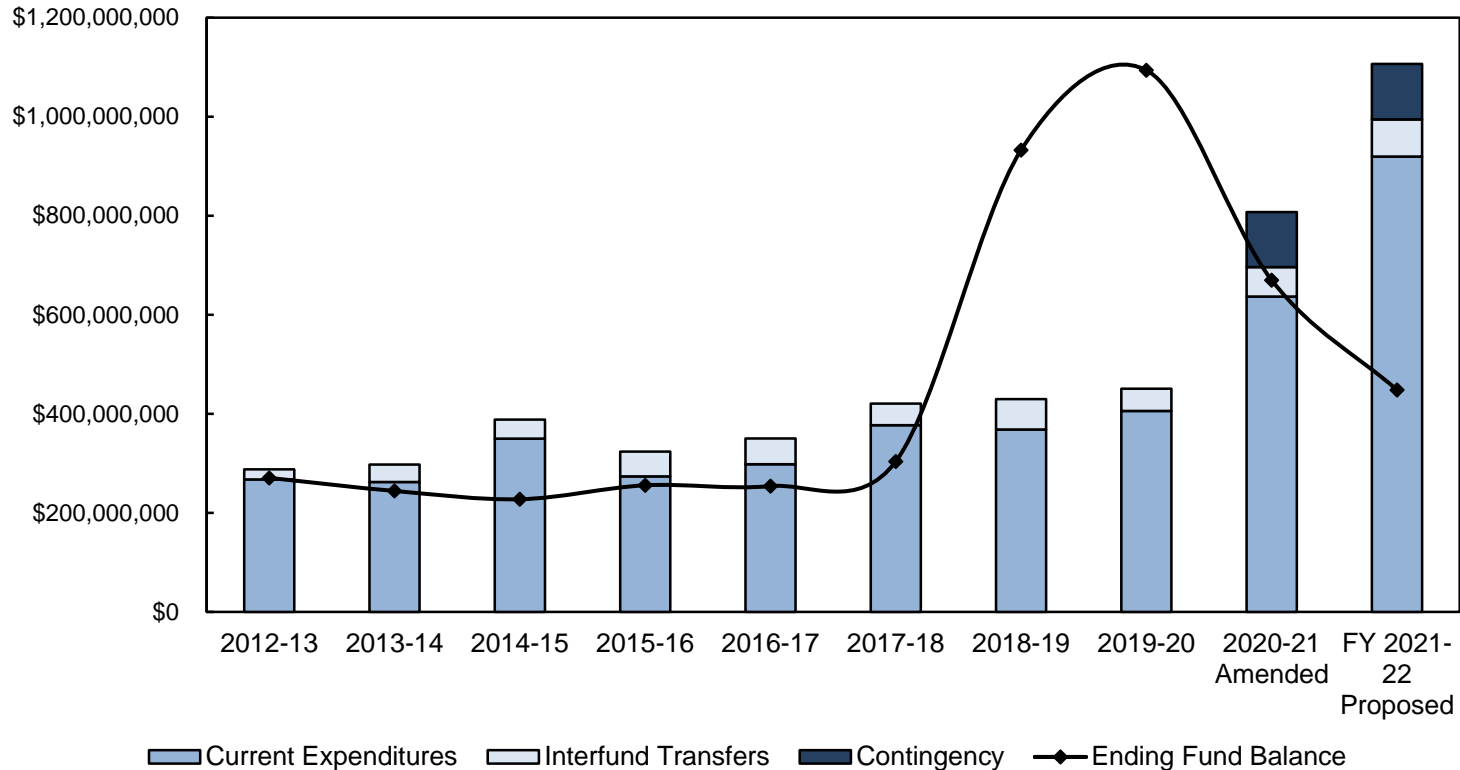
Budget by Fund

	FY 2020-21 Amended Budget	FY 2021-22 Proposed Budget	% Change
Operating Funds			
General Fund	139,100,000	164,100,000	18%
MERC Fund	52,900,000	58,900,000	11%
Oregon Zoo Operating Fund	42,900,000	44,800,000	4%
Parks and Nature Operating	31,000,000	31,800,000	3%
Solid Waste Revenue Fund	133,500,000	136,300,000	2%
Total Operating	\$399,400,000	\$435,900,000	9%
Bond/Capital Funds			
General Assets Management Fund	33,500,000	29,900,000	(11%)
Natural Areas Fund	12,700,000	6,100,000	(52%)
Open Spaces Fund	0	0	
Oregon Zoo Asset Management Fund	5,300,000	8,500,000	60%
Oregon Zoo Infrastructure Bond Fund	21,700,000	1,000,000	(95%)
Parks and Nature Bond Fund	190,500,000	202,700,000	6%
Total Bond/Capital	\$263,700,000	\$248,200,000	(6%)
Debt Service Funds			
General Obligation Bond Debt Service Fund	72,700,000	74,500,000	2%
General Revenue Bond Fund	10,500,000	10,500,000	0%
Total Debt Service	\$83,200,000	\$85,000,000	2%
Other Funds			
Affordable Housing Fund	670,500,000	573,500,000	(14%)
Cemetery Perpetual Care Fund	800,000	800,000	0%
Community Enhancement Fund	1,600,000	1,700,000	6%
Risk Management Fund	4,900,000	4,500,000	(8%)
Smith & Bybee Wetlands Fund	1,900,000	1,600,000	(16%)
Supportive Housing Services Fund	51,500,000	203,900,000	296%
Total Other	\$731,200,000	\$786,000,000	7%
Total All Funds	\$1,477,500,000	\$1,555,100,000	5%
FTE	951.86	970.66	2%

Category of Expense

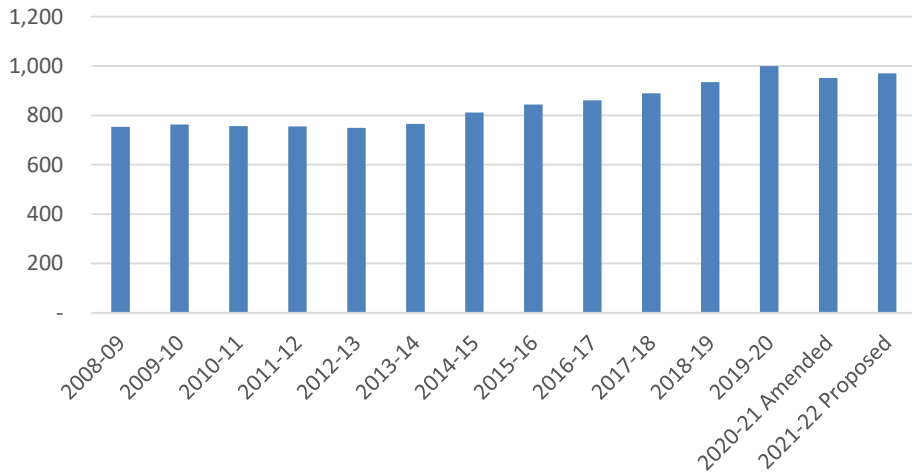


10-year expenditure history



10-year agency FTE history

Full-time

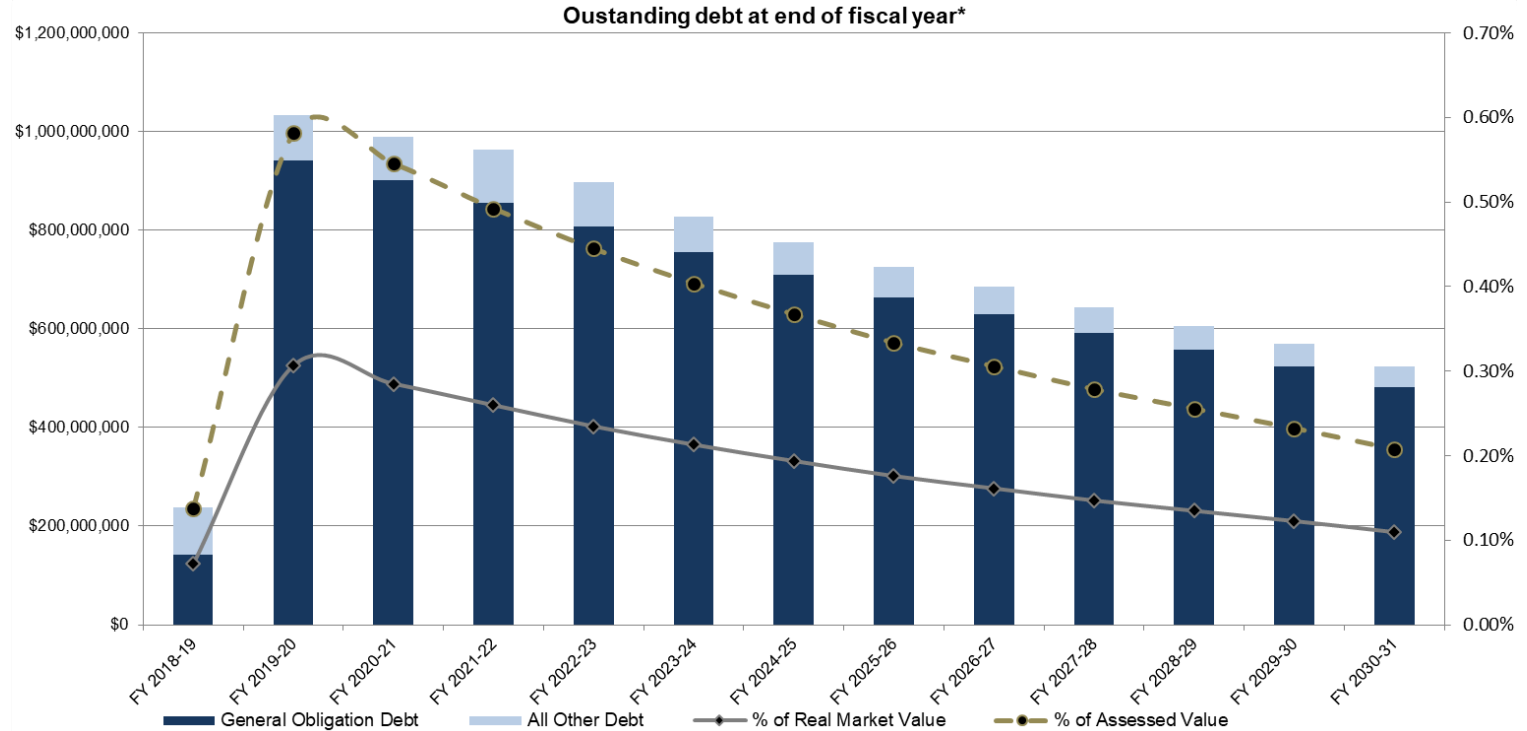


Variable-hour



Variable-hour employee data is based on actual headcount, so no data is available for next fiscal year at this point.

Debt service obligations



*Graph only includes outstanding debt for the next 10 year period. Current outstanding debt schedules extend until FY 2046-47 with a percent of Assessed Value of 0.21% or less and a percent of Real Market Value of 0.11% or less in the outlying fiscal periods.

Property tax levy

	Principal	Interest	Total
<i>General Obligation Bonds</i>			
Natural Areas 2012A Series	6,045,000	1,840,450.00	7,885,450
Natural Areas 2018 Series	1,835,000	533,250.00	2,368,250
Natural Areas 2020A Series	0	3,526,179.00	3,526,179
Natural Areas 2020B Series	16,330,000	1,089,915.00	17,419,915
Oregon Zoo Infrastructure 2012A Series	3,665,000	1,471,325.00	5,136,325
Oregon Zoo Infrastructure 2018 Series	815,000	374,750.00	1,189,750
Affordable Housing 2019 Series	16,160,000	20,773,729.00	36,933,729
	44,850,000	29,609,598	74,459,598

*Estimated debt service

Property Taxes	FY 2020-21 Amended Budget	FY 2021-22 Proposed Budget
Permanent Operating Rate <i>(per thousand)</i>	9.66¢	9.66¢
Parks and Natural Areas Local Option Levy <i>(per thousand)</i>	9.60¢	9.60¢
Debt service <i>(per thousand)</i>	41¢	39¢
Average homeowner <i>(\$250,000 assessed value)</i>	\$150	\$146

Office of the Metro Auditor

Next important dates

- May 6th – Approval of Proposed Budget
- June 3rd – Tax Supervising and Conservation Commission Public Hearing
- June 10th – Public Hearing, consideration of final budget amendments
- June 17th – Adoption of FY2021-22 Budget

Upcoming work sessions

- Department Presentations
 - April 20th – WPES
 - April 22nd – Planning and Development
 - April 27th – MERC Venues
 - April 29th – Oregon Zoo/Parks and Nature
 - May 4th – Central Services



Metro

Arts and events
Garbage and recycling
Land and transportation
Oregon Zoo
Parks and nature

oregonmetro.gov

Agenda Item No. 5.1.1

Resolution No. 21-5166, For the Purpose of Approving the FY 2021-22 Budget, Setting Property Tax Levies and Transmitting the Approved Budget to the Multnomah County Tax Supervising and Conservation Commission

Resolutions

Metro Council Meeting
Thursday, April 15, 2021

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE FY 2021-22 BUDGET, SETTING PROPERTY TAX LEVIES AND TRANSMITTING THE APPROVED BUDGET TO THE MULTNOMAH COUNTY TAX SUPERVISING AND CONSERVATION COMMISSION)

RESOLUTION NO 21-5166

Introduced by Lynn Peterson, Council President

WHEREAS, the Metro Council, convened as the Budget Committee, has reviewed the FY 2021-22 Proposed Budget; and

WHEREAS, the Council, convened as the Budget Committee, has conducted a public hearing on the FY 2021-22 Proposed Budget; and

WHEREAS, pursuant to Oregon Budget Law, the Council, convened as the Budget Committee, must approve the FY 2021-22 Budget, and said approved budget must be transmitted to the Multnomah County Tax Supervising and Conservation Commission for public hearing and review; now, therefore,

BE IT RESOLVED,

- 1. That the Proposed FY 2021-22 Budget by the Metro Council, convened as the Budget Committee, which is on file at the Metro offices, is hereby approved.
2. That property tax levies for FY 2021-22 are approved as follows:

SUMMARY OF AD VALOREM TAX LEVY

Table with 3 columns: Tax Category, Subject to the General Government Limitation, Excluded from the Limitation. Rows include Permanent Tax Rate, Local Option Tax Rate, and General Obligation Bond Levy.

3. That the Chief Operating Officer is hereby directed to submit the Approved FY 2021-22 Budget and Appropriations Schedule to the Multnomah County Tax Supervising and Conservation Commission for public hearing and review.

ADOPTED by the Metro Council this 6th day of May, 2021.

Lynn Peterson, Council President

APPROVED AS TO FORM:

Carrie MacLaren, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION # 21-5166 APPROVING THE FY 2021-22 BUDGET, SETTING PROPERTY TAX LEVIES AND TRANSMITTING THE APPROVED BUDGET TO THE MULTNOMAH COUNTY TAX SUPERVISING AND CONSERVATION COMMISSION

Date: 4.15.2021

Prepared by: Robin Briggs 503.797.1754

Department:
Council

Presenters:
Marissa Madrigal, Chief Operating Officer,
503.797.1541,

Finance and Regulatory Services

Marissa.Madrigal@oregonmetro.gov
Brian Kennedy, Chief Financial Officer,
503.797.1913,
Brian.Kennedy@oregonmetro.gov

Meeting date: 5.6.2021

Length: 60 minutes

ISSUE STATEMENT

Marissa Madrigal, Chief Operating Officer, acting as the Budget Officer, presented the FY 2021-22 Proposed Budget to the Metro Council, sitting as Budget Committee at the April 15, 2021 Council meeting. A public hearing was held where the Council, sitting as Budget Committee received testimony from interested members of the general public and agency stakeholders. No further action or vote was taken on the budget at that meeting.

ACTION REQUESTED

Council consideration and vote on Resolution #21-5166 approving the FY 2021-22 budget, setting property tax levies and transmitting the approved budget to the Multnomah County Tax Supervising and Conservation Commission

IDENTIFIED POLICY OUTCOMES

Compliance with Oregon Budget Law

POLICY QUESTION

Does the budget as proposed reflect Council policies and goals?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Council approval of the budget will meet one of the legal mandates established by Oregon Budget Law.

STAFF RECOMMENDATIONS

The Council President recommends adoption of Resolution 21-5166 approving the FY 2021-22 budget and authorizing the Chief Operating Officer to submit the approved budget to the Multnomah County Tax Supervising and Conservation Commission.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The FY 2020-21 Proposed Budget was released electronically to the Council on April 1, 2021 and presented by the Chief Operating Officer in her capacity as the Budget Officer to the Council sitting as Budget Committee on Thursday, April 15, 2021.

Known Opposition – None known at this time.

Legal Antecedents – The preparation, review and adoption of Metro’s annual budget is subject to the requirements of Oregon Budget Law, ORS Chapter 294. Oregon Revised Statutes 294.635 requires that Metro prepare and submit its approved budget to the Multnomah County Tax Supervising and Conservation Commission by May 15, 2021. The Commission will conduct a hearing on June 3, 2021 for the purpose of receiving information from the public regarding the Council’s approved budget. Following the hearing, the Commission will certify the budget to the Council for adoption and may provide recommendations to the Council regarding any aspect of the budget.

Anticipated Effects – Adoption of this resolution will set the maximum tax levies for FY 2021-22 and authorize the transmittal of the approved budget to the Multnomah County Tax Supervising and Conservation Commission.

Budget Impacts – The total amount of the proposed FY 2021-22 annual budget is \$1,555,058,670. Any changes approved by the Council at the time of approval will be incorporated into the budget prior to transmittal to the TSCC.

BACKGROUND

The actions taken by this resolution are the interim steps between initial proposal of the budget and final adoption of the budget in June. Oregon Budget Law requires that Metro approve and transmit its budget to the Multnomah County Tax Supervising and Conservation Commission (TSCC). Members of the TSCC are appointed by the Governor to supervise local government budgeting and taxing activities in Multnomah County. The TSCC will hold a virtual public hearing on Metro’s budget on Thursday, June 3, 2021 at 12:30 p.m. Following the meeting, the TSCC will provide a letter of certification for Metro’s budget. The Council’s adoption of the final FY 2021-22 budget is currently scheduled for Thursday, June 17, 2021.

Oregon Budget Law requires the Budget Committee of each local jurisdiction to set the property tax levies for the ensuing year at the time the budget is approved. Under budget law the Metro Council sits as the Budget Committee for this action. The tax levies must be summarized in the resolution that approves the budget and cannot be increased beyond this amount following approval. Metro’s levy for general obligation debt reflects actual debt service levies for all outstanding general obligation bonds. The levy authorization for FY 2021-22 also includes the renewed 5-year local option levy for Parks and Natural Areas support as well as the levy for Metro’s permanent tax rate for general operations.

ATTACHMENTS

Resolution #21-5166 - Approving the FY 2021-22 budget, setting property tax levies and transmitting the approved budget to the Multnomah County Tax Supervising and Conservation Commission.

Materials following this page were distributed at the meeting.

What's in a name?

The “Columbia River Crossing” and the
“Interstate Bridge Replacement” project.

Columbia River CROSSING

INTERSTATE 5
COLUMBIA RIVER CROSSING PROJECT



Final Environmental Impact Statement and Final Section 4(f) Evaluation

VOLUME 1 OF 2

SEPTEMBER 2011



The Columbia River Crossing “CRC” project was terminated in 2012 but has been revived as the “Interstate Bridge Replacement” project, which proposes to use the same purpose and need statement and the same NEPA Record of Decision as the Columbia River Crossing project.

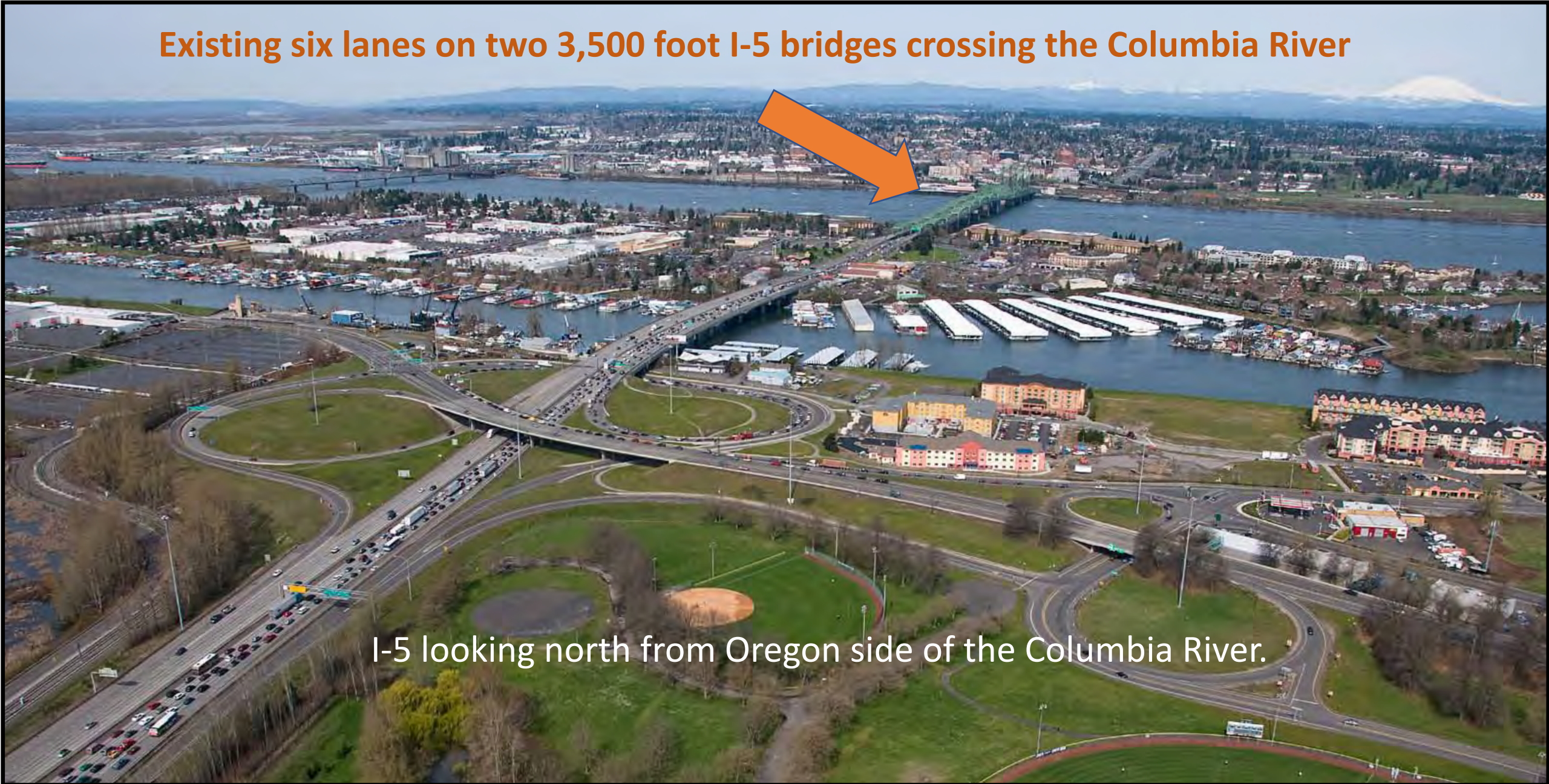
The upper range of the preliminary cost estimate for the IBR project is \$4.8 billion.

Initial Version of CRC Preferred Alternative

• Demolish existing bridges	\$90 million
• New bridge over Columbia River	<u>\$900 million</u>
<i>Columbia River bridges subtotal</i>	<i>\$990 million</i>
• Oregon I-5 freeway investments Hayden Island rebuild and ramps, Marine Drive interchange	\$1 billion
• Extend light rail to Vancouver	\$850 million
• Washington I-5 freeway investments widening, interchanges at SR 500, Fourth Plain, Mill Plain, SR 14	\$770 million
TOTAL	\$3.6 billion

Under the guise of replacing aging interstate bridges crossing the Columbia River between Oregon and Washington, the “Columbia River Crossing” included \$1.77 billion in new interchange and improvements and freeway widening, shown in the following images.

Existing six lanes on two 3,500 foot I-5 bridges crossing the Columbia River



I-5 looking north from Oregon side of the Columbia River.

16-lanes south and north of two new bridges (ten lanes total) over the Columbia River.



Rendering is for discussion purposes only and is subject to change. -08/04/08

Hayden Island Oregon

I-5 Bridges



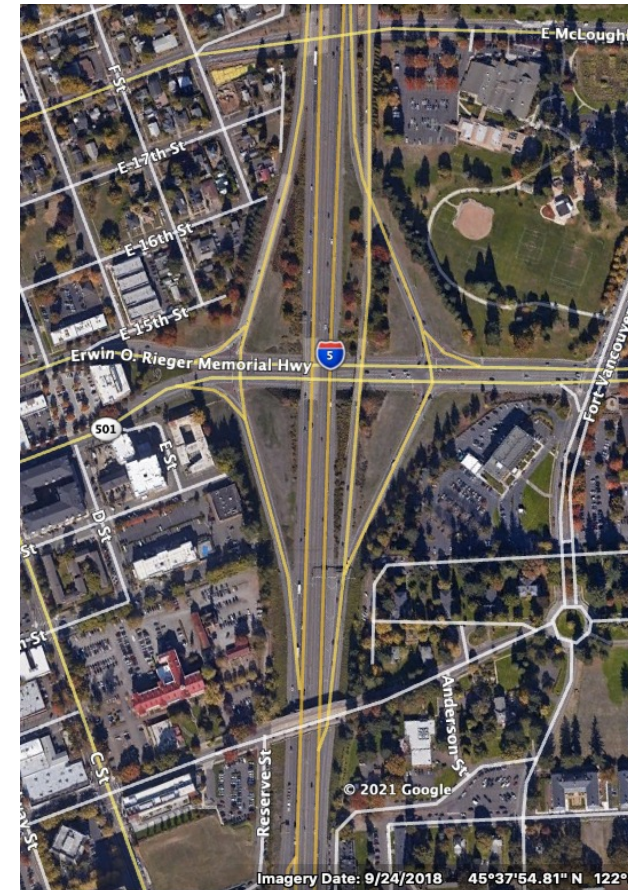
The CRC would widen I-5 to 16-lanes at Evergreen Boulevard near downtown Vancouver Washington, 0.6 mile north of the bridges.

Exhibit 2.2-13

Mill Plain Boulevard Interchange Improvements



Dimensions are approximate.



Today (2018)

METRO COUNCIL

Presentation Worksheet

PRESENTATION DATE: April 15, 2021

LENGTH: 40 minutes

PRESENTATION TITLE: Regional Congestion Pricing Study Findings

DEPARTMENT: Planning and Development

PRESENTER(S): Margi Bradway, Deputy Director
Elizabeth Mros-O'Hara, Investment Areas Project Manager

PRESENTATION PURPOSE & DESIRED OUTCOMES

- Purpose: To provide an update on Regional Congestion Pricing Study (RCPS) technical analysis findings and prepare Metro Council for the upcoming RCPS Expert Review Panel.
- Outcome: Metro Council will be familiar with the congestion pricing technical findings and can provide input on areas they would like the Expert Review Panel to address.

TOPIC BACKGROUND & FRAMING THE DISCUSSION

RECENT BACKGROUND – CURRENT CONGESTION PRICING EFFORTS

Background

The RCPS is evaluating the performance of different pricing concepts by testing a series of modeling scenarios and documenting research, memos, and feedback from experts in the field. The study is evaluating congestion pricing as a tool to accomplish the four primary transportation regional priorities identified in the 2018 Regional Transportation Plan (RTP): addressing climate, managing congestion, getting to Vision Zero (safety), and reducing disparities (equity).

Project Goal: *To understand how our region could use congestion pricing to manage traffic demand to meet climate goals without adversely impacting safety or equity.*

The study is evaluating four different pricing concepts:

- Cordon: charges drivers to enter and sometimes to drive within a defined boundary
- Vehicle Miles Traveled/Road User Charge: a charges drivers based on how many miles are traveled by auto
- Roadway: a charges drivers to use a specific roadway or specific roadways
- Parking: charges drivers to park in specific areas

This analysis will provide a foundational understanding of how congestion pricing tools could perform with our region's land use and transportation system. Study results will be combined with research and analysis around implementation and equity considerations. The goal is to inform policy makers and provide a common data foundation for existing and future pricing projects in our region. The RCPS is looking to answer:

- What are the most effective pricing tools?
- What are the effects and impacts of different tools?
- How could these tools perform in our region?

RCPS Coordination with Portland, ODOT, and Regional Partners

The Metro RCPS is coordinating with two other congestion pricing efforts currently underway in our region - one led by ODOT and the other by the City of Portland. The ODOT project is focused on

tolling bottlenecks on Interstate 5 (I-5) and Interstate 205 (I-205) as required by the House Bill (HB) 2017 legislative mandate. The City of Portland's Pricing Options for Equitable Mobility (POEM) is focused on improving equity through the use of pricing and other tools on facilities within the city and that are under Portland's jurisdiction. The City of Portland's efforts include transportation network companies (TNC) regulation, parking fees, and repurposing the uses of Portland street rights-of-way.

Metro staff is relying on TPAC as the project's technical committee and has had three work sessions with them. In addition, the RCPS team has engaged JPACT and other regional partners desiring updates, and three equity-focused groups Metro's Committee on Racial Equity (CORE), Portland's Pricing Options for Equitable Mobility (POEM) Community Task Force, and ODOT's Equity and Mobility Advisory Committee (EMAC).

RCPS KEY FINDINGS

On February 25, 2021, Metro staff conducted a TPAC workshop focusing on project findings from modeling scenarios designed to test the congestion pricing tools. Materials from that meeting are included as attachments. **Attachment 1: TPAC Regional Congestion Pricing Study – Workshop #3 Memorandum** provides a definition of the scenarios tested and big picture findings.

Context

The RCPS findings are based on outcomes from modeled scenarios that have **not** been adjusted to address concerns revealed by the modeled outcomes for the scenarios. The study scenarios provide a general assessment of performance without taking into account the potential for discounted charges for key groups or targeting of revenue investment to address areas of concern that arise from the analysis. Equity of a pricing program is largely determined by three things:

1. who is receiving the benefit of more reliable/better travel options,
2. who is being charged and how much, and
3. where and how the revenues are invested.

Any actual project proposed would be expected to address issues around congestion, safety, climate, and equity—considering targeted discounts, project design, and/or funding investments that address concerns.

RCPS Big Picture Findings

All four types of pricing are shown to help address congestion and climate priorities.

- All eight scenarios reduce the drive alone rate, vehicle miles traveled, and greenhouse gas emissions.
- All scenarios increase daily transit trips. (Roadway A has a minimal increase.).

Overall regional transportation costs and individual traveler costs vary by scenario.

- All eight scenarios increase the overall cost for travel for the region, but some scenarios spread the costs widely while others concentrate them on fewer travelers. Those that spread the costs also have the highest overall cost for travel in the region.

Geographic distribution of benefits and costs varies by scenario.

- Roadway scenarios reduce delay on freeways, but increase delay on arterials relative to the Base Scenario.
- Corridor scenarios create delay around the perimeter of the cordon boundaries with drivers avoiding paying the charge.
- Distribution of benefits and costs have implications for where fee discounts and investments from revenues should be targeted.

There are tradeoffs for implementing pricing scenarios.

- Vehicle miles traveled scenarios have positive results for all eight summary metrics for congestion, climate, and equity, but also had the highest overall travel costs for the region. However, the costs are spread widely as they are shared by all drivers.

Attachment 2: RCPS Summary of Key Findings describes in greater detail how the scenarios performed relative to the Base Scenario on eight performance measures.

NEXT STEPS

Independent Expert Review

Metro staff and our consultant team have assembled an independent Expert Review Panel that will review our project methods and findings and provide additional insights gleaned from their work in North America and Europe. See **Attachment 3: RCPS Expert Review Panel Flyer**. Metro Council and JPACT members will have the opportunity to ask questions of the panelists.

Meetings and Finalizing Reports and Memos

Staff will incorporate feedback from the Metro Council, TPAC, JPACT, and the Expert Review Panel and three equity groups- Metro’s Committee on Racial Equity (CORE), the City of Portland’s Pricing Options for Equitable Mobility (POEM) Community Task Force, and ODOT’s Equity and Mobility Advisory Committee (EMAC). Draft and final reports will be shared with the TPAC, JPACT, and Metro Council in June/July. Metro Council will be asked to adopt by resolution the findings in the final report in addition to policy recommendations to be further developed in the 2023 Regional Transportation Plan.

Regional Congestion Pricing Technical Study Schedule

Activity	Timeframe
Create draft findings memorandum- include feedback from TPAC Workshop, Equity Groups, and research from consultant team and staff	April/May 2021
Share draft findings with regional leadership <ul style="list-style-type: none"> • Metro Council Briefing • JPACT Briefing 	April 15, 2021
Expert Review Panel Discussion Congestion pricing experts with experience on pricing projects in different parts of the world weigh in on our findings and provide insights from work done elsewhere	April 22, 2021
Revise/incorporate feedback and create final analysis report with feedback from TPAC, JPACT, and Metro Council. Return to TPAC, JPACT, and Metro Council with results for discussion: <ul style="list-style-type: none"> • TPAC presentation --June 4, 2021 • JPACT presentation-- June 17 ,2021 Metro Council accepts the report--June 24, 2021	May - June 2021
Release final pricing analysis report	June/July 2021

QUESTIONS FOR COUNCIL CONSIDERATION

- Does Council have questions about the analysis and findings?
- Are there key areas that Council would like the Expert Review Panel weigh in on?
- Does Council see other opportunities for incorporating these findings into Metro’s work?

PACKET MATERIALS

- Would legislation be required for Council action Yes No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today?
 - Attachment 1: TPAC Workshop #3 Memorandum
 - Attachment 2: RCPS Summary of Key Findings
 - Attachment 3: Congestion Pricing Expert Panel Flyer



Metro

Regional Congestion Pricing Study

Metro Council Presentation

April 15, 2021

Agenda

- Study Update
- Review Technical Findings for Pricing Scenarios
 - High Level Findings, Costs and Benefits
- Expert Review Panel on 4/22
- Schedule and Next Steps

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:

- Inform future discussions on implementing congestion pricing and policy recommendations
 - *Informing ODOT and PBOT efforts*
- Outline next steps for evaluation and further study

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

Key Performance Measures

- Vehicle Miles Traveled (VMT)
- Percent of people using different modes
- Accessibility to Jobs – Transit + Auto
- Vehicle Delay
- Emissions
- Cost - *total cost of travel for the region and cost per traveler paying a charge*

The Four Families of Tools We Considered

- Focus on 4 tools with multiple possible program designs
- Provide assessment of overall value, not a recommendation



VEHICLE MILES TRAVELED FEE (Road User Charge)

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)



ROADWAY PRICING

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



PARKING PRICING

Drivers pay to park in certain areas

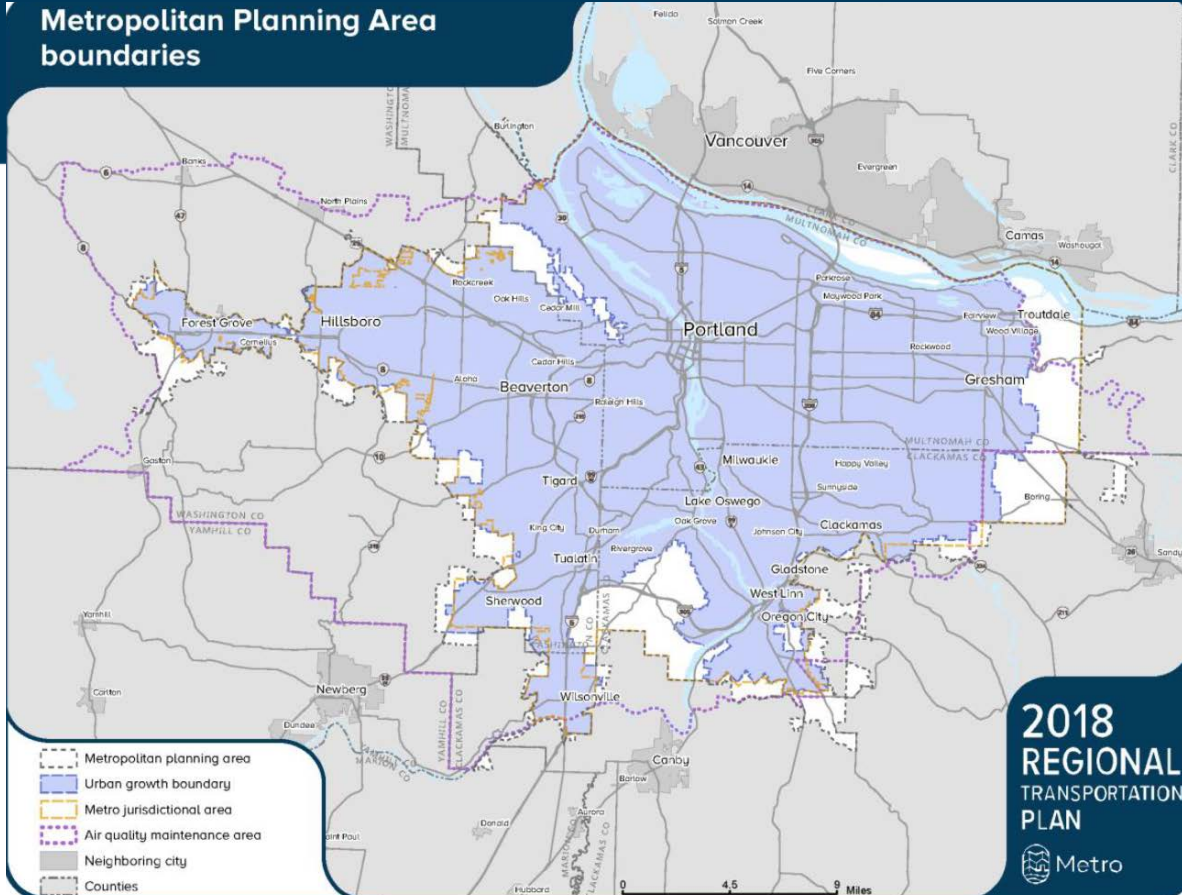
Summary of Scenarios

Scenario	Pricing Charge	Type of Charge	Additional Details
VMT B	\$0.0685/mile	Charge per mile driven	32% increase over Baseline Scenario
VMT C	\$0.132/mile	Charge per mile driven	Charge is approximately doubled compared to VMT B; 63% increase over Baseline Scenario
COR A	\$5.63	Charge to enter cordon area	Higher end of price range based on other cities
COR B	\$5.63	Charge to enter cordon area	Higher end of price range based on other cities; cordon boundaries are larger compared to Cordon A
PARK A	Varies	Charge to park vehicle	Parking assumptions drawn from 2018 RTP's 2040 Financially Constrained scenario
PARK B	Varies	Charge to park vehicle	Parking assumptions are doubled compared to Parking A
RD A	\$0.132/mile	Charge per mile driven on highways	Charge on highways equivalent to the VMT C per mile charge
RD B	\$0.264/mile	Charge per mile driven on highways	Charge on highways is doubled compared to Roadway A

- 8 scenarios (two from each family)
- Charges assessed within MPA boundaries only (in \$2010)
- Compare effects of different types of charges and amount charged

VMT Scenarios

Metropolitan Planning Area boundaries

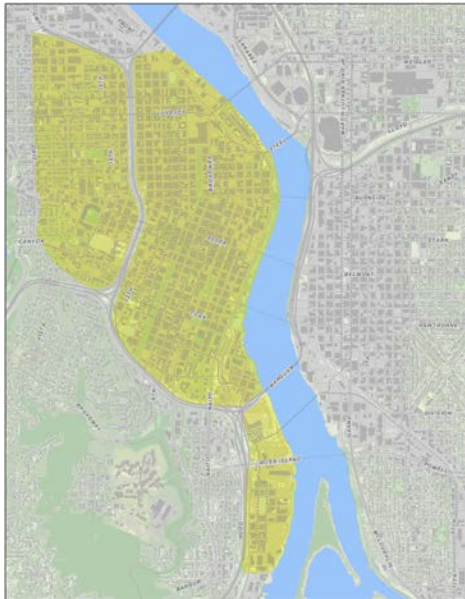


- Charges assessed within MPA boundaries for each mile driven for VMT B and VMT C

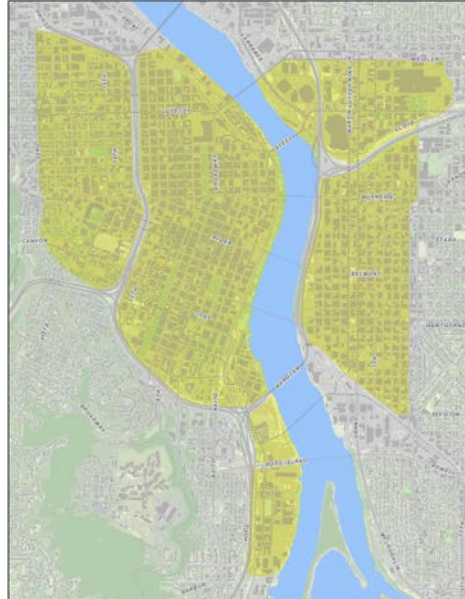
Cordon Scenarios

DRAFT

Cordon A

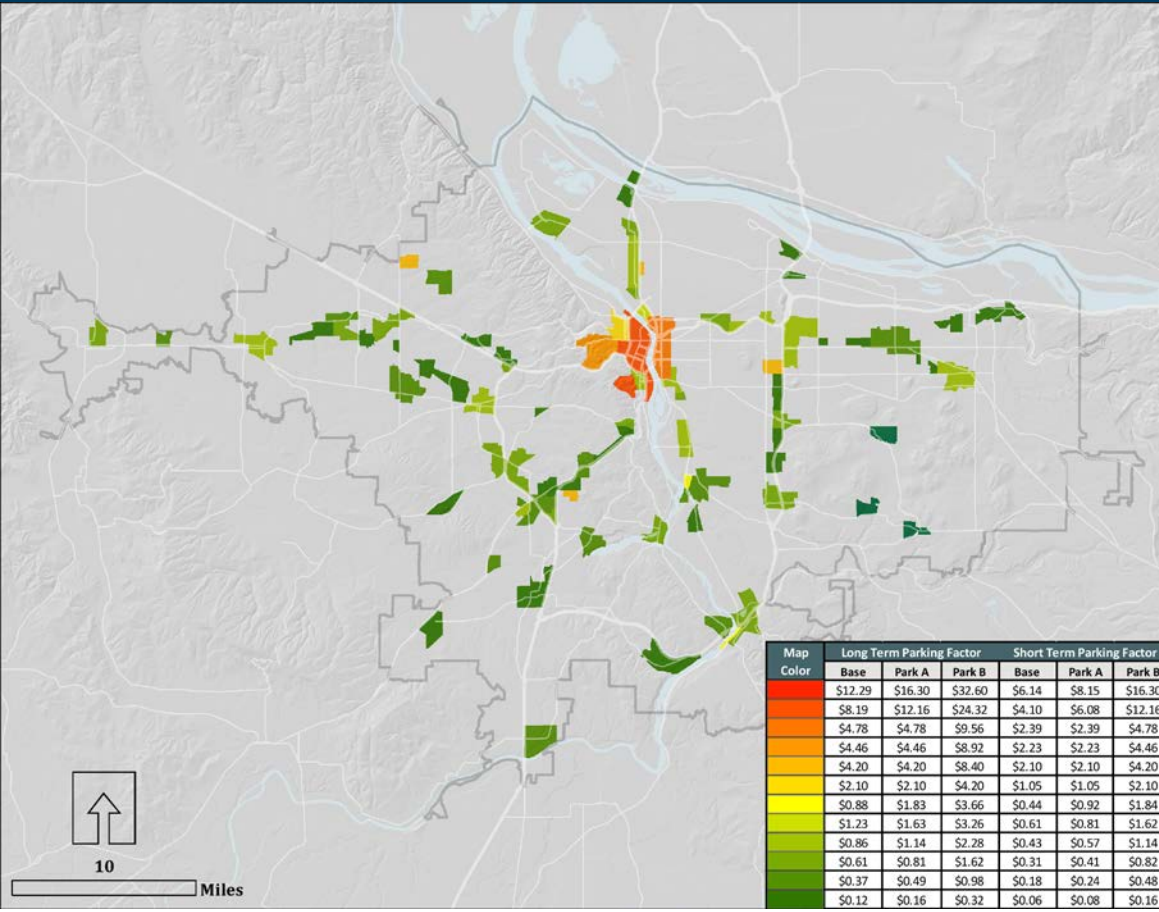


Cordon B



- Cordon A encompasses downtown Portland, South Waterfront, portions of NW Portland
- Cordon B expands to include Lloyd District and CEID
- Travel through the cordons on freeways/highways (i.e. I-5/I-405, or US-26 to Ross Island Bridge) are not charged

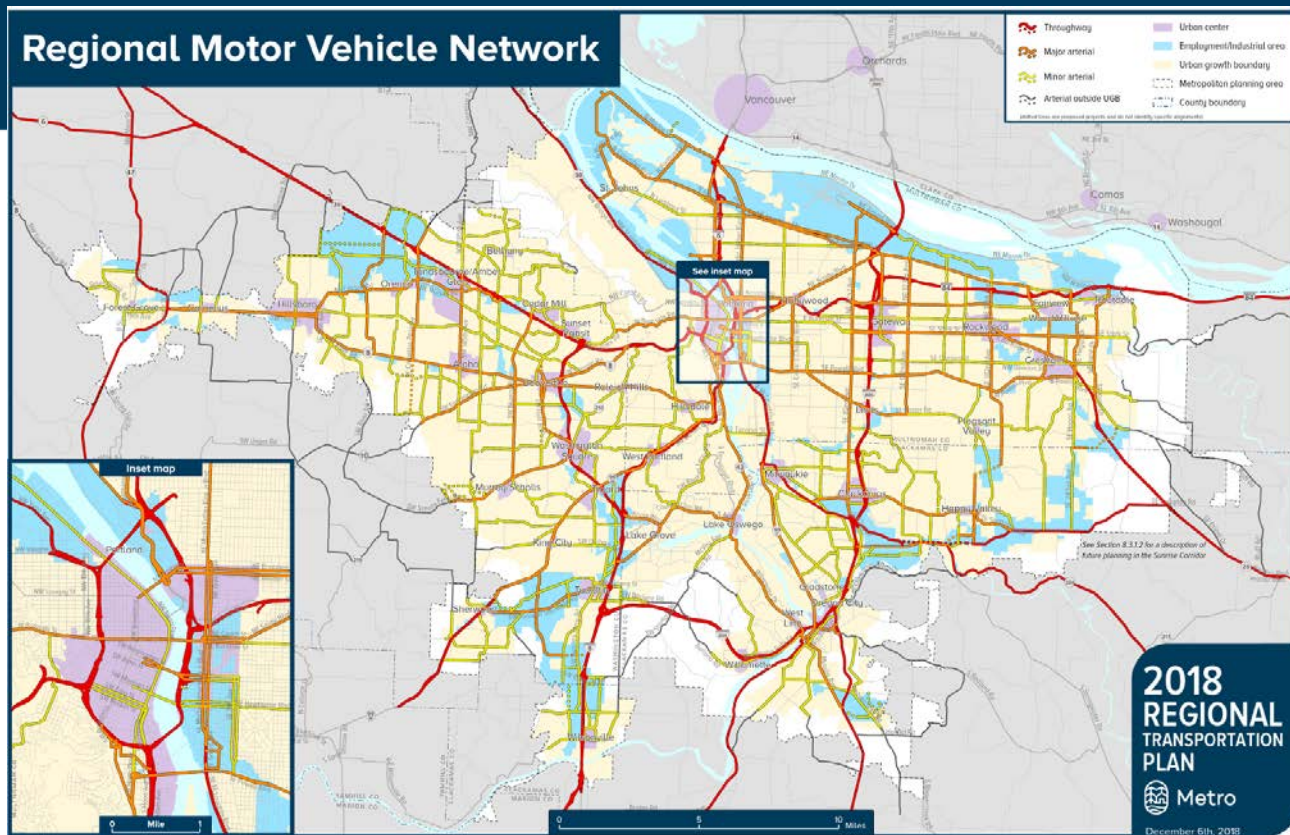
Parking Scenarios



- Parking A and B do not include changes to parking charges outside of MPA boundaries
- Parking B is double the charge of Parking A
- Rates in Vancouver remain at 2027 Base level

Roadway Scenarios

DRAFT



- All throughways (shown in red) within MPA boundaries are charged in Roadway A and Roadway B
- Roadway A charges the same rate as VMT C, while Roadway B doubles that rate

Summary of Scenario Performance

- All four pricing types **addressed climate** and **congestion** priorities.
- **All eight scenarios** reduced the drive alone rate, vehicle miles traveled, and emissions, while increasing daily transit trips.
- Geographic distributions of **benefits and costs varied** by scenario.
- There were **tradeoffs** for implementing pricing scenarios.

High-Level Findings from Modeling

RTP Goal	Metrics	VMT B	VMT C	COR A	COR B	PARK A	PARK B	RD A	RD B
Congestion & Climate	Daily VMT	Large Positive Change	Moderate Positive Change	Small Positive Change	Moderate Positive Change	Small Positive Change	Moderate Positive Change	Small Positive Change	Moderate Positive Change
	Drive Alone Rate	Small Positive Change	Moderate Positive Change	Minimal Change	Moderate Positive Change	Minimal Change	Moderate Positive Change	Minimal Change	Small Positive Change
	Daily Transit Trips	Small Positive Change	Moderate Positive Change	Moderate Positive Change	Moderate Positive Change	Minimal Change	Moderate Positive Change	Minimal Change	Small Positive Change
	2HR Freeway VHD	Moderate Positive Change	Moderate Positive Change	Small Negative Change	Moderate Positive Change	Moderate Positive Change	Moderate Positive Change	Moderate Positive Change	Moderate Positive Change
	2HR Arterial VHD	Moderate Positive Change	Moderate Positive Change	Small Negative Change	Moderate Positive Change	Moderate Positive Change	Moderate Positive Change	Moderate Positive Change	Moderate Negative Change
Climate	Emissions	Small Positive Change	Moderate Positive Change	Small Positive Change	Moderate Positive Change	Small Positive Change	Moderate Positive Change	Small Positive Change	Moderate Positive Change
Equity	Job Access (Auto)	Small Positive Change	Moderate Positive Change	Small Negative Change	Moderate Positive Change	Minimal Change	Moderate Positive Change	Minimal Change	Small Positive Change
	Job Access (Transit)	Small Positive Change	Moderate Positive Change	Small Negative Change	Moderate Positive Change	Minimal Change	Moderate Positive Change	Minimal Change	Small Positive Change
Total Regional Travel Cost		Medium-High	High	Medium-Low	Medium-Low	Low	Low	Medium	Medium

Note: Green indicates better alignment with regional goals when compared to the Base scenario.

- VMT and Parking scenarios show the most positive changes, no negative changes
- Cordon and Roadway scenarios see some increases in delay and reductions in job access
- These results are before any discounts/exemptions, reinvestment of revenues, or iterations of program design

Legend	
Large Positive Change	[Dark Green]
Moderate Positive Change	[Medium Green]
Small Positive Change	[Light Green]
Minimal Change	[Grey]
Small Negative Change	[Light Orange]
Moderate Negative Change	[Medium Orange]
Large Negative Change	[Dark Orange]

*Positive and Negative refer to progress toward regional goals, and not to numerical values (i.e. a reduction in VMT is "positive")

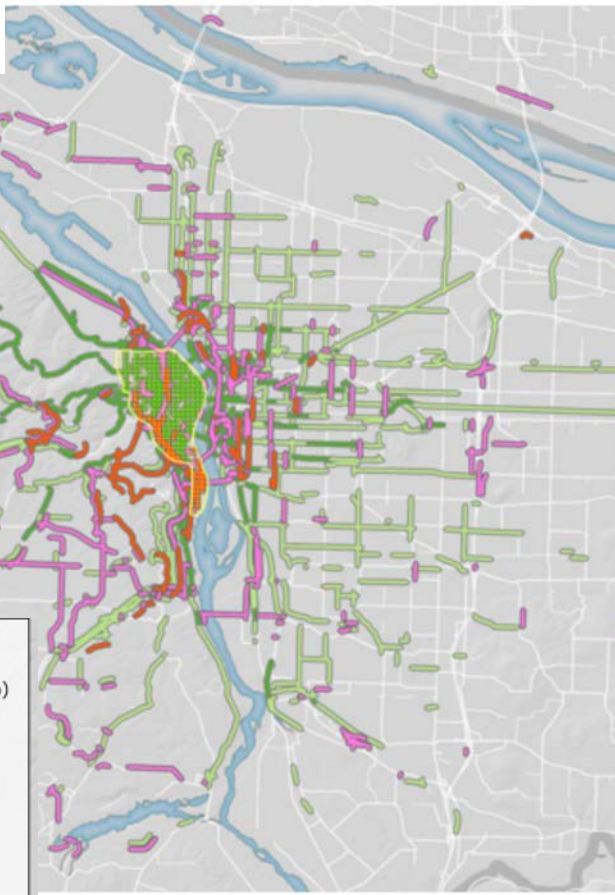
Summary of Cost Impacts

- All eight scenarios increase the overall cost for travel for the region, but some scenarios distribute the costs widely while others concentrate them on fewer travelers. Those that distribute the costs also have the highest overall cost for the region.
- Overall regional transportation costs and individual traveler costs vary by scenario.
- Distribution of costs and benefits have implications for where fee discounts and revenues could be targeted.

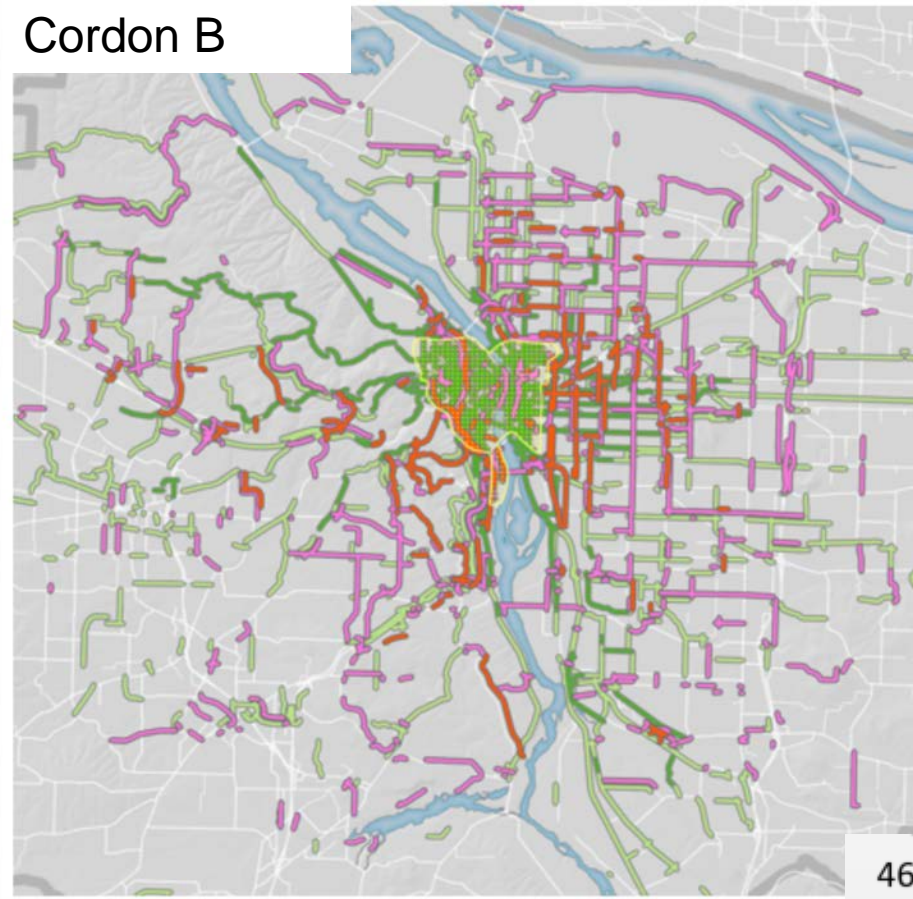
Change in Volumes Compared to Base (2-hr PM Peak)

DRAFT

Cordon A



Cordon B



Percent Change in 2027 PM Peak Vehicle Volumes Compared to Base Scenario: Roadway A

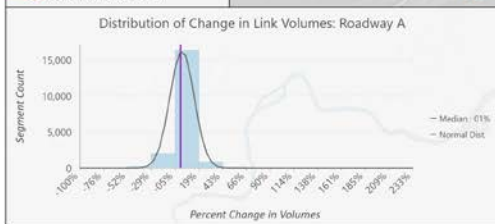
DISCUSSION DRAFT

Roadway A

Volumes drop across the freeway network as drivers divert to arterials to avoid charge.

Most arterials near freeways see an increase in volumes.

- Large reduction (<-25%)
- Moderate reduction (-25% to -5%)
- Little change (-5% to 5%)
- Moderate increase (5% to 25%)
- Large increase (>25%)



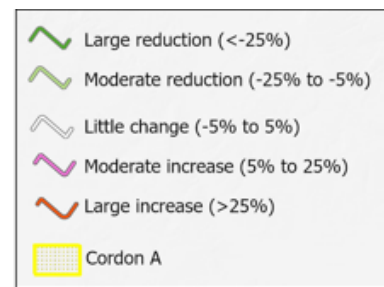
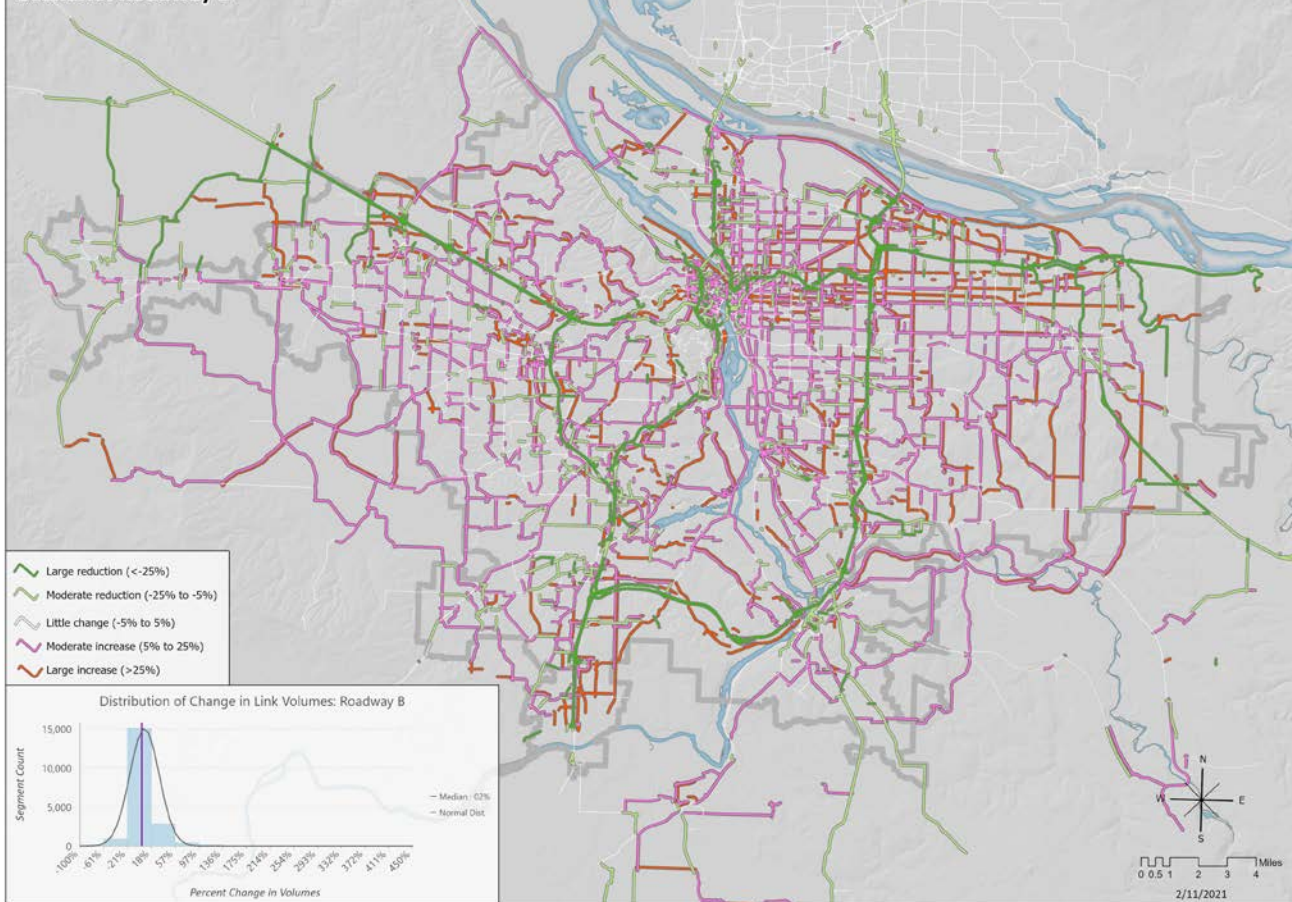
- Large reduction (<-25%)
 - Moderate reduction (-25% to -5%)
 - Little change (-5% to 5%)
 - Moderate increase (5% to 25%)
 - Large increase (>25%)
- Grid icon Cordon A

Percent Change in 2027 PM Peak Vehicle Volumes Compared to Base Scenario: Roadway B

DISCUSSION DRAFT

Roadway B

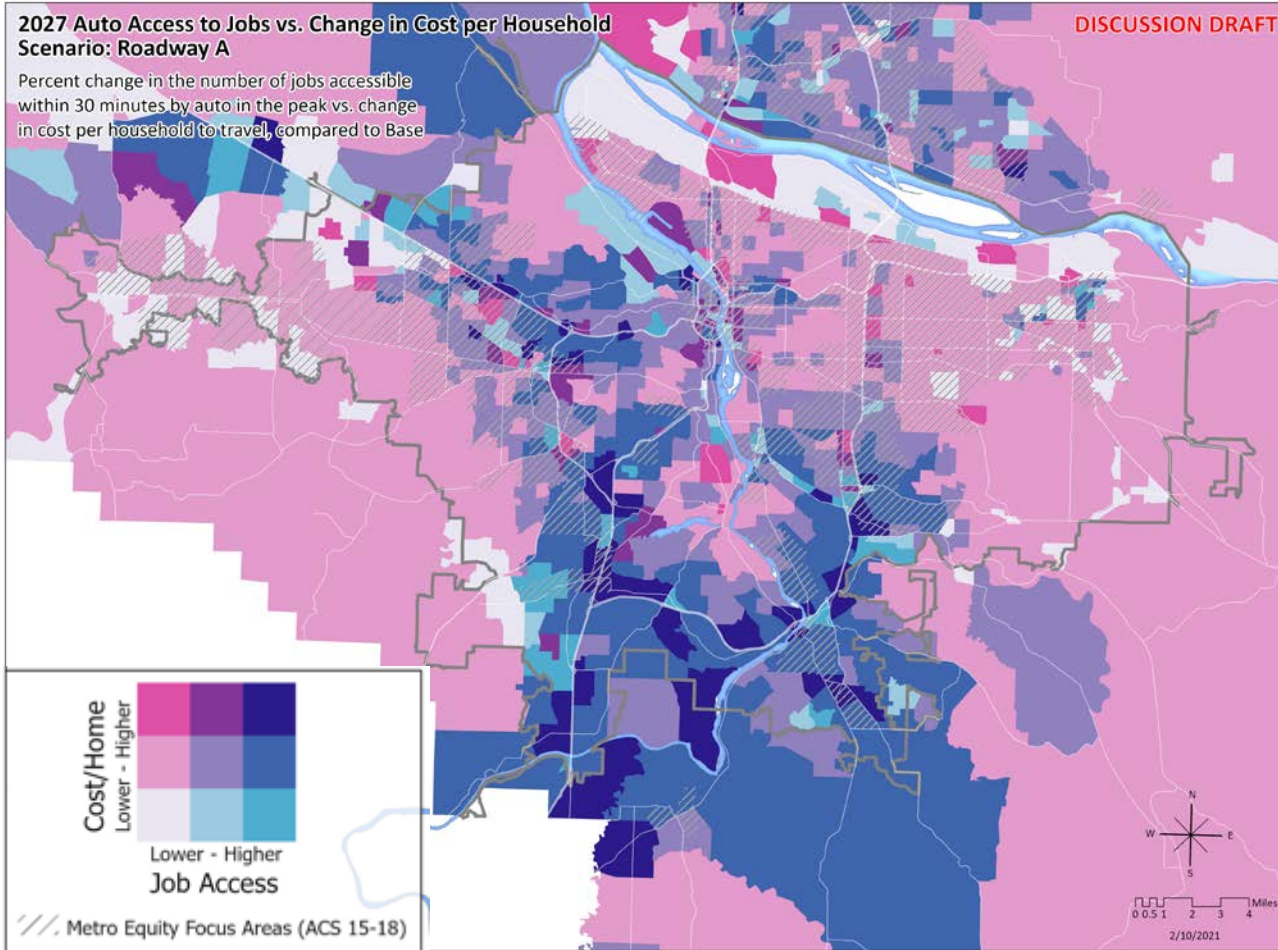
Changes are magnified with Roadway B, with more arterials seeing volume increases, and freeways seeing increasingly lower volumes.



2027 Auto Access to Jobs vs. Change in Cost per Household
Scenario: Roadway A

DISCUSSION DRAFT

Percent change in the number of jobs accessible within 30 minutes by auto in the peak vs. change in cost per household to travel, compared to Base



RD A

With RD A, many areas near freeways see increased job access by auto along with higher costs to travel, but the negative impacts in outer areas are prominent.

High-Level Findings from Modeling

RTP Goal	Metrics	VMT B	VMT C	COR A	COR B	PARK A	PARK B	RD A	RD B
Congestion & Climate	Daily VMT	Green	Dark Green	Light Green	Green	Light Green	Green	Light Green	Dark Green
	Drive Alone Rate	Light Green	Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
	Daily Transit Trips	Green	Green	Light Green	Green	Light Green	Dark Green	Grey	Light Green
	2HR Freeway VHD	Dark Green	Dark Green	Orange	Orange	Green	Dark Green	Dark Green	Dark Green
	2HR Arterial VHD	Dark Green	Dark Green	Light Orange	Light Orange	Green	Dark Green	Orange	Dark Orange
Climate	Emissions	Green	Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
Equity	Job Access (Auto)	Light Green	Green	Light Orange	Light Orange	Light Green	Light Green	Light Green	Light Green
	Job Access (Transit)	Light Green	Green	Light Green	Light Green	Grey	Light Green	Grey	Light Orange
Total Regional Travel Cost		Medium-High	High	Medium-Low	Medium-Low	Low	Low	Medium	Medium

Note: Green indicates better alignment with regional goals when compared to the Base scenario.

Legend	
Dark Green	Large Positive Change
Green	Moderate Positive Change
Light Green	Small Positive Change
Grey	Minimal Change
Light Orange	Small Negative Change
Orange	Moderate Negative Change
Dark Orange	Large Negative Change

*Positive and Negative refer to progress toward regional goals, and not to numerical values (i.e. a reduction in VMT is “positive”)

Expert Review Panel - April 22, 2021



Jennifer Wieland - moderator

Managing Director. Expert in congestion pricing and equity-focused studies

NelsonWygaard



Daniel Firth

Transport and Urban Planning Director; Congestion pricing leader in London, Stockholm and Vancouver

C40



Sam Schwartz

Founder and CEO; Father of NYC congestion pricing

Sam Schwartz Transportation Consultants



Rachel Hiatt

Assistant Deputy Director for Planning; Project manager of the Downtown Congestion Pricing Study

San Francisco County Transportation Authority



Christopher Tomlinson

Executive Director; Expert in political, policy and legal aspects of tolling

*State Road and Tollway Authority, Georgia
Regional Transportation Authority,
Atlanta-region Transit Link Authority*



Clarrissa Cabansagan

Director of Programs; National leader in transportation policy and mobility justice

TransForm

Expert Review Panel

- Provide input on our methods and technical findings
- Share insights gained from their work
 - Atlanta, San Francisco, New York, Seattle, Vancouver, Stockholm, and London among other locations
 - Technical, implementation, and equity considerations
- Discussion and Q & A
 - Moderated discussion
 - Opportunity for Metro Council and JPACT to ask questions

Expert Panel Discussion

Given our technical findings and knowing the report will include further equity and implementation considerations...

- What would you would like to hear from the panel?
- Key questions or areas for discussion?

Next Steps – Incorporating Feedback

Incorporate feedback from Expert Review Panel, Metro Council and JPACT. Combine findings with additional information on equity and implementation considerations.

Regional Congestion Pricing Report

- How well do the different tools perform for our region?
- Are there are areas of concern? Areas that should be studied further?
- Considerations for policy makers and projects going forward?

Next Steps

- Expert Review Panel – April 22
- TPAC and MPAC– June 2021
- JPACT final report in June 17, 2021
- Metro Council June and July 2021
 - June - Work Session on final report
 - July - Metro Council Meeting with a Resolution accepting the final report

Regional Congestion Pricing Study

Thank you for
your feedback!

Elizabeth.Mros-OHara@oregonmetro.gov