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

Metro Policy Advisory Committee (MPAC) agenda

Wednesday, May 26, 2021 **5:00 PM** **https://zoom.us/j/95889916633**

1. Call To Order, Declaration of a Quorum & Introductions (5:00 PM)

Please note: To limit the spread of COVID-19, Metro Regional Center is now closed to the public. 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/95889916633 or by calling +1 669 900 6128 or +1 877 853 5257 (Toll Free)

If you wish to attend the meeting, but do not have the ability to attend by phone or computer, please contact the Legislative Coordinator at least 24 hours before the noticed meeting time by phone at 503-797-1916 or email at legislativecoordinator@oregonmetro.gov.

2. Public Communication on Agenda Items (5:05 PM)

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 4:00 pm on Tuesday, May 25 will be provided to the committee 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. Council Update (5:10 PM)

4. Committee Member Communication (5:15 PM)

5. Consent Agenda (5:20)

5.1 Consideration of the April 28, 2021, MPAC Minutes COM 20-0441

6. Information/Discussion Items (5:25 PM)

6.1 Update on 2018 UGB Expansion Areas and impact on supply of housing land (5:25 PM)

Presenter(s): Brian Martin, Beaverton
Michael Weston, King City
Daniel Pauly, Wilsonville
Colin Cooper, Hillsboro

6.2 Congestion Pricing Update (6:25 PM) COM 20-0442

Presenter(s): Alex Oreschak, Metro

Attachments: MPAC Worksheet
Regional Congestion Pricing Summary Brochure
TPAC Workshop #3 Memorandum
Regional Congestion Pricing Study Expert Panel Summary
MPAC Summary of Key Findings

7. Adjourn (7:00 PM)

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536.Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at www.trimet.org.

Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong www.oregonmetro.gov/civilrights. Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights. або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

Metro 的不歧視公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站www.oregonmetro.gov/civilrights。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullan dadweyne, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqo ka hor kullanka si loo tixgaliyo codsashadaada.

Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수www.oregonmetro.gov/civilrights. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

Metroの差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、www.oregonmetro.gov/civilrights。までお電話ください公開会議で言語通訳を必要とされる方は、Metroがご要請に対応できるよう、公開会議の5営業日前までに503-797-1700（平日午前8時～午後5時）までお電話ください。

សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

إشعار بعدم التمييز من Metro

تحترم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءاً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang www.oregonmetro.gov/civilrights. Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a www.oregonmetro.gov/civilrights . Si necesita asistencia con el idioma, llame al 503-797-1700 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте www.oregonmetro.gov/civilrights. Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwm ua ntej ntawm lub rooj sib tham.

February 2017

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

2021 MPAC Work Program

As of 4/29/21

Items in italics are tentative

March 24, 2021 • MPAC 101, Work plan intro, and discussion of topics (Elissa, Ted; 40 minutes) • Community Placemaking Update(Dana Lucero, Metro; 30 min)	**April 28, 2021** • Regional Mobility Policy Update (Kim Ellis, Metro; 40 min) • Parks and Nature Bond Refinement (Beth Cohen, Metro;)
May 26, 2021 • Update on 2018 UGB Expansion Areas and impact on supply of housing land (Various jurisdictional staff; 60 min) • Congestion Pricing Update (Alex Oreschak, Metro; 60 min)	**June 23, 2021** • *Breaking Down Barriers to Affordable Housing Panel (Various Panelists; 60 min)* • *Housing Needs Analysis Discussion (45 min)*
July 28, 2021 • *Housing Bond update & Affordable Housing Discussion* • *Supportive Housing Services Update* • *Legislative Update (10 min)*	**August 25, 2021- *Cancelled*** ***Metro Council on Recess***
September 22, 2021 • Regional Mobility Policy Update (Kim Ellis, Metro) • 2040 Planning and Development grantee highlights (TBD grant recipients)	**October 27, 2021** • Metro code updates to facilitate city and county compliance with HB 2001 Middle Housing requirements (Tim O'Brien or Ted Reid, Metro)
November 24, 2021- *Cancelled*	**December 8, 2021**

Parking Lot:

- Housing/SHS progress report
  - Regional affordable housing implementation (share/brainstorm/discussion)
  - Housing Panel counties and cities
- New transfers station sites
  - Larger conversation of regional solid waste
- Engagement during a pandemic

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

- Parks bond progress report
- Expo Development Opportunity Study and regional venues
- Employment land
- Census – likely for December
- Transportation funding
- Growth Trends (Ted will schedule)

5.1 Consideration of the April 28, 2021 MPAC Minutes

Consent Agenda

Metro Policy Advisor Committee
Wednesday, May 26, 2021

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

METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes
April 28, 2021

MEMBERS PRESENT	AFFILIATION
Carmen Rubio	City of Portland
Christine Lewis	Metro Council
Gerritt Rosenthal	Metro Council
Bob Stacey	Metro Council
Joe Buck	City of Lake Oswego, Largest City in Clackamas County
Gordon Hovies	Tualatin Valley Fire & Rescue, Special Districts in Washington County
Linda Glover	City of Vancouver
Peter Truax	City of Forest Grove, Other Cities in Washington County
Lacey Beaty	City of Beaverton, Second Largest City in Washington County
Steve Callaway	City of Hillsboro, Largest City in Washington County
Kathy Hyzy	City of Milawaukie, Clackamas County
Mark Watson	Hillsboro School District Board of Directors, Governing Body of a School District
Rachel Lyles Smith	City of Oregon City, Second Largest City in Clackamas County
Don Trotter	Clackamas County Fire District #1, Special Districts in Clackamas County
Temple Lentz	Clark County
Vince Jones-Dixon	City of Gresham, Second Largest City in Multnomah County
Ed Gronke	Citizen of Clackamas County
Terri Preeg Riggsby	West Multnomah Soil & Water Conservation District, Special Districts in Multnomah County
Kathy Wai	TriMet
Elizabeth Kennedy-Wong	Port of Portland

MEMBERS EXCUSED	AFFILIATION
Ted Wheeler	City of Portland
Brian Cooper	City of Fairview, Other Cities in Multnomah County
Jim Rue	Oregon Department of Land Conservation and Development
Brian Hodson	City of Canby, City in Clackamas County outside UGB
James Fage	City of North Plains, City in Washington County outside UGB
Martha Schrader	Clackamas County
Luis Nava	Citizen of Washington County
Susheela Jayapal	Multnomah County

ALTERNATES PRESENT	AFFILIATION
Pam Treece	Washington County
Brett Sherman	City of Happy Valley, Other Cities in Clackamas County
Kate Mohr	City of King City, Other Cities in Washington County

OTHERS PRESENT: Adam Barber, Anthony Martin, Carol Chesarek, Colin Cooepr, David Berniker, Erik Hesse, Jaime Huff, Jaimy Stasny, Jean Senechal Biggs, Jeff Gudman, Jeff Owen, Katherine Kelly, Kelsey Lewis, Megan McKibben, Jules Walters, Mona Schwatz, Nick Fortey, Tom Armstrong

STAFF: Roger Alfred, Jaye Cromwell, Connor Ayers, Kim Ellis, John Blasher, Marcia Sinclair, Beth Cohen, Elissa Gertler, Anne Buzzini, Ramona Perrault

1. **CALL TO ORDER, INTRODUCTIONS, CHAIR COMMUNICATIONS**

Chair Steve Callaway called the virtual meeting to order at 5:03 PM.

2. **PUBLIC COMMUNICATIONS ON AGENDA ITEMS**

There were none.

3. **COUNCIL UPDATE**

Councilor Bob Stacey gave the Metro update. He informed MPAC members that Metro is partnering with Greater Portland Inc. to release a draft comprehensive economic development strategy in early May for a 30 day comment period. The plan is to be posted on the Metro website. The plan focuses on equity, resilience, and strong economic growth. He also gave an update on Supportive Housing Services. Three counties are in the process of submitting implementation plans for approval. Multnomah and Washington County's plans have been reviewed and recommended for approval by the oversight committee. Councilor Stacey reported that the Housing Bond oversight committee is preparing its first annual report and is preparing to come to the Metro Council in late May. He noted that Metro has begun to allocate Regional Flexible Funds. He concluded that the RID Patrol is working hard to clean up dumped garbage on public property. He noted that Metro is working to expand the RID Patrol and is working with community members to improve it.

4. **COMMITTEE MEMBER COMMUNICATIONS**

Councilor Vince Jones-Dixon thanked Councilor Stacey for rethinking the approach to RID Patrol and working to provide employment to those who were formerly incarcerated.

Mayor Joe Buck asked if there is a law stopping Metro from paying fair wages to incarcerated labor.

Councilor Christine Lewis clarified that the use of incarcerated labor was on a contract basis, so Metro did not control the wages that were paid. She noted that without the extra management of inmate labor, the cost of not using them is about the same.

Chair Callaway thanked Metro for providing use of the convention center for vaccinations.

5. **CONSENT AGENDA**

MOTION: Commissioner Terri Preeg Riggsby moved to adopt the consent agenda. Commissioner Carmen Rubio seconded the motion.

ACTION: With all in favor, motion passed.

6. INFORMATION/DISCUSSION ITEMS

6.1 Regional Mobility Policy Update

Chair Callaway introduced the item by explaining that Metro and ODOT have been working to decide how "mobility" is defined in the region. This item is an opportunity for MPAC members to provide input. He introduced Metro Staff Kim Ellis and ODOT Staff Glen Bolen to present on the subject.

Key points from the presentations included:

Ms. Ellis noted that they are looking for feedback from MPAC members on potential elements of an updated mobility policy and approaches to measuring mobility. The project comes from the Regional Transportation Plan developed in 2018, which guides planning and design of roadways throughout the Portland metro area. She explained that the project will result in a recommended amendment to the RTP and Oregon Highway Plan.

Ms. Ellis stated that the current measure of mobility uses volume to capacity ratio, which affects decisions at local and state level. Concept plans are developed with this in mind. She noted it is also relevant to operational level. Ms. Ellis recognized that the mobility policy affects many areas but that this project focuses mostly on the system plan level and plan amendment level. She shared the overall project timeline, including what has been done and what will be done in the future. The goal is to complete the work by next March. She clarified that any new policy would not be final until it is adopted as part of the RTP and as part of ODOT's highway plan.

Ms. Ellis explained that the 2040 Growth Concept is being used as the foundation. Under state law transportation plans must demonstrate adequacy to serve planned land uses. The updated mobility policy must advance 2040 goals as well as improve equity, safety, climate, and congestion goals. She noted that the Oregon Transportation Commission had adopted strategic action plan priorities of equity, a modern transportation system, and sufficient and reliable funding that align with and will be advanced through the project.

She gave an overview of other research that has been done which is included in fact sheets that provide examples of how the research has been applied. Key themes and observations from that work are included in a three page summary for members. Ms.

Ellis noted that the region has pursued a multi-modal transportation approach. There is broad support from ODOT and government partners to use multi-modal measures for evaluating transportation impacts. She acknowledged that it is important to be more holistic and consistent with plan amendments.

Ms. Ellis gave an overview of some of the feedback that has been provided through the RTP update and Get Moving Measure. Feedback included thinking about mobility in terms of getting places safely, affordably, and reliably. Another key thought was efficient freight movement and access to industry and ports.

Ms. Ellis commented that mobility means different things for different people and contexts. She also noted that how movement is changing in the region and will continue to change must be kept in mind as they plan. She then gave an overview of the Draft Mobility Policy key elements. The key elements included access, time efficiency, reliability, safety, and travel options. She then explained the mobility measures that had been identified for the project.

Ms. Ellis stated that the updated mobility policy must be equitable, include multiple measures for different contexts, and consistently inform different planning applications. She emphasized that different modes of transportation have different needs in different contexts. These different contexts change how mobility is measured. She gave examples of downtowns, industrial areas, and throughways as contexts where mobility is measured differently.

She gave a brief review of the screening process for determining what mobility measures would be used. The 12 measures selected were Multimodal Level of Service, Level of Traffic Stress, Pedestrian crossing index, system completeness, travel speed, accessibility to destinations, hours of congestion/duration of congestion, travel time reliability, vehicle miles traveled per capita, travel time, volume to capacity ratio for roadway links, and volume to capacity ratio at intersections. Ms. Ellis concluded by going over the next steps for the project before opening it up to questions with Mr. Bolen.

Member Discussion Included:

Mayor Rachel Lyles Smith asked for clarification on the different contexts that would be considered when talking about mobility. She also asked how roads that were primarily commute roads were being considered, which may not fit completely in the presented categories.

Ms. Ellis confirmed that they are wanting to identify and test measures depending on the users and function of facilities. She agreed that major travel coordinators are currently a gap in the update.

Mr. Bolen added that the RTP uses different measures depending on roadway classification, though there is not much of a difference.

Councilor Kathy Hyzy asked if there is consideration to measuring certain kinds of bottlenecks within the criteria being used.

Ms. Ellis noted that the traffic stress measure gets at measuring bottlenecks because it accounts for volume, number of lanes, and presence of sidewalks and pedestrian crossings. It is also being measured in other spaces being worked on by ODOT which this project can build off of.

Councilor Hyzy emphasized that the more transparent measures are about how they can applied to different levels, whether large or small scale, is what will make it useful to local governments. She also asked why certain crash measures were left out of the final list of measures.

Ms. Ellis agreed that they should better document why measures were left out. She explained that it was largely driven the fact that safety policies are already an overarching goal. The new policy would be in support of safety by using measures that are related to it rather than crash measures themselves.

Councilor Hyzy noted that there are air quality impacts that disproportionality impact disadvantaged communities.

Ms. Ellis acknowledged that this issue had come up and that it is difficult to address because it is an outcome of travel itself. Though it is being looked at, this affect is not being directly measured. Oregon law only requires them to look at adequacy which is not connected to air quality.

Mr. Bolen added that when cities do plan amendments with VC ratio it leads to auto focused solutions, which is why they are looking at using multimodal measures. This will hopefully lead to solutions that are more equitable and climate friendly.

Councilor Hyzy expressed appreciation for that being a part of the report and explained how this was an issue she often runs in to. Certain criteria make it more difficult to sell people on and acquire funding for projects that will result in a system that is viable and will accomplish their climate, safety, and equity goals.

Councilor Jones-Dixon asked about the role of emerging technologies in relation to travel.

Ms. Ellis answered that currently they are limited in their ability to forecast these emerging technologies and emphasized the importance of flexibility. She noted that there is Metro staff working to understand emerging trends.

Chair Callaway asked for Ms. Ellis to further differentiate mobility elements and measures.

Ms. Ellis answered that elements are the outcomes that are trying to be reached and measures determine how well we are doing to reach those outcomes.

Chair Callaway expressed a wish for emissions to be included as a policy element so that they can better achieve climate and climate justice goals.

Ms. Ellis noted that the overarching policies of the RTP already deal with climate actions.

Mr. Bolen noted that the goal is to get people affectively to where they want to go while achieving the goals of the RTP.

Chair Callaway noted the difficulty of assigning shares of system enhancement without the volume capacity ratio.

Ms. Ellis agreed that the nexus of proportionality is important, which case studies will be looking at more closely. The goal of them is to show that there alternatives to mobility measurements.

Chair Callaway thanked Ms. Ellis and Mr. Bolen for their presentation.

6.2 Parks and Nature Bond Refinement

Chair Callaway introduced Councilor Lewis to explain the next agenda item.

Councilor Lewis explained that Metro is excited to present a report on the Parks and Nature Bond. She acknowledged that many have been turning to nature for comfort during the pandemic. The bond will provide funds to Metro and to regional partners through the local share. She concluded by introducing Metro Staff John Blasher, Beth Cohen, and Marcia Sinclair.

Key points of the presentation included:

Mr. Blasher described the position of Metro's parks in relation to others in the region. He gave an overview of some of the parks and facilities operated by Metro. He gave a history of how bond measures have been used to fund a nature focused regional parks system over the last three decades. He shared some of the places where funds have gone to protect nature in the region. In 2019 voters voted to invest $475 million dollars to protect fish and wildlife, improve water quality, and allow people access to nature. The bond has goals of advancing racial equity, preparing for climate change, and basing decisions on meaningful engagement.

Ms. Cohen explained that the current phase of bond refinement means engaging with communities to determine how funds will be invested. There are six programs that the bond will fund, which are land acquisition and restoration, Metro park improvements, community grants, local share, trails, and large scale community visions. So far progress

made has included safety and accessibility at Metro sites, the creation of an oversight committee, the launch of the local share program, and partner and stakeholder engagement. She gave an overview of each of the program areas and explained where the refinement process is for each program.

Ms. Cohen concluded by introducing Ms. Sinclair to explain the local share program. The local share includes $92 million which will invest in local projects to meet community needs. The projects must meet bond and program criteria. Criteria include projects being built with meaningful community engagement, sharing bond proceeds equitably, climate resiliency requirements, and a focus on nature.

Ms. Cohen listed upcoming engagement opportunities for the summer and fall of 2021 and opened it up for questions.

Member Discussion Included:

Chair Callaway noted that one jurisdiction in Washington County had done extensive community outreach which resulted in basketball courts being high on the priority list. He noted that the focus on nature requirement meant the results of that outreach could not be fulfilled by the local share program.

Ms. Sinclair agreed that there are a lot of requirements for the bond which makes it challenging. She clarified that while the bond does not prohibit the park from happening, but it cannot be used for the basketball court because it is a source of funding focused on nature. She also noted that there is an expectation that the local share would not be the sole source of funding for a project.

Chair Callaway gave an example of community engagement successfully leading to a park feature and expressed hopes for considering projects with a lot of outreach even if they do not completely meet requirements. He asked if there are enough staff at Metro to help cities through the process of applying for grants.

Ms. Sinclair acknowledged that Metro staff had been furloughed and noted that jurisdictions are in various stages for their projects. This would mean that as projects come in, it is currently anticipated that Metro staff will not be overwhelmed. She stated that Metro is open to a workshop or other forms of engagement with jurisdictions.

Chair Callaway emphasized that the more specificity there is with bond requirements, the better the applications that are turned in will be.

Ms. Sinclair thanked Chair Callaway for feedback and stated that she is working to create a clear submittal packet for partners that is as clear as possible.

Councilor Lewis stated that Metro is committed to building the natural assets of the region.

Mayor Peter Truax thanked Metro for the work that they have done on both presentations tonight. He noted that former Vice President Walter Mondale died since the last MPAC meeting, as well as Congresswoman Elizabeth Perce.

7. ADJOURN

Chair Callaway adjourned the meeting at 6:47 PM.

Respectfully Submitted,

Connor Ayers

Connor Ayers
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF APRIL 28, 2021

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
6.1	Presentation	04/28/21	Regional Mobility Policy Update Presentation	042821m-01
6.2	Presentation	04/28/21	Parks and Nature Bond Refinement Presentation	042821m-02

6.1 Update on 2018 UGB Expansion Areas and impact on supply of housing land

Information/Discussion Items

Metro Policy Advisory Committee
Wednesday, May 26, 2021

6.2 Congestion Pricing Update
Information/Discussion Items

Metro Policy Advisory Committee
Wednesday, May 26, 2021

MPAC Worksheet

Agenda Item Title: Regional Congestion Pricing Study Update

Presenters: Alex Oreschak, Transportation Planner

Contact for this worksheet/presentation: Alex Oreschak, 971-285-4638

Purpose/Objective
To provide an update on the Regional Congestion Pricing Study (RCPS) key findings from technical analysis and overview of next steps.

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

What has changed since MPAC last considered this issue/item?
This is the first time that the RCPS has been shared with MPAC. 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. **Attachment 1: Regional Congestion Pricing Summary Brochure**, provides a general overview of this study.

RCPS Coordination with Portland, ODOT, and Other Groups

Over the course of the study, the RCPS project team has engaged TPAC as our technical committee, provided updates to JPACT and Metro Council, 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 studies 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 to review project findings from modeling scenarios designed to test the congestion pricing tools. Materials from that meeting are included as attachments. **Attachment 2: TPAC Regional Congestion Pricing Study – Workshop #3 Memorandum** provides definition of the scenarios tested and big picture findings.

Metro staff also convened an Expert Review Panel on April 22, 2021. The panel was composed of five congestion pricing experts, who reviewed Metro's methodology and draft findings and provided 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. This panel was attended by over 150 people, including members of TPAC, MTAC, JPACT, MPAC, and all seven Metro Councilors. After a moderated discussion, Metro Council and JPACT had time to ask questions of the panel. The full video recording can be found on Metro's Regional Congestion Pricing Study website: https://www.oregonmetro.gov/regional-congestion-pricing-study. **Attachment 3: Regional Congestion Pricing Study Expert Panel Summary** includes both a high level and more detailed summary.

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.

A proposed project would be expected to address issues around congestion, safety, climate, and equity—considering targeted discounts, project design, and/or funding investments that mitigate 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 4: MPAC Summary of Key Findings describes in greater detail how the scenarios performed relative to the Base Scenario on eight performance measures.

Next Steps

Metro staff will be presenting a final report to JPACT and Metro Council in June 2021. Metro Council will consider a resolution to accept the findings and recommend that they be considered by congestion pricing project owners and operators and in the next update to the Regional Transportation Plan.

What packet material do you plan to include?
Attachment 1: Regional Congestion Pricing Summary Brochure

Attachment 2: TPAC Workshop #3 Memorandum

Attachment 3: Regional Congestion Pricing Study Expert Panel Summary

Attachment 4: MPAC Summary of Key Findings

METRO REGIONAL CONGESTION PRICING STUDY

EXPLORING CONGESTION PRICING FOR THE REGION

AUGUST 2020

Metro

NELSON NYGAARD


ONE WAY
ONE WAY
MORRISON
TAYLOR
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

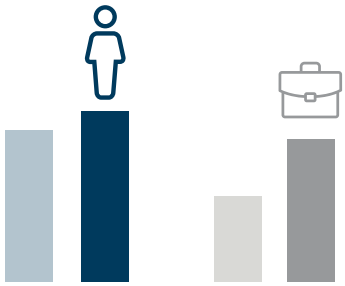
SCENARIO DEFINITION
SPRING 2020 - SUMMER 2020

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.



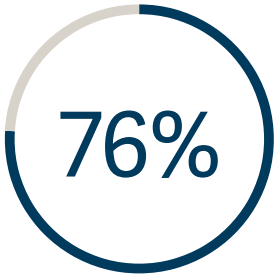
The region expects 600,000 new residents and 350,000 new jobs by 2040.

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 =

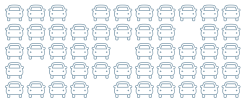
$1,300

PER PERSON

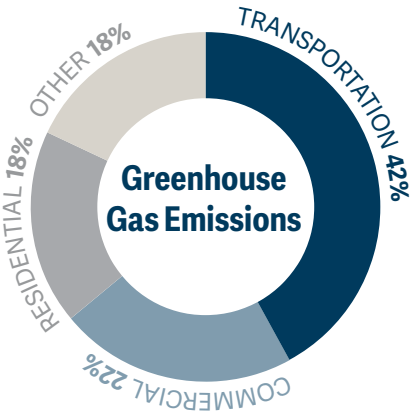
Congestion got 10% worse between 2018 and 2019.

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

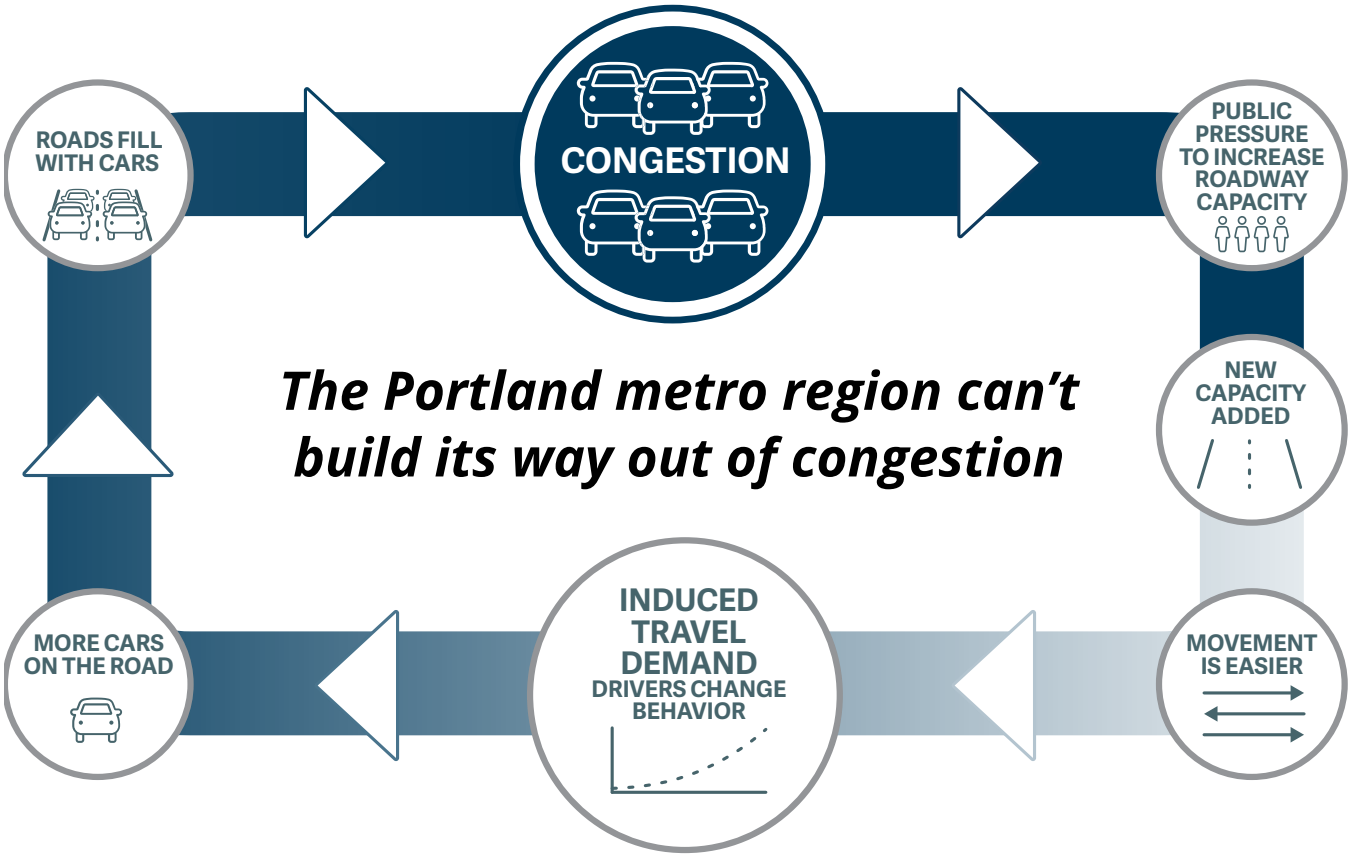
CONGESTION & COVID-19

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?

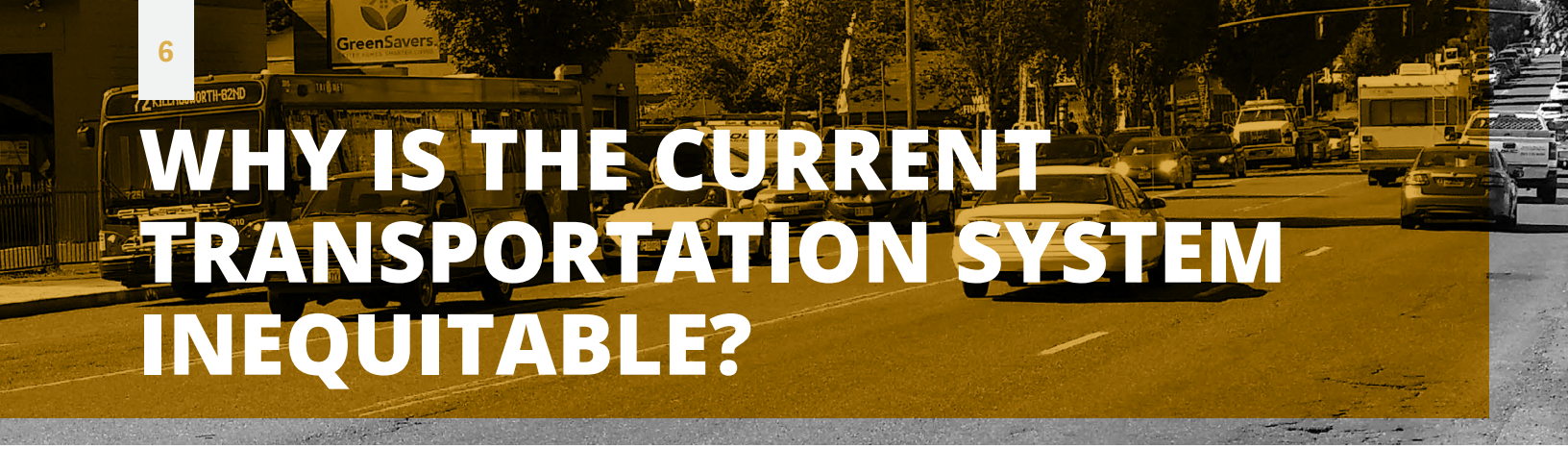
Metro is exploring if and how four congestion pricing strategies can support the region's priorities to **provide an equitable transportation system.** Each of the pricing strategies could vary by time of day, by area, by types of drivers on the road and by income levels.

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



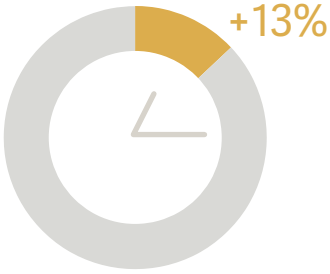
WHY IS THE CURRENT TRANSPORTATION SYSTEM INEQUITABLE?

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.

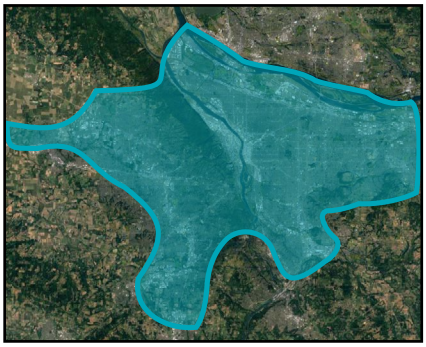
VANCOUVER B.C.

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'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

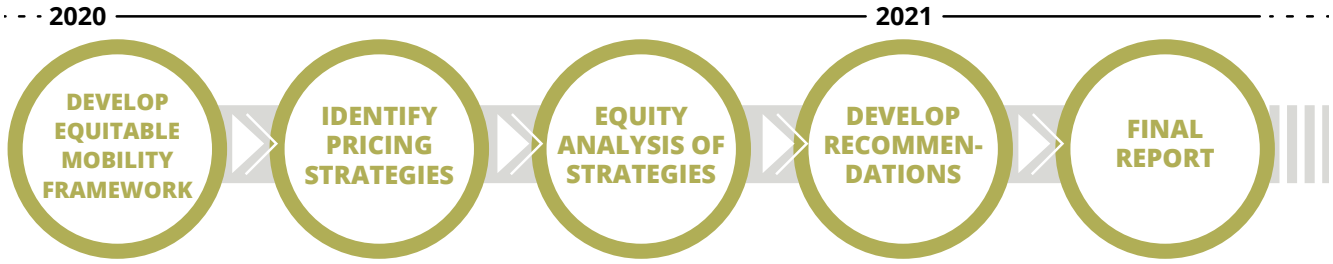
POEM is exploring if and how new pricing strategies could be used in the City of Portland to improve mobility, address the climate crisis, and advance equity for people historically underserved by the transportation system. The project will consider pricing strategies that the City can implement itself 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

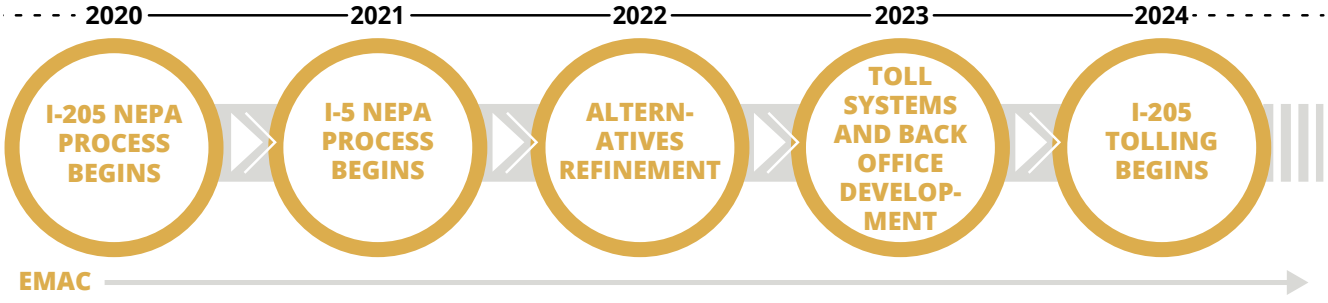


Photo Credits

Cover photo: *Beth Nakamura via OregonLive*
Page 1: *Jimmy_Scrambles via reddit*
Page 2: *Robert Ashworth via Flickr*
Page 6: *Nelson\Nygaard*
Page 8: *Johnathan Chng via Unsplash*
Page 9 (top to bottom): *Marcus Ericsson via The Local, Wikipedia Commons, Regional Plan Association, SFCTA, Mobility Pricing Independent Commission*
Page 10: *Metro*

Metro

Memo

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

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.	• 2027 Constrained Scenario from the 2018 RTP
		  ○ 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	• 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	• 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	• 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	• 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	• 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 ○ 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	• 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 ○ 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	• 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	• 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

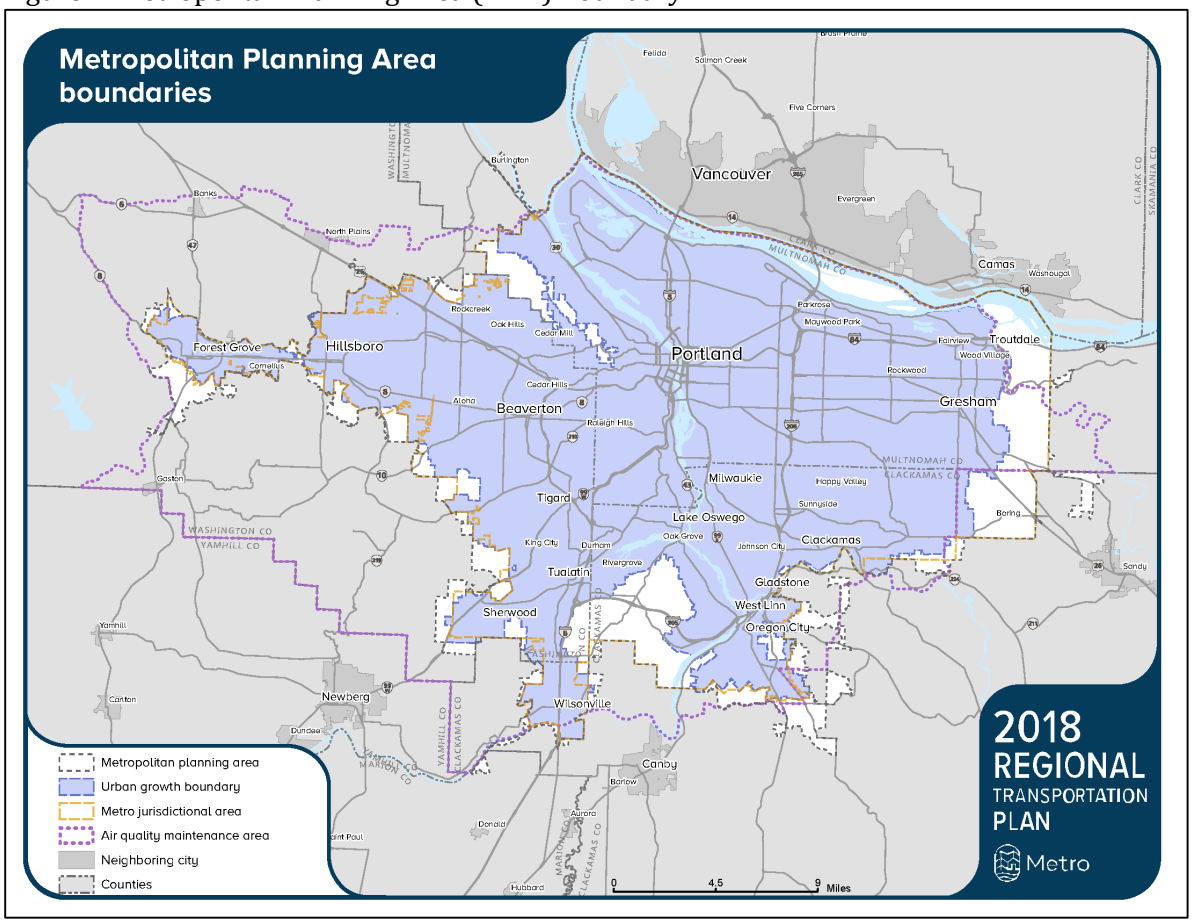


Figure 2. Cordon A- charge to enter yellow area

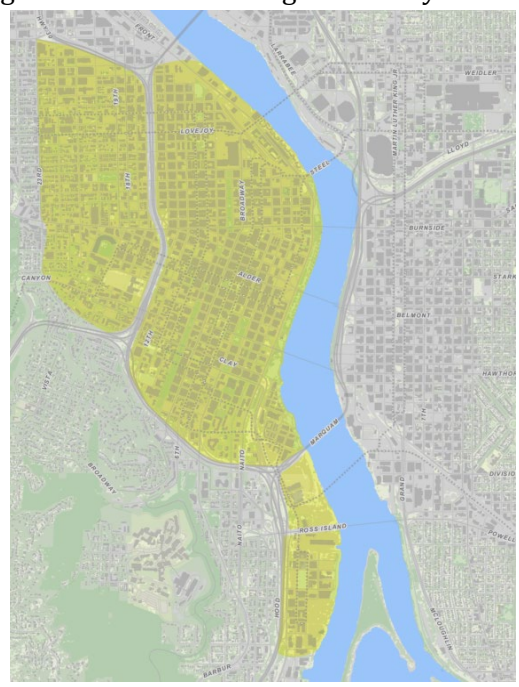


Figure 3. Cordon B- charge to enter yellow area

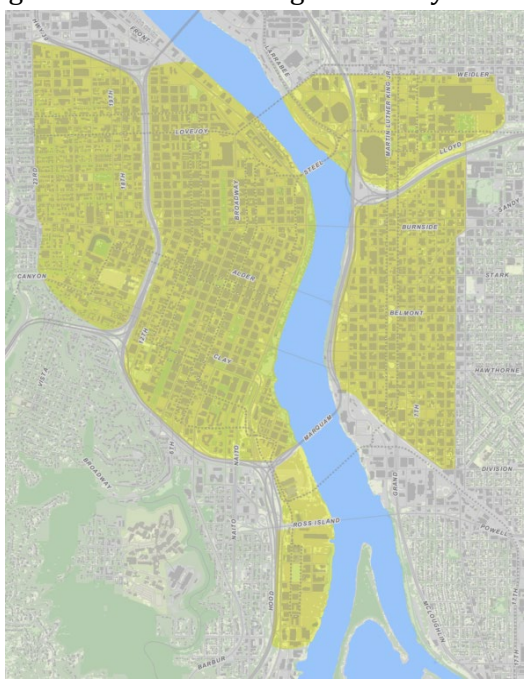
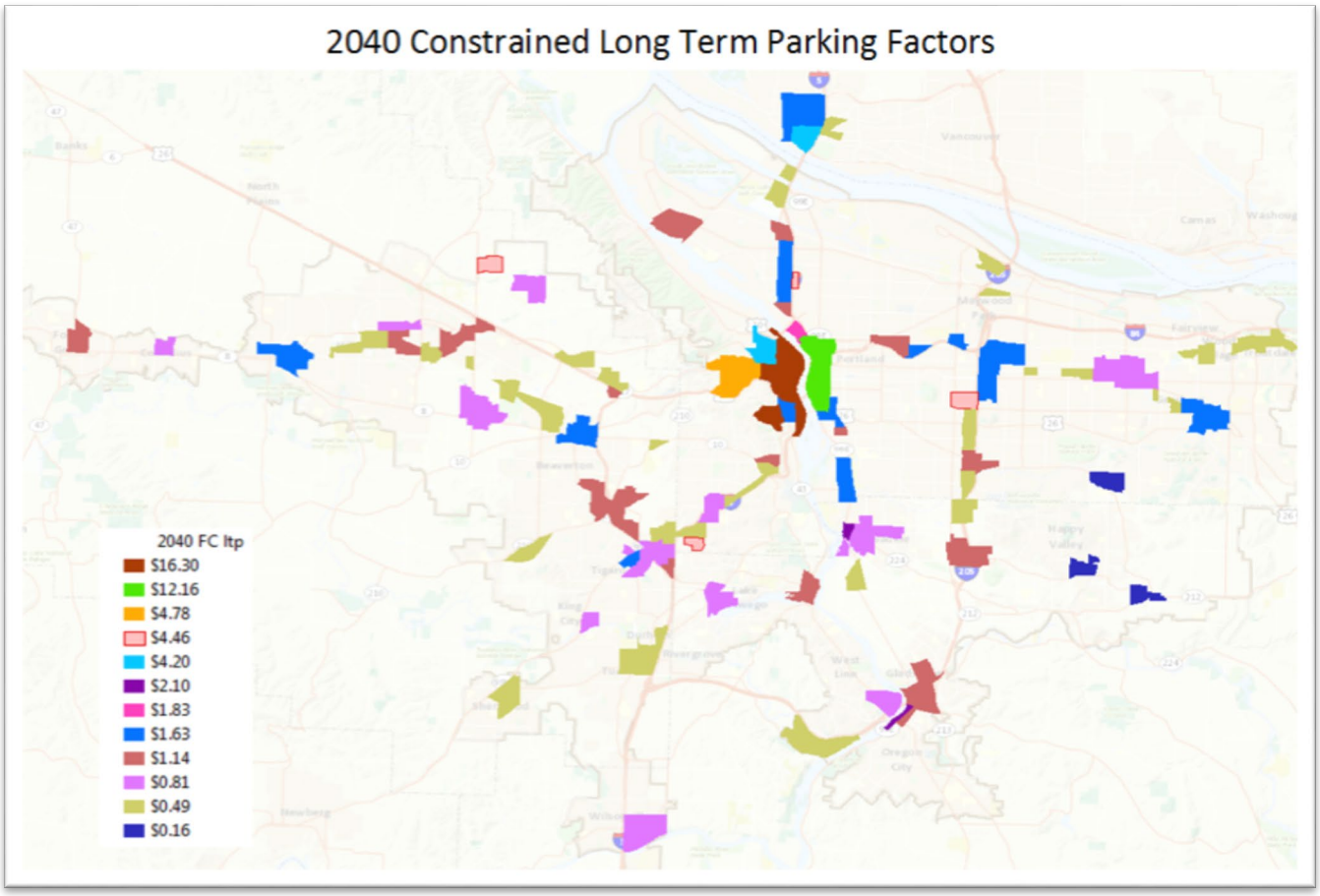
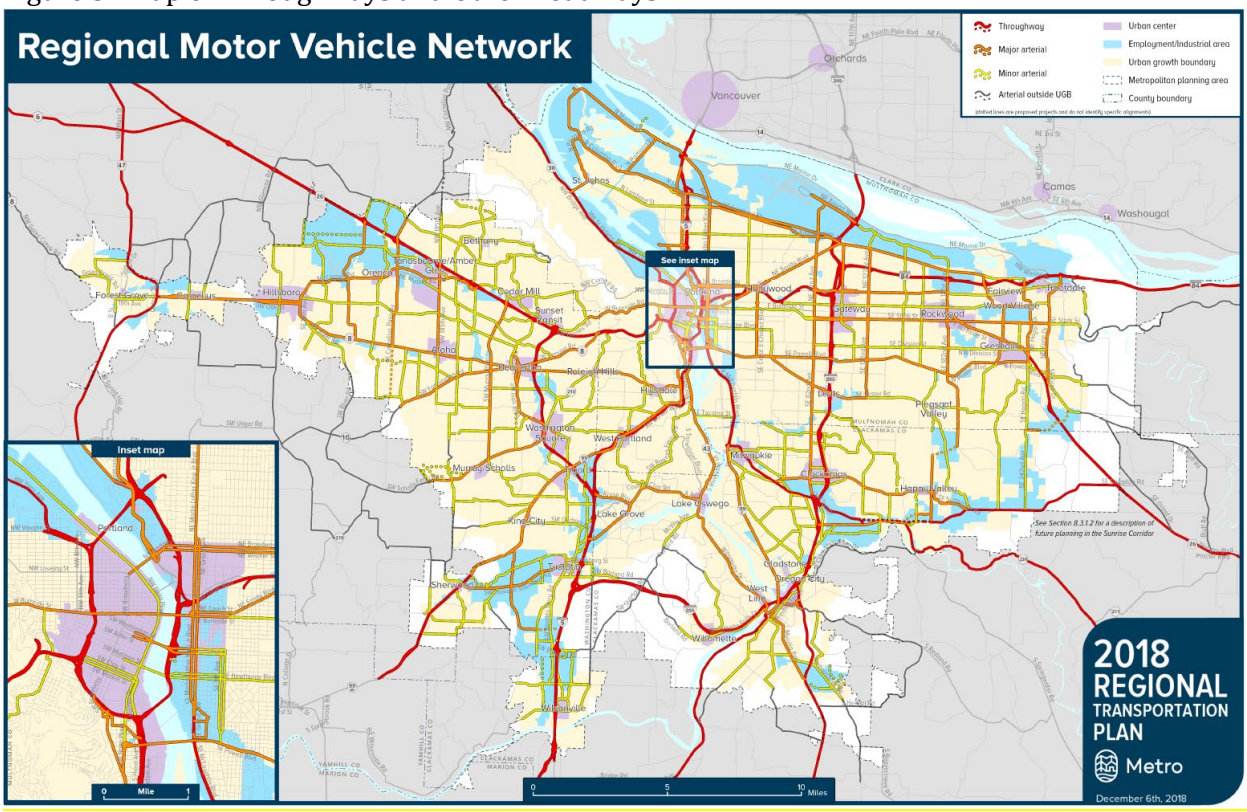


Figure 4: Parking Scenarios Parking Charge Locations and Amounts



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 to 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 • 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 • 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'S REGIONAL CONGESTION PRICING STUDY – CONGESTION PRICING EXPERT REVIEW PANEL

Summary Materials (Guide)

On April 22, 2021 Metro hosted an expert review panel made up of congestion pricing experts with diverse expertise in North America and Europe to provide input on the Regional Congestion Pricing Study methods and findings and to provide lessons learned from their experience elsewhere to policy makers and project implementers.

The full video recording has been provided on Metro's Regional Congestion Pricing Study website: https://www.oregonmetro.gov/regional-congestion-pricing-study

The following documents are intended to capture the information from the meeting and provide an easy guide for those interested in understanding who participated and what was learned. The following materials are attached.

1. Agenda with time stamps for the discussion
2. Meeting summaries
    a. High level summary – minutes
    b. More detailed summary from Nelson\Nygaard
3. A detailed list of attendees
4. List of questions that were posted in the Question and Answer

METRO CONGESTION PRICING STUDY

Expert Review Panel – Recording Guide

For a link to the Expert Review Panel, go to:
https://www.oregonmetro.gov/events/regional-congestion-pricing-study-expert-review-panel/2021-04-22

Welcome and Introductions

- **Timestamp 0:1:23:** Jennifer Wieland, Nelson\Nygaard, begins the webinar
- **Timestamp 0:5:00:** Council President Lynn Peterson sets the stage
- **Timestamp 0:8:00:** Elizabeth Mros O'Hara from Metro provides an overview of the Metro Congestion Pricing Project
- **Timestamp 0:21:28:** Panelists begin introductions and provide an overview of their congestion pricing experience around the world

Expert Review Panel Discussion

Jennifer Wieland begins a facilitated discussion with the Expert Review Panelists. The questions that the panelists answered are noted below.

- **Timestamp 41:45** Based on your experiences, did anything surprise you about our findings? Did any of the findings really resonate with you or align with what you've seen in other cities? And was there anything you expected to see but didn't encounter in our results?
- **Timestamp 01:10:00:** How have you approached setting priorities for revenue reinvestment? In your experience, what is the typical decision-making process that goes into allocating revenues raised by congestion pricing? Are there restrictions on how funds are used in the jurisdictions where you work? Who decides?
- **Timestamp 01:27:20:** Are there ways you have framed the messaging around congestion pricing for different audiences, beyond talking about congestion reduction (e.g., equity, economic development, quality of life, travel time savings or reliability)? How have you worked with businesses to explain potential benefits and impacts? What about BIPOC or low-income communities?

Metro Council/JPACT Discussion

Next, Metro Council and JPACT members asked questions of the panelists.

- **Timestamp 01:40:30** Council President Lynn Peterson: What's the best example of a clear purpose and need and how did they achieve consensus?

- **Timestamp 01:47:42** County Commissioner Paul Savas: What measures do you use to measure economic benefits (commerce and business)? How do you invest in suburban areas?
- **Timestamp 01:56:40:** How do we think about COVID in terms of travel behavior?
- **Timestamp 02:03:32** Metro Councilor Christine Lewis: From an academic perspective, how do you prevent diversion?
- **Timestamp 02:09:35** Mayor Steve Callaway: What mitigation strategies can be used to avoid equity and safety implications of diversion?

Expert Review Panel Final Thoughts & Closing

- **Timestamp 02:16:20:** Each panelist was asked to give their closing remarks.

Meeting: Expert Review Panel for the Regional Congestion Pricing Study
Date: Thursday, April 22, 2021
Time: 7:30 am – 10:00 am
Place: Zoom

HIGH-LEVEL SUMMARY / MINUTES

7:30-8:05 Welcome and Introduction

During the Expert Review Panel no decisions were made.

Metro Staff Elizabeth Mros-O'Hara provided an overview of Metro's Regional Congestion Pricing Study.

Panelists introduced themselves and briefly shared some of the congestion pricing work they are doing across the world.

8:05-9:05 Expert Review Panel Discussion

Many of the panelists noted that the results of the study were very similar to what they have seen in other cities they have worked in. In some panelists' experience, there are longer term effects that could be taken into consideration, like diversion decreasing over time and reinvestment of revenues to improve performance benefits.

It was emphasized that the best way to achieve equity is using a multi modal approach so that people have options. It is also important to think about how land use and housing policies affects transportation. Reducing auto use and vehicle miles traveled requires density around transit.

Mr. Firth made the point that it is important that the money raised from congestion pricing to be put towards the goals of the program. Another major point was that there are much better ways of raising revenue than congestion pricing.

In order to see a noticeable reduction in congestion there only needs to be about 5 to 10 percent fewer people on the road. Engagement is key for framing the discussion when bringing congestion pricing to the public. People seeing the results of congestion pricing often leads to more support for it.

9:05-9:10 Break

9:10-9:40 Metro Council/JPACT Discussion

Council President Lynn Peterson asked for a clear example of a region that created a program with very clear goals and how the achieved consensus around it.

Mr. Schwartz gave the example of New York as a system he would not have designed where the clear goal was to raise revenue.

Mr. Firth gave the example of London where the focus was very concentrated on congestion. There was agreement that congestion was the problem, even if congestion pricing was not initially seen as the solution.

Mr. Tomlinson agreed that defining the problem and getting people to understand it is important. He also emphasized engaging with many different groups.

Commissioner Paul Savas asked about investment in rural and suburban areas and what measures have been used to understand economic impacts of a transit system.

Ms. Cabansagan acknowledged that it is a new area for many to understand what it means to move people in suburban and rural areas. She stated there needs to be more investment in these areas and that it is also an opportunity to rethink transit systems as a whole.

Mr. Tomlinson noted that two strategies being used in the Atlanta are identifying new locations for park and ride lots near highways and discounting rideshares that started or ended at a transit point.

Ms. Hiatt listed measures used for understanding economic impact like hotel vacancy rates, sales taxes, and office vacancy rates.

Councilor Gerritt Rosenthal asked about the impacts of the COVID-19 pandemic on travel behavior.

Mr. Schwartz noted that people have been avoiding transit more during the pandemic. Nationally more people are driving than before and using less transit.

Mr. Firth agreed with Mr. Schwartz about what travel behavior looks like. Further, the impacts of the pandemic are highly unpredictable which makes a flexible tool like congestion pricing useful.

Councilor Christine Lewis expressed interest in equalizing pricing on all paths and asked where that stops.

Being able to understand what happens at multiple levels is important for deciding where to draw the line on pricing. The more localized level is important to understand the benefits and impacts of making that decision.

Mayor Steve Callaway asked what modeling level was being used and mitigation strategies to address unintended consequences in terms of equity.

A macroscopic approach was used. Mr. Schwartz described some of the challenges of addressing diversion from people trying to avoid tolls by using non-tolled streets in the city. Another factor is whether pricing is on an entire corridor or just a few lanes.

9:40-10:00 Expert Review Panel Final Thoughts & Closing

Pricing is a flexible tool that can be implanted differently in different contexts and to address different needs. The importance of revenue reinvestment as part of program design. Next steps

should also include thinking about who is impacted and the importance of a multi-modal approach. Personalizing benefits so that people can better understand congestion pricing.

Advice for Metro included having very clear goals to try and achieve, acknowledging this is a part of a much larger regional plan, understanding and addressing how populations are disproportionately impacted by congestion pricing, understanding microtransit potential, bringing in stakeholders, and being careful about exemptions and discounts.

Adjourn at 10:00 AM

METRO CONGESTION PRICING STUDY

Expert Review Panel – Meeting Notes

When: April 22, 2021, 7:30 a.m. – 10:00 a.m. Pacific

Where: Zoom

Welcome and Introduction

Jennifer Wieland from Nelson\Nygaard welcomed everyone to provide an overview of the panel. Jennifer introduced Metro Council President, Lynn Peterson, who set the stage. President Peterson emphasized that this project highlights Metro's commitment to learning and exploration and a recognition that the region can't build itself out of congestion. She also highlighted Metro's commitment to bring a climate change and racial equity lens to all its work. Elizabeth Mros-O'Hara from Metro followed by giving a short presentation on the project. Jennifer then invited each panelist to introduce themselves.

Expert Review Panel Discussion

Jennifer facilitated a discussion with the Expert Review Panel. The questions and associated response of each panelist are documented below.

Based on your experiences, did anything surprise you about our findings? Did any of the findings really resonate with you or align with what you've seen in other cities? And was there anything you expected to see but didn't encounter in our results?

- Chris Tomlinson: Chris noted that the road pricing seemed to deliver a lot of results and minimized tradeoffs. He was surprised at the high level of diversion anticipated on non-tolled arterials. Diversion was experienced initially in Georgia, but it dissipated over time. The study can't predict how long that diversion would happen. Diversion may be shorter term impact. He emphasized that over time people get used to pricing.
- Rachel Hiatt: Rachel applauded Metro's approach to look at range of options. She felt that the results weren't surprising and were similar to findings in the Bay Area. For the Bay Area, parking pricing has diminishing returns because they've done so much already. She thought the demonstration of relative effects of different types of strategies was good. The next phase of this study should be to tackle the reinvestment of revenues. Demonstrating the reinvestment potential will add to the performance/benefits of the study and help demonstrate the magnitude of benefits from a pricing program. As a next step, Metro should do a targeted deeper dive into which travel markets are affected and the distribution of benefits and impacts. A targeted revenue reinvestment and targeted fee structure to optimize the distribution of benefits will demonstrate the full spectrum of

benefits of a pricing program. San Francisco has been able to incorporate the revenue reinvestment and look at how discounts and gradations in the fee structure can make a program more equitable and reduce negative effects.

- Daniel Firth: In London, the operators were pleased because their reliability was improved. We know pricing works. The challenge is how to make it fair and acceptable to people. There is a need for a detailed study to prove out concepts.
- Clarissa Cabansagan: Clarissa emphasized the need to put investments back into other modes. We need to incrementally get people used to the idea of pricing and fully understand the challenges for low income people (driving, transit, shared mobility). Need to study those who spend over 50% on transportation. H+T is real indicator to look for. The most important aspect to think about are the people that need access. We can manage congestion and auto throughput; but need to reduce auto ownership. How can Portland as a region encourage people to not own cars? Densify transit and consider land use. People want cash on their transit card. Subsidize the alternatives to driving.
- Sam Schwarz: Some low income people may be impacted, but the NY ratio was 38:1. The solution was to provide subsidized transit as a key part of pricing. Have these systems in place before programs are enacted.

How have you approached setting priorities for revenue reinvestment? In your experience, what is the typical decision-making process that goes into allocating revenues raised by congestion pricing? Are there restrictions on how funds are used in the jurisdictions where you work? Who decides?

- Daniel Firth: The single most important factor is to decide what to do with the revenue. Revenue generation shouldn't be the only reason you implement a pricing program. It also needs to be about congestion reduction, equity, and other community goals. Ask yourselves three questions:
  - What is the purpose? Why are you doing congestion pricing in the first place? Align revenue reinvestment to those goals.
  - Use equity as a lens to reinvest.
  - Use revenues to build acceptance by the people who are paying. London spent money on quick wins: bike paths (branded), sidewalks, new buses Stockholm spent money on heavy infrastructure approach, which was disconnected with what people are paying for; they couldn't see the benefits
- Rachel Hiatt: Co design/co creation process is important. Us it to help shape goals, metrics and what defines success. Ask people to help shape the policy options and use those to make decisions.
- Chris Tomlinson: The connection between pricing and transit can be hard. Funding at the federal level is also segregated. Take revenue to subsidize ongoing operations and maintenance of transit. Freight and logistics study committee is being formed. Can we design programs to accommodate a growing delivery culture?

- Clarissa Cabansagan: We can't mitigate our way out of an inequitable pricing program. Holidays with 5% less people on the road makes for free-flowing traffic. Are we aiming for free flowing traffic? Are we aiming to provide more options? Who is 5% that we need to shift? And how? Vanpools? Employer shuttles? Incentivizing transit? Last mile to the destination is often underfunded. Find key employment hubs that need last mile connection. Small investments for big return.

Are there ways you have framed the messaging around congestion pricing for different audiences, beyond talking about congestion reduction (e.g., equity, economic development, quality of life, travel time savings or reliability)? How have you worked with businesses to explain potential benefits and impacts? What about BIPOC or low-income communities?

- Sam Schwartz: Advocates and government were all talking to each other in NY. Framing it as "drivers pay" is a challenge. Need engagement to hear what people have to say.
- Daniel Firth: People ask, "What's in it for me?" Illustrate that a small change makes a big difference in people's lives. A 5% reduction on holidays feels like a 50% reduction. Find what options are needed to affect the 5%. Focus on reliability and predictability. Understand it's ok to not have full support off the bat. You need the demonstrated results to build the case.

Metro Council/JPACT Discussion

Metro Council and JPACT members asked questions of the panelists.

- Lynn Peterson: What's the best example of a clear purpose and need and how did they achieve consensus?
    - Sam Schwartz: NY's clear purpose was to raise revenue for transit ($1 billion a year or $15 billion total). Exemptions were the biggest hurdle. List of extensions extend beyond just disabled and low income.
    - Daniel Firth: London's focus was on congestion. Within the city, it was clear that congestion was a very big problem.
    - Chris Tomlinson: Atlanta framed it around growth. "The entire population of Metro Denver" will be added to the region. $11 billion capital program needed. Then focused on outcomes. Came up with analogies that non-transportation experts would be able to relate to. Go everywhere you can. Home owner's associations, stakeholders across the board.
- Paul Savas: Diversion impacts are less if there are transportation options. His county has transit deserts. What measures do you use to measure economic benefits (commerce and business)? How do you invest in suburban areas?

  - Clarissa Cabansagan: TransForm is exploring how to retrofit the suburbs. Exploring opportunities to expand bike access in the suburbs. In light of the pandemic, transit agencies have pushed back service. How do you reinstate service to people in suburbs who used to live in the city? Need to double down on suburban and rural areas. Explore microtransit and clean mobility options.

  - Chris Tomlinson: In the suburbs, the last mile is the last five miles. Need to strategically try to identify locations for park-and-rides as close to highway entrances as possible. Did a pilot project with Uber/Lyft if a ride started or ended at a transit station, it would be subsidized.

  - Rachel Hiatt: SF studied the impacts to commerce and business economy. We want to bring the same number of people traveling to downtown. Want to see a shift in mode or time of day. Indicators include sales tax revenue, tourism metrics (hotel vacancy rates), trends in office vacancy, unemployment trends.

- How do we think about COVID in terms of travel behavior?

  - Sam Schwartz: People have been shying away from transit. September study suggests no transmission on transit if people are masked. Nationally, transit is 20-60% of normal volumes; car volumes are in the 90% of normal. More people are driving.

  - Daniel Firth: Medium term impacts of the pandemic are unpredictable. Need flexible tools to respond to unknowns; congestion pricing is one of those flexible tools. Pricing can be adjusted. More lanes on highways are not flexible.

  - Rachel Hiatt: Trying to understand post COVID trips through their model. A wide range of recovery could unfold. The key is uncertainty. Higher congestion could prevail. Working from home, transit avoidance, delays, are all being looked at related to the future of work and congestion.

- Christine Lewis: Equalizing all paths along a corridor. But at what point do you stop? From an academic perspective, how do you prevent diversion? VMT model instead of a corridor model?

  - Chris Tomlinson: Looking at what Virginia has done to provide commuter credits. But they haven't implemented discounts in Georgia yet because 70% of users are occasional users – three times a week or less. These aren't "Lexus lanes" – they're actually "Honda Accord lanes." The occasional use is common.

  - Daniel Firth: This study needs to look at lots of different scales – the regional and local scale. Zooming in and out shows different levels of

impact. The Portland study primarily looks at the regional scale. Distance based charging at a regional scale performs really well, but it's harder to predict the burdens and benefits at the local level.

- Steven Callaway: What modeling has been used? Was it macroscopic or mesoscopic? Worried about unintended consequences to increase the inequities. If we toll all the roads on the freeway, I'm concerned about people using the local roads instead. Concerned about equity and safety implications of diversion. What mitigation strategies can be used?
    - Sam Schwartz: NY sees these diversion problems – air quality and safety problems are worse on city streets. It's counterintuitive to toll freeways through urban areas and not charge the urban streets. Strategies: slow streets, limit cars, diagonal diverters.
    - Chris Tomlinson: It comes back to if your pricing study does a whole corridor or specific lanes. There's another set of issues that comes with pricing interstates. If you have highway options that give you some lanes that are tolled and some lanes that aren't, that has a dramatic impact on arterials.

Expert Review Panel Final Thoughts & Closing

Jennifer concluded the discussion by asking the panelists to draw together a few key themes from the conversation. She began by summarizing a few key themes from the conversation:

- The importance of pricing as a flexible tool to meet the region's goals.
- The need to create options and a multimodal system to complement a pricing program.
- The importance of revenue reinvestment as a part of program design to create an equitable program.
- Explore the ways to link land use and housing to congestion pricing.
- A focus on how do we communicate the benefits at both an individual and regional level.

Jennifer then handed it over to the panelists to provide their final closing comments.

- Daniel Firth: This is a difficult topic; it will take time. Decide what you want to achieve. Be clear about goal(s) and then design a program that helps you reach them. This is only one part of the program of things the region needs to do. Childcare, affordable housing, and so many other topics are interwoven into the region's strategy.
- Clarissa Cabansagan: Don't just see travel costs in the aggregate. Directly solve for transportation needs of the people you want to shift. What can we do on

transit and prioritizing transit that we should be doing anyways and how can a congestion pricing program support that?

- Sam Schwartz: Take the next step; you have evidence that it's worth pursuing. Do it! Spend time with your likely opponents.
- Rachel Hiatt: This was technical study – to know whether there's merit to move forward. Now it's the time to launch the stakeholder engagement component.
- Chris Tomlinson: Be careful of exemptions; think through carefully. Gamify and get people interested. How can mobile phones complement what you implement?

Elizabeth Mros O'Hara concluded the meeting with an overview of next steps:

- Incorporate findings
- Document areas of concern
- Wrap up report this summer
- Create resolution for JPACT and Metro Council to accept the findings

Meeting: Expert Review Panel for the Regional Congestion Pricing Study
Date: Thursday, April 22, 2021
Time: 7:30 am – 10:00 am
Place: Zoom

ATTENDEES
Panelists: Chris Tomlinson, Clarrissa Cabansagan, Daniel Firth, Rachel Hiatt, Sam Schwartz, Jennifer Wieland (moderator)

Metro Councilors: Lynn Peterson, Bob Stacey, Christine Lewis, Gerritt Rosenthal, Juan Carlos Gonzalez, Mary Nolan, Shirley Craddick

JPACT Members and Alternates: Carley Francis, Curtis Robinhold, Jamie Kranz, JC Vannatta, Kathy Hyzy, Mark Shull, Nafisa Fai, Paul Savas, Scott Langer, Steve Callaway, Ty Stober

Others: Aaron Deas, Adam Argo, Alex Bettinardi, Alex Oreschak, Ally Holmqvist, Andrew Plambeck, Andy Cotugno, Andy Shaw, Anna Dearman, Anne Debbaut, Anneliese Koehler, Anthony Martin, Art Pearce, Becky Steckler, Ben Haines, Bill Holmstrom, Bob Hart, Bob Kellett, Bradley Perkins, Brendan Finn, Brett Morgan, Brie Becker, Caleb Winter, Carrie Leonard, Casey Liles, Cheryl Twete, Choya Renata, Chris Johnson, Chris Neamtzu, Chris Smith, Christina Deffebach, Craig Beebe, Daniel Eisenbeis, Dave Roth, David Aulwes, Derek Bradley, Don Odermott, Dwight Brashear, Elizabeth Mros-O'Hara, Emily Cline, Emma Sagor, Eric Hesse, Erin Doyle, Garet Prior, Gillian Garber-Yonts, Glen Bolen, Gordon Howard, Greg Dirks, Gregg Snyder, Gwenn Baldwin, Heather Wills, Jaimie Huff, Jamie Snook, Jane Stackhouse, Jason Gibbens, Jean Senechal Biggs, Jeanna Troha, Jeb Doran, Jeff Owen, Jeffrey Raker, Jennifer Dill, Jennifer Donnelly, Jennifer John, Jessica Berry, Jessica Martin, Jessica Stanton, John MacArthur, Joseph Iacobucci, Josh Channell, Karen Buehrig, Kari Schlosshauer, Kate Freitag, Kate Lyman, Kate Sargent, Katherine Kelly, Kathy Fitzpatrick, Kelsey Lewis, Kevin Young, Khoi Le, Kim Ellis, Lisa Hunrichs, Lori Stegmann, Lucinda Broussard, Lynda David, Maggie Derk, Malu Wilkinson, Mandy Putney, Margi Bradway, Marie Dodds, Mark Gamba, Mat Dolata, Matt Bihn, Matt Freitag, Matt Ransom, Michael Espinoza, Mike Bezner, Mike Bomar, Mike Coleman, Mike Mason, Mike McCarthy, Mona Schwartz, Nancy Kraushaar, Nathaniel Price, Naveen Abdulghani, Nick Fortey, Oregon Walks, Patrick Sweeney, Peter Hurley, Rachael Tupica, Rachel Dawson, Ramona Perrault, Randy Tucker, Rebecca Small, Rich Peppers, Robyn Stowers, Roseann O'Laughlin, Roxy Mayer, Sara Wright, Sarah Iannarone, Scott Turnoy, Shaneka Owens, Shannon Walton-Clark, Shoshana Cohen, Shreya Jain, Sorin Garber, Stacy Cowan, Stephen Roberts, Stephen Williams, Steve Kelley, Ted Reid, Theresa Carr, Timothy Rogers, Tom Goldstein, Tom Mills, Tova Peltz, Vee Paykar, Victor Sin, Vivian Satterfield, Will Farley, Yuliya Lee

Meeting: Expert Review Panel for the Regional Congestion Pricing Study
Date: Thursday, April 22, 2021
Time: 7:30 am – 10:00 am
Place: Zoom

Questions from RCPS Expert Review Panel webinar

The below questions were submitted using Zoom's Q&A function during the webinar. These questions were generally answered by panelists as part of the discussion. Please refer to the video recording of the panel for more information.

Alex Bettinardi

VMT charges seem to be the best option – at least that's what I saw in the report, but that doesn't seem to align with Metro's congestion pricing definition and desire for the public to see the charge (VMT charging is easier to fall into the background). I'm hoping you can address how each option would align with the definition/design hope that travelers see and feel the change (charge?)

Anonymous Attendee

Could panelists please address how transport or cargo (trucking, rail) factors into congestion planning scenarios?

Jeff Owen – TriMet

As transit is such a key piece to the multimodal picture regarding options when implementing congestion pricing – How do you account for the financing needed to run extra (or more) transit service on day 1 when the changing begins? (So that there are alternatives in place as soon as the charging begins?)

Sorin Garber

Can any of the panelists provide insight about the kind of engagement about congestion pricing that has worked well with the public and what type was not successful.

Anonymous Attendee

So far, it doesn't sound like Transport electrification (charging stations, EV-ready infrastructure) isn't integrated very much into cities' congestion pricing plans, despite the GHG reduction goals – mostly being dealt with by reducing VMT, presumably. Is electrification just on a different track? Missed opportunities?

Peter Hurley, City of Portland

A critical issue to successfully designing and implementing congestion pricing is governance. Highway agencies shown little interest in investing substantially in transit, bike, and ped facilities and subsidies. What are panelists' thoughts on how to create, or shift to, a truly multimodal governance structure for congestion pricing in the Portland region? I'm especially interested in the Atlanta and SF models.

Anonymous Attendee

I'm interested in Chris' comment about how diversion dropped off after people adjusted in the Atlanta area – does he have any data to support that? The tolling programs on 205 seem likely to create a lot of diversion, without the authority to toll the whole area, like Sam suggested.

Jane Stackhouse MCAT
ODOT seems to have a plan for tolling to raise money for more roads and bridges. How can we interest ODOT in working with METRO to put the focus on congestion pricing before building more lanes to see if it reduces congestion?

Stephen Williams
Panelists – What is the best way to determine the geographic extent of the area in which congestion pricing is applied?

Anonymous Attendee
State legislators and the Oregon Transportation Commission are set on tolling to raise revenue in order to widen the region's highways. This has become a political issue that appears to be going off the edge of a cliff. What is your advice to pull this back before it's too late?

Anonymous Attendee
Greater Portland is considering two freeway expansions right now – the Rose Quarter expansion and the I-5 crossing over the Columbia River, a bridge replacement that adds many additional travel lanes. It's been touched on, but I wonder if the panelists could address this directly – what is their advice to our leadership on the timing of these expansions vs implementing congestion pricing?

Caleb Winter
What is a typical budget for mitigations to add mobility options to supplement travel in a priced corridor? What regions exemplify good policy to reinvest in both in the priced corridor and region-wide needs?

Oregon Walks
In terms of active transportation, I believe there should be strong push to make pedestrian infrastructure age friendly, to take care of our most vulnerable users (Communities of color, seniors, youth, and people with physical and mental disabilities). How can we tie tolling back to building out this infrastructure in communities where it does not exist?

Jessica Stanton
Fabulous discussion Will you be creating a summary or providing a recording of the event? Thank you to your panelists, facilitator and Metro for this brilliant work.

Response: Yes, the meeting is being recorded and will be posted online afterward.

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 Areas[i]).

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 Areas[i]).

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.

ParkingA – higher charges to park

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.

ParkingB – much higher charges to park

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.

RoadwayA – toll on highways

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.

RoadwayB – higher toll on highways

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.

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								
	Drive Alone Rate								
	Daily Transit Trips								
	2HR Freeway VHD								
	2HR Arterial VHD								
Climate	Emissions								
Equity	Job Access (Auto)								
	Job Access (Transit)								
	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

	Large Positive Change
	Moderate Positive Change
	Small Positive Change
	Minimal Change
	Small Negative Change
	Moderate Negative Change
	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.

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}, $PM_{2.5}$, PM_{10}, NOx, 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$

[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

Materials following this page were distributed at the meeting.

Frog Pond East and South Update

MPAC

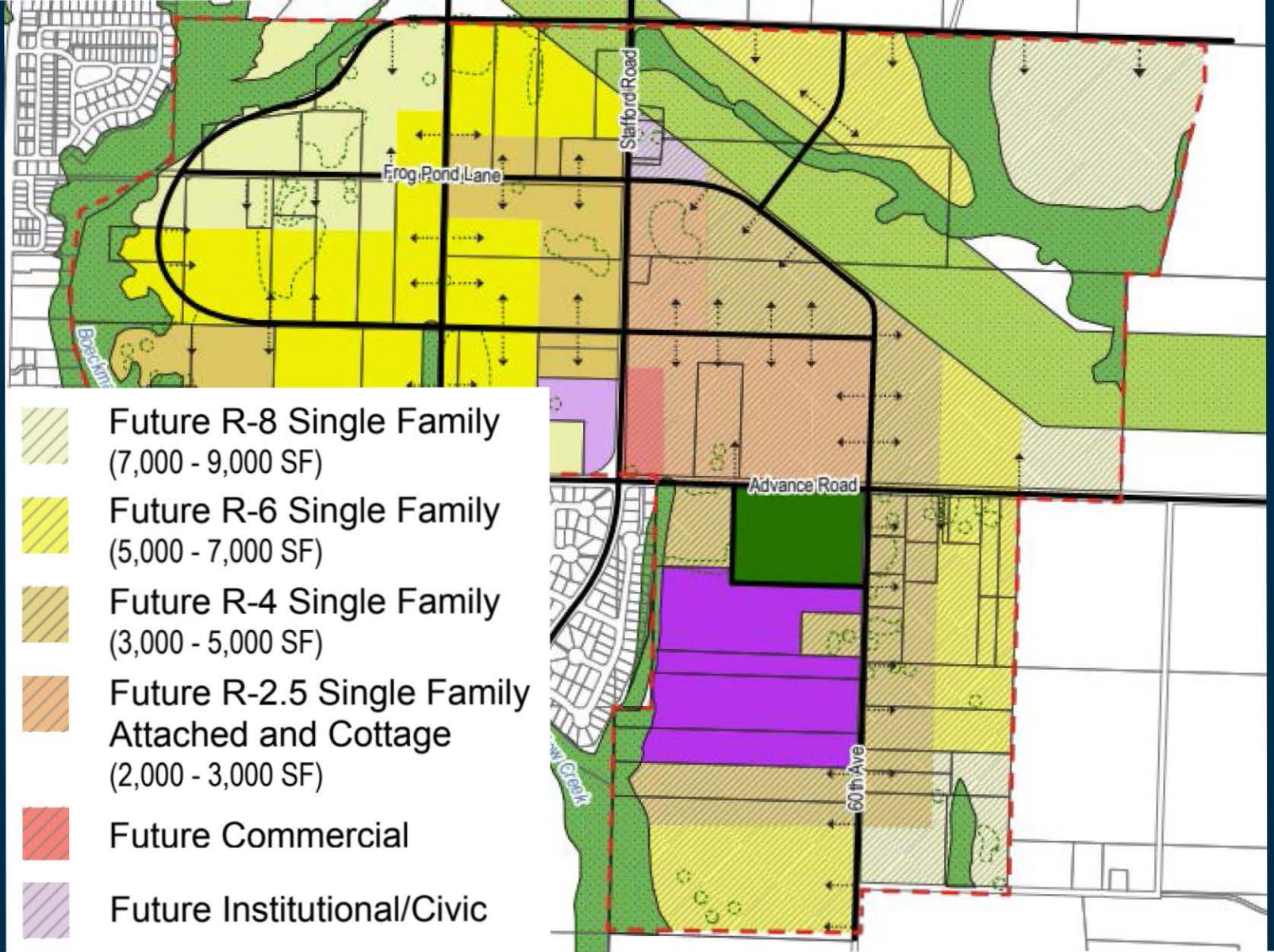
May 26, 2021

Presented by Daniel Pauly AICP, Planning Manager


FROG POND
Boeckman Rd
SW Advance Rd
5
TOWN CENTER
SW Wilsonville Rd
OLD TOWN
SQUARE
N


Wilsonville's
Next Great
Neighborhoods
N


Frog Pond Lane
WEST NEIGHBORHOOD
Stafford Road
BPA Corridor
EAST NEIGHBORHOOD
EAST NEIGHBORHOOD
Boeckman Road
Advance Road
Future Park Site
Meridian Creek MS
Wilsonville Rd
60th Avenue
SOUTH NEIGHBORHOOD
SOUTH NEIGHBORHOOD
N


Frog Pond Lane
Stafford Road
Advance Road
60th Ave
Future R-8 Single Family
(7,000 - 9,000 SF)
Future R-6 Single Family
(5,000 - 7,000 SF)
Future R-4 Single Family
(3,000 - 5,000 SF)
Future R-2.5 Single Family
Attached and Cottage
(2,000 - 3,000 SF)
Future Commercial
Future Institutional/Civic


25094
25096

Frog Pond/Housing Policy Timeline

WILSONVILLE
OREGON

Regulation Highlights

WILSONVILLE OREGON

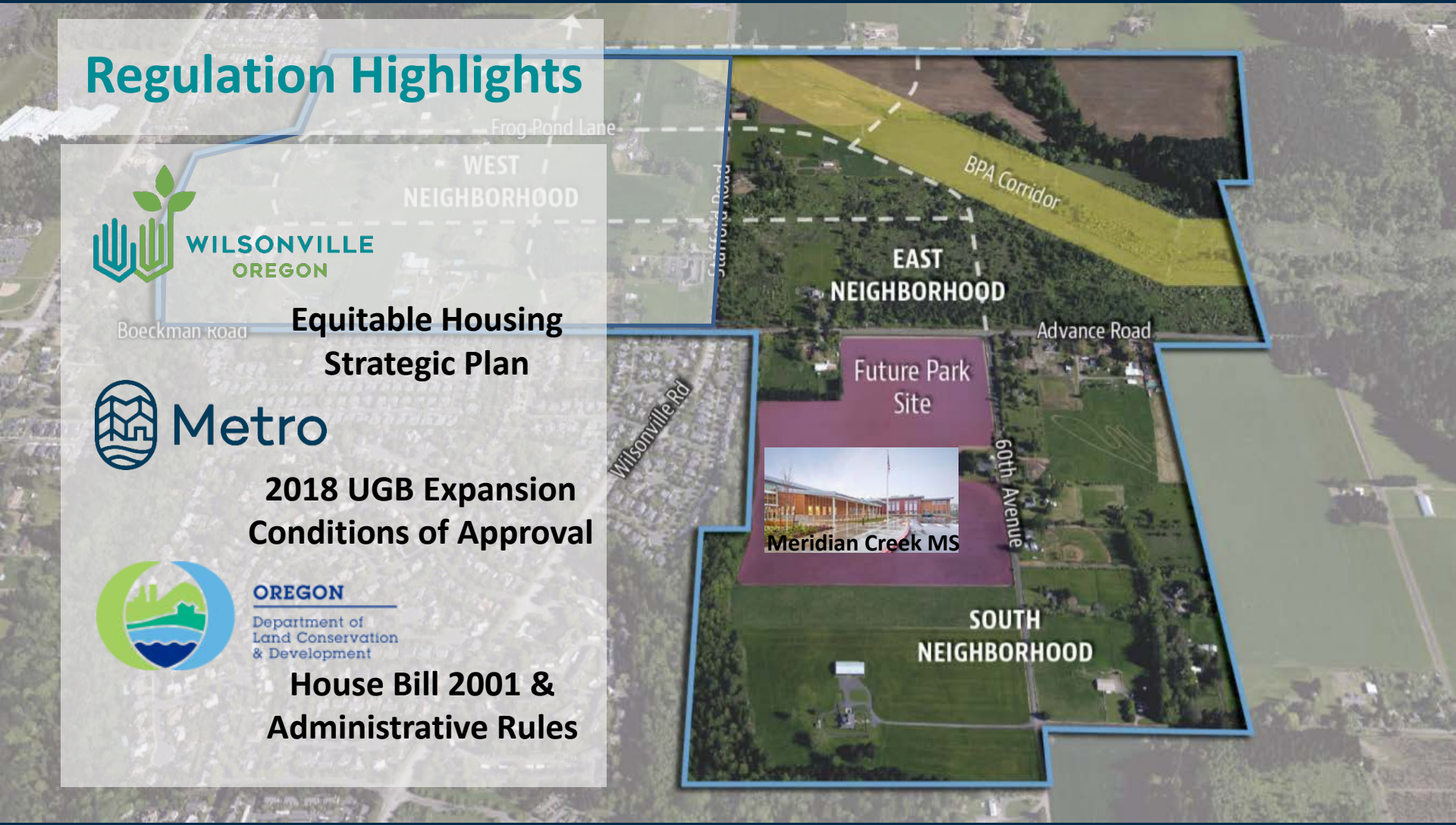
Equitable Housing Strategic Plan

Metro

2018 UGB Expansion Conditions of Approval

OREGON
Department of Land Conservation & Development

House Bill 2001 & Administrative Rules



Questions?

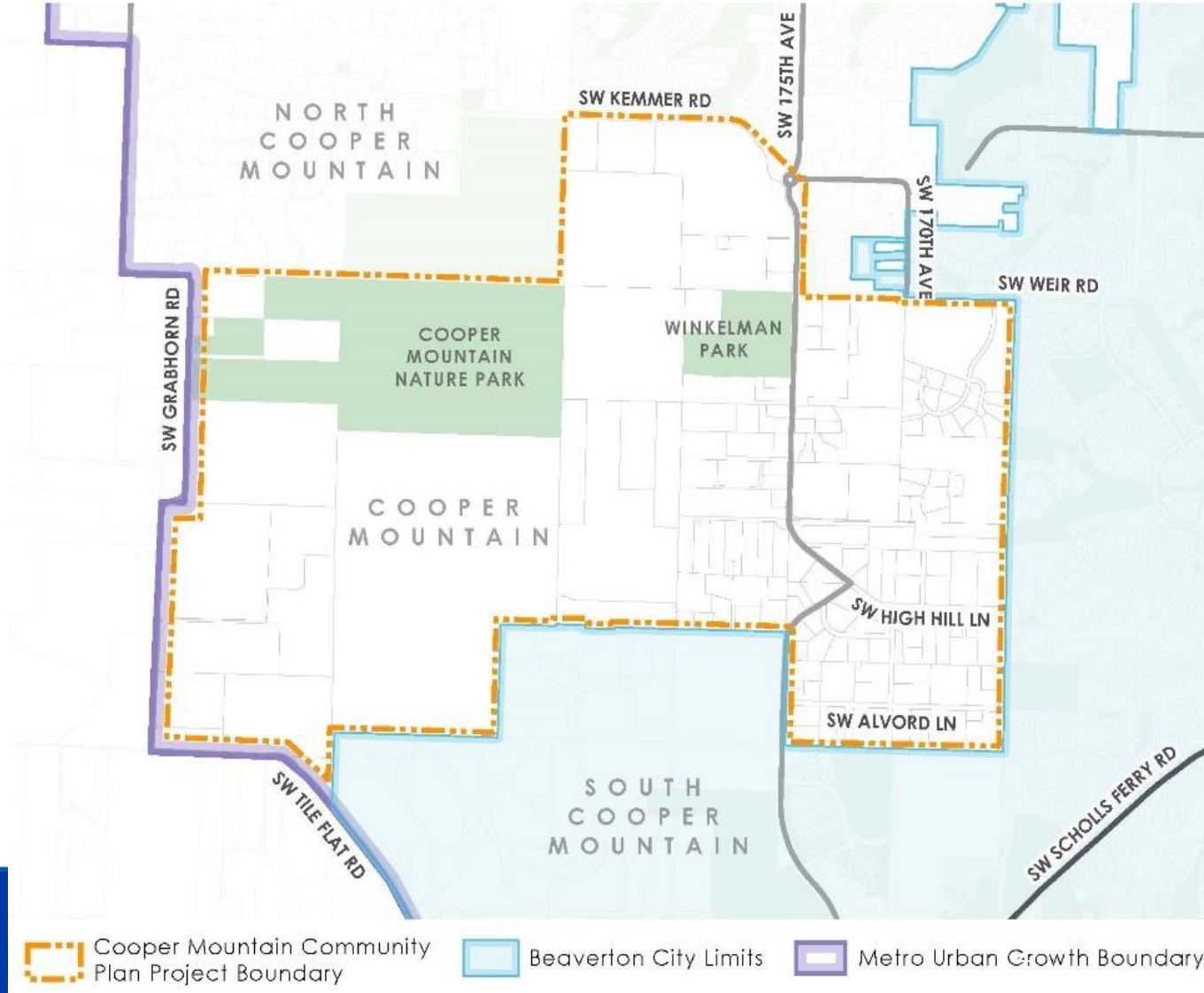
Cooper Mountain Community Plan

May 26, 2021

Cooper Mountain Community Plan

Sub-Areas:

- North Cooper Mountain
- South Cooper Mountain
- **Cooper Mountain**
  - § Recently added to the region's Urban Growth Boundary
  - § 1,232 acres
  - § 3,760 expected homes



Project Overview

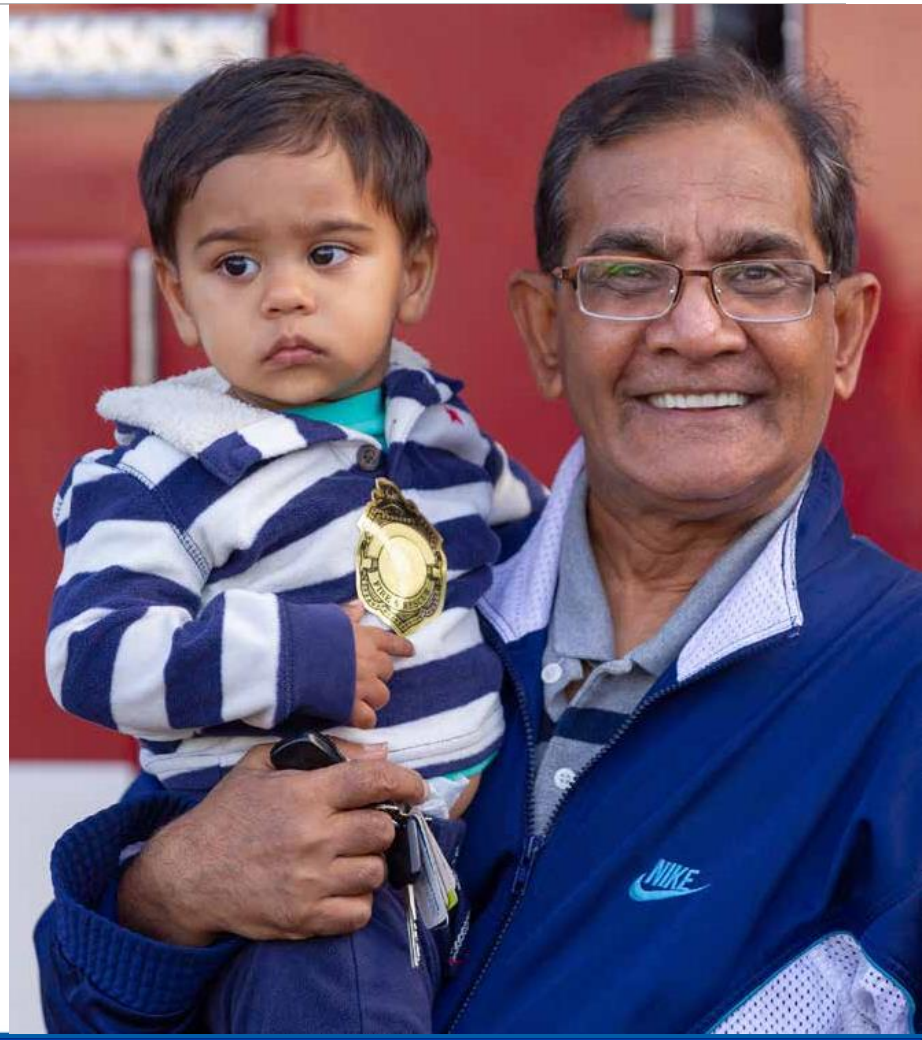
- Multi-year planning effort
- Determine how future growth will occur (homes, roads, parks, trails, utilities)
- Apply lens of racial equity to create inclusive neighborhoods

DEI Plan: City Planning & Policies

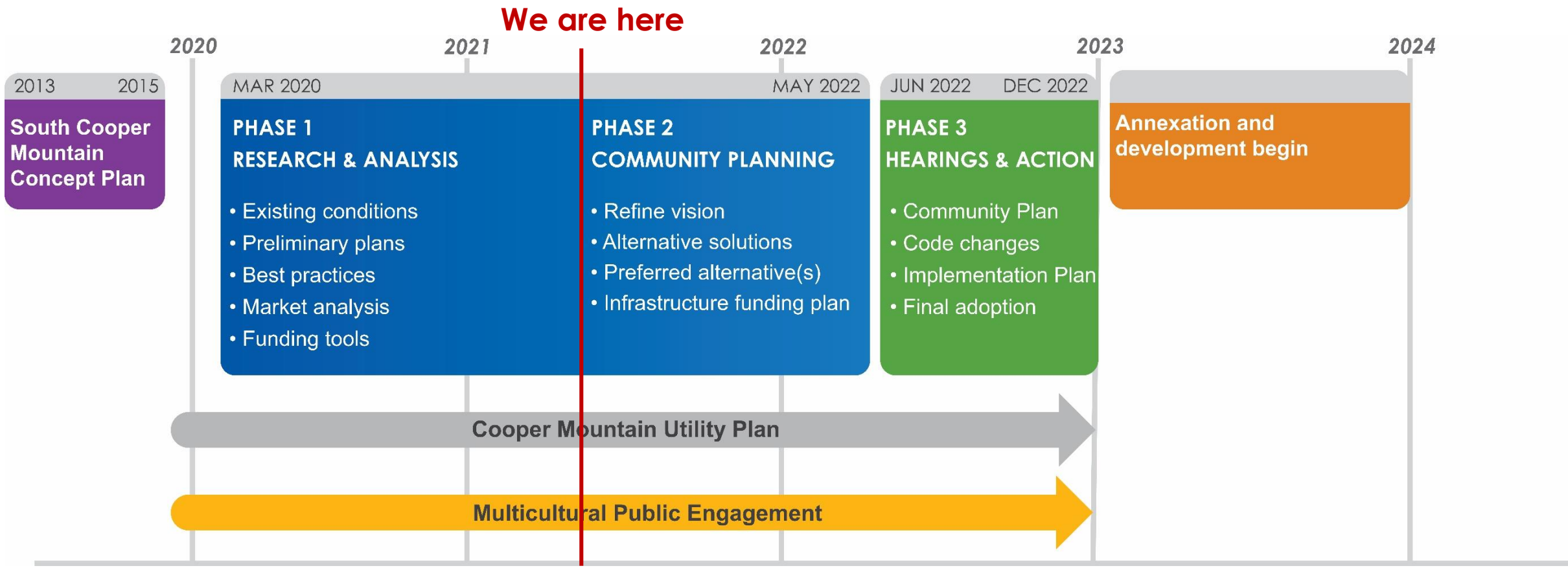
- Consider the experience of historically underserved communities
- Incorporate/strengthen racial equity criteria in planning documents
- Projects to develop new areas prioritize key infrastructure to support economically and culturally diverse neighborhoods.

Using a Racial Equity Lens

- Identifying strategies to advance racial equity
- Looking at data and demographics
- Engaging with historically excluded communities
- Analyzing funding and implementation strategies
- Evaluating long-term impacts of decisions



Where We Are in the Process

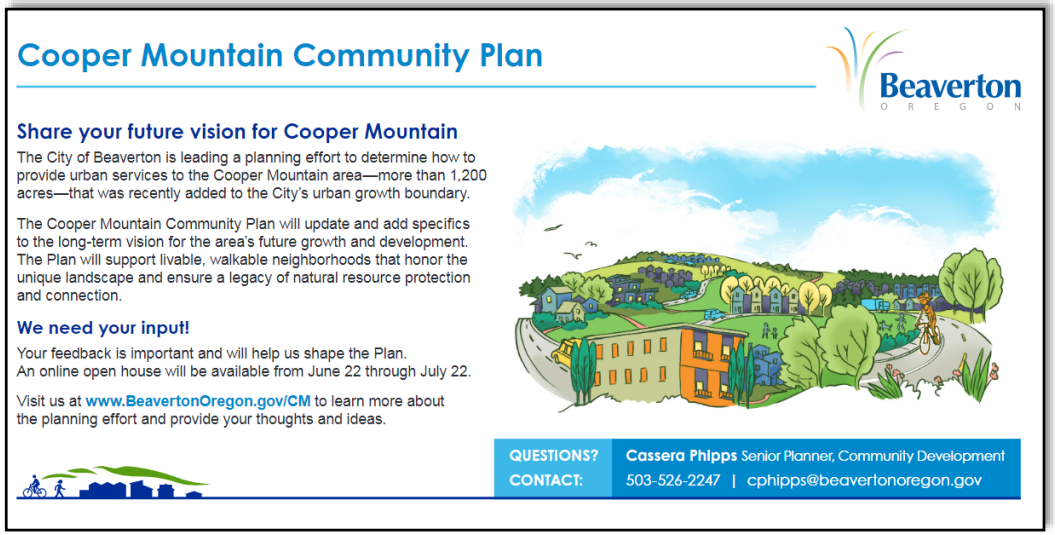


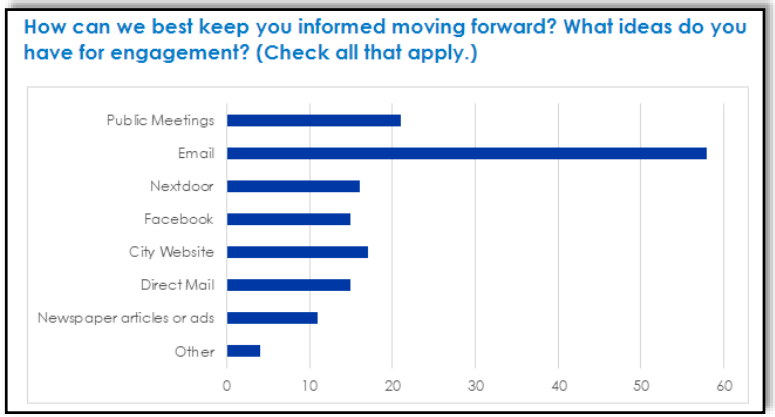
Project Goals

- Create equitable outcomes for residents, including historically underserved and underrepresented communities.
- Provide new housing in a variety of housing types and for all income levels.
- Preserve, incorporate, connect and enhance natural resources.
- Improve community resilience to climate change and natural hazards.
- Provide public facilities and infrastructure needed for safe, healthy communities.
- Provide safe, convenient access to important destinations while supporting transportation options, including walking and biking.
- Provide opportunities for viable commercial uses, including places to work and places to buy goods and services.
- Identify feasible, responsible funding strategies to turn the vision into a reality.

Public Engagement Overview

- Stakeholder interviews
- Board and Commission updates
- Inclusive Housing Cohort
- Listening sessions
  - Developers/property owners
  - Natural resource agencies/advocates
  - Community and social service organizations
- Online open house
- Online comment forms

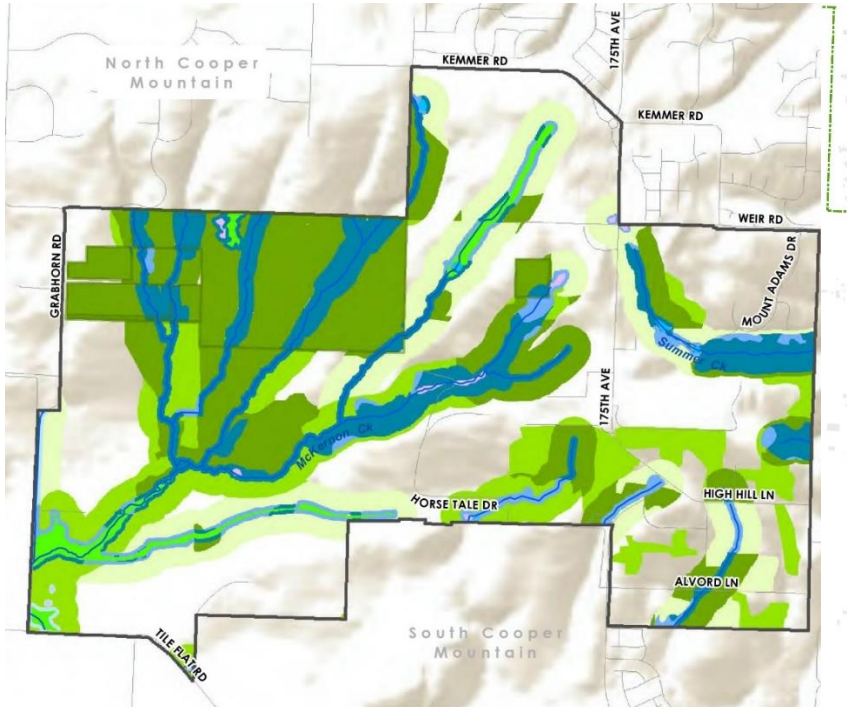




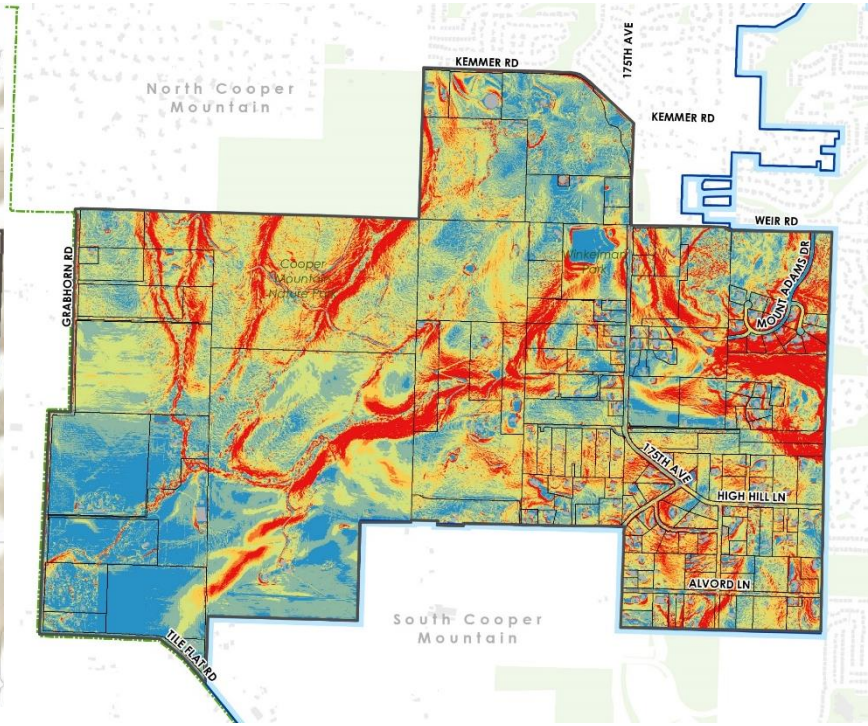
Natural Resources and Hillside Development

Natural Resources, Slopes & Hazards

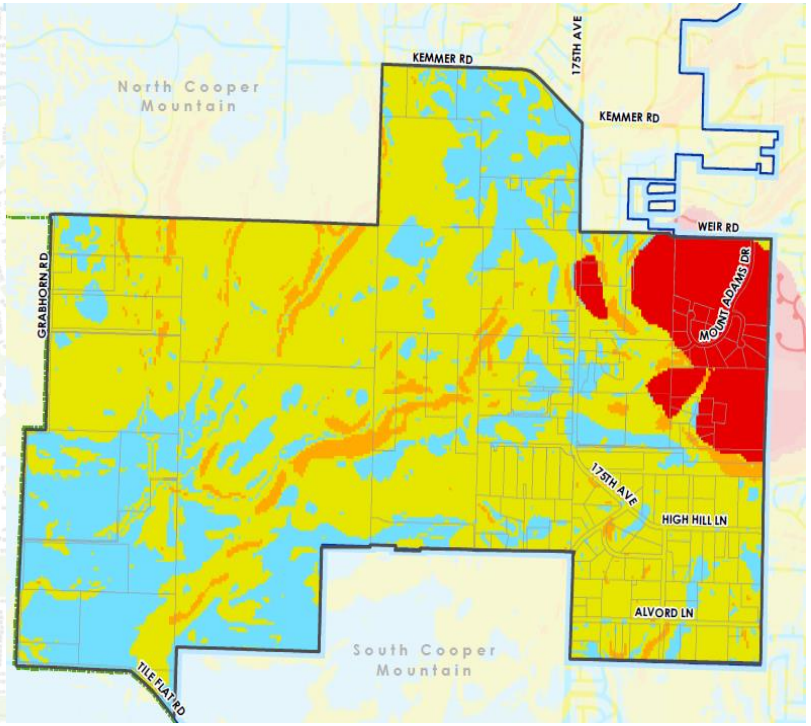
Natural Resources



Slopes

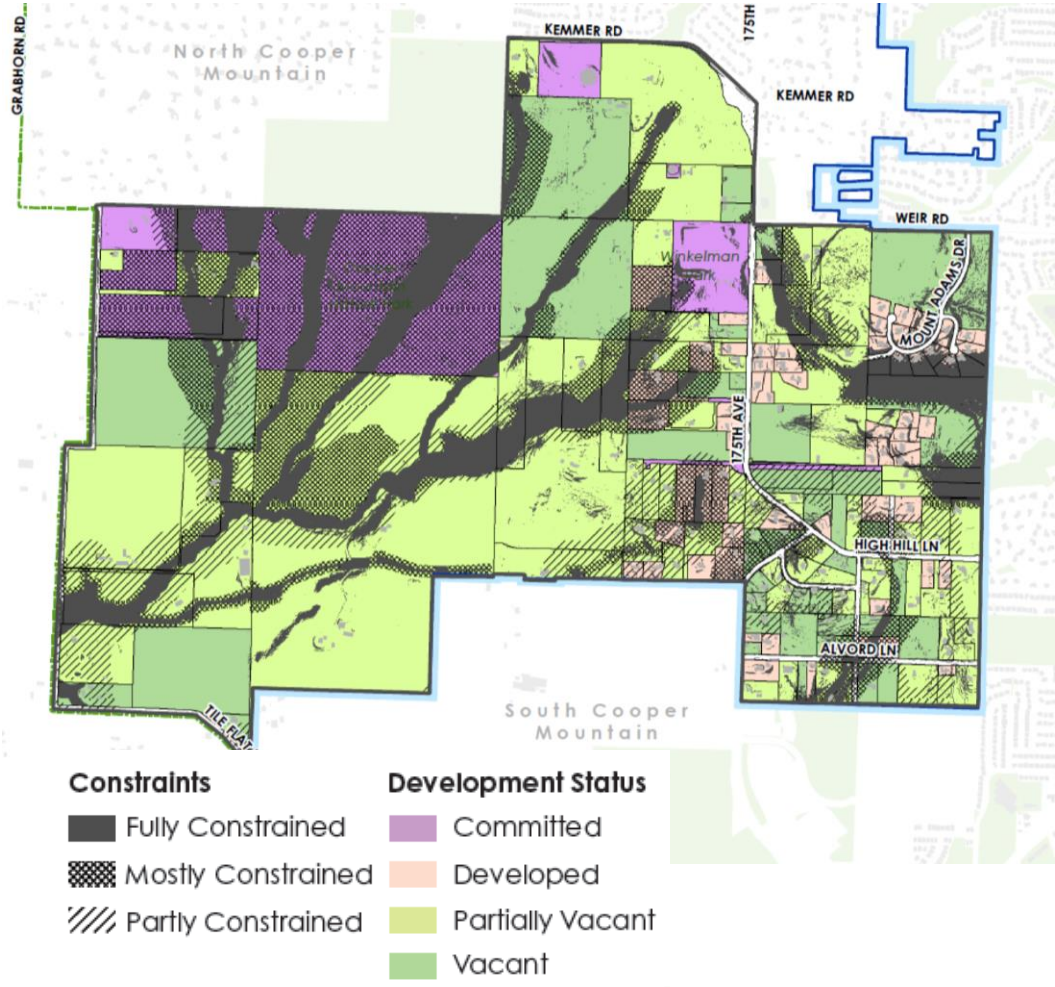


Landslide Susceptibility



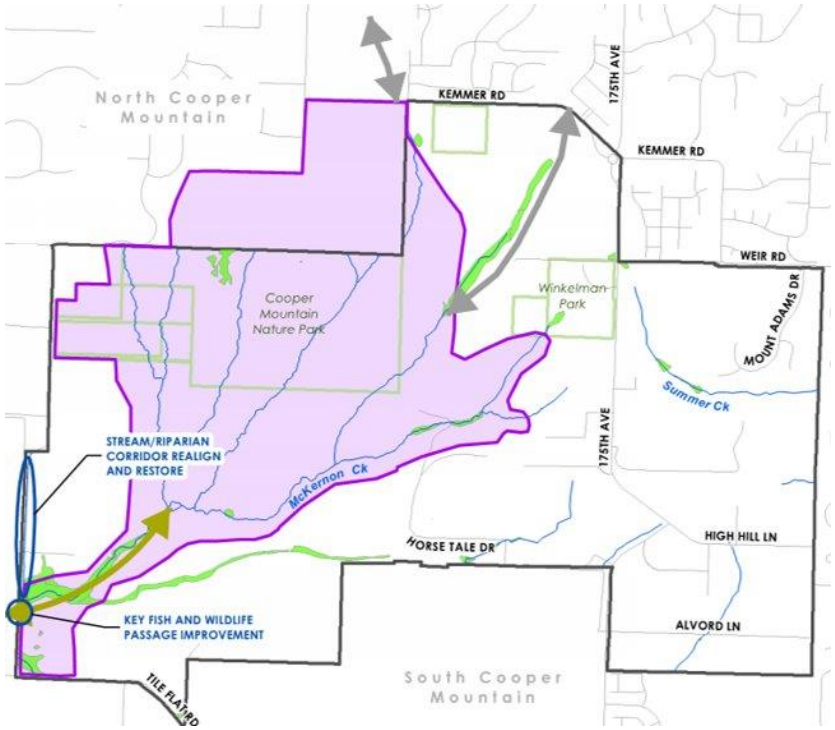
Environmental Stewardship & Resiliency

Determine how to regulate development within constrained areas.



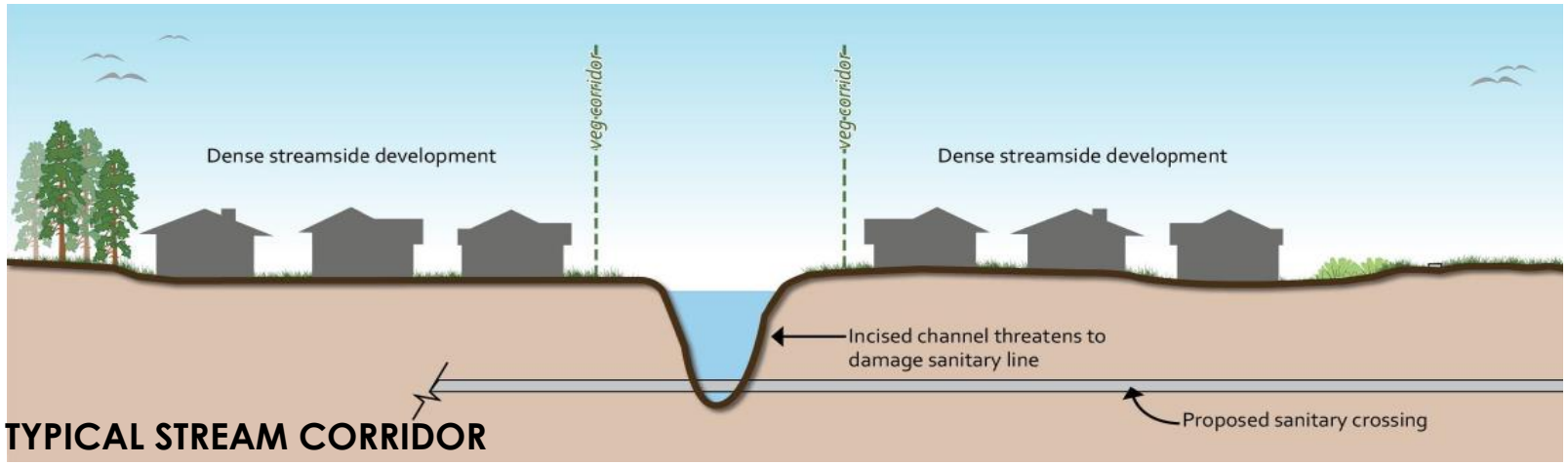
Environmental Stewardship & Resiliency

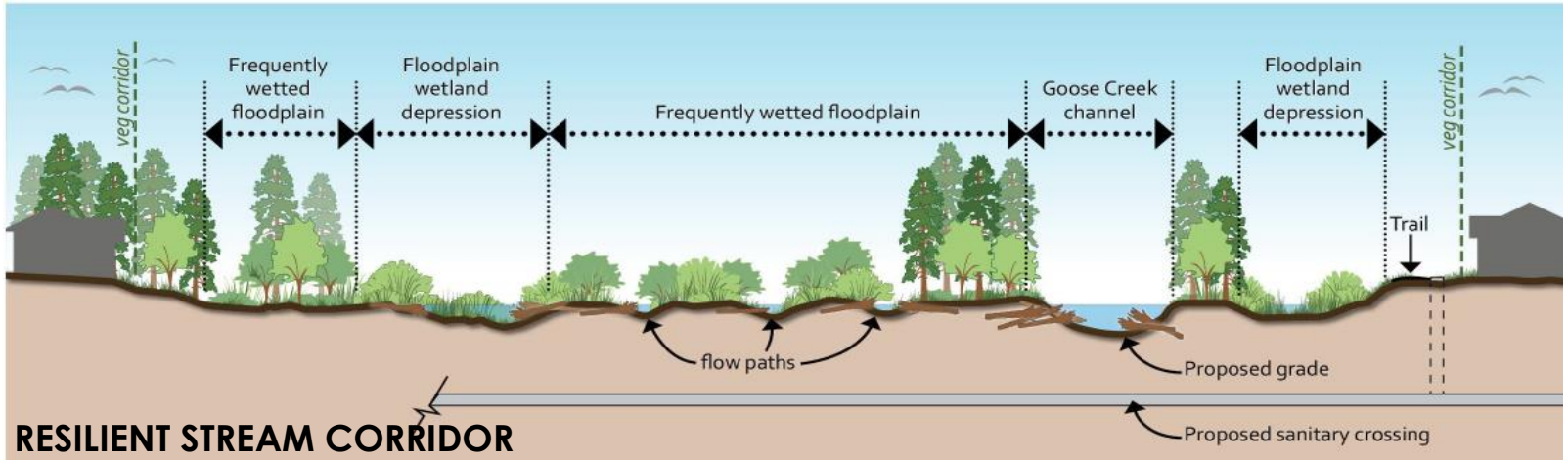
- Preserve important natural resources
- Provide access and recreation opportunities for all residents
- Incorporate nature into neighborhoods
- Protect and enhance wildlife corridors
- Help protect the Nature Park's native habitats – extend them into neighborhoods



Environmental Stewardship & Resiliency

Develop a Regional Stormwater Strategy.





Market Analysis

Market Strength

Single family homes

Townhomes

Apartments

Cottage Cluster

Duplex, Triplex, Fourplex

Condos

Affordable Housing

Strong market

Limited market

Will require subsidy

Neighborhood Commercial

A small commercial node is likely viable:

- 2 acres or smaller site
- Up to 30,000 sq. ft. of "retail" space

Ingredients for success:

- Visibility and access
- Co-locating with public use
- Proximity to higher density residential

Transportation

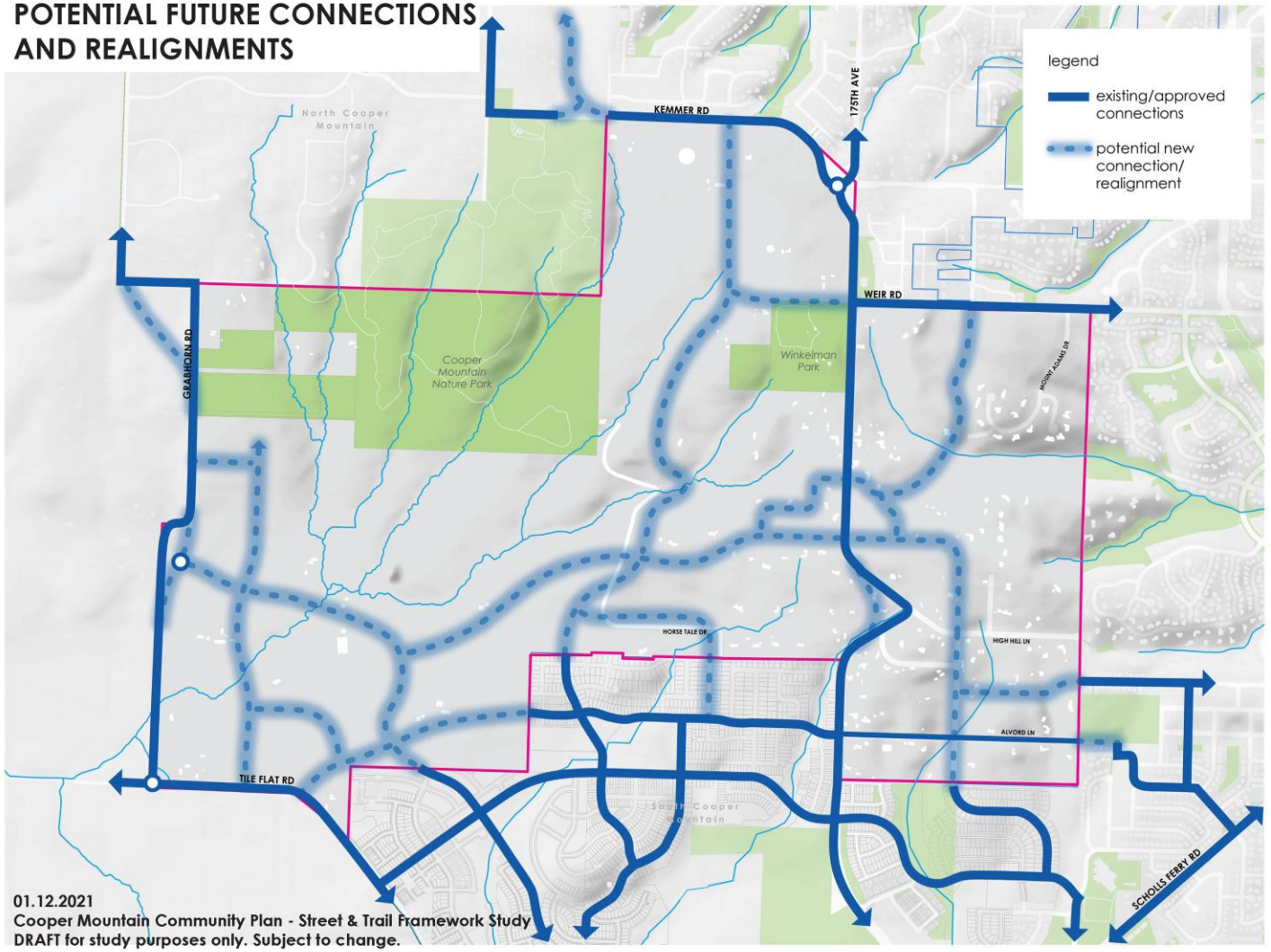
Transportation Challenges

- Roads are steep, narrow, and have sharp turns
- Few sidewalks and bike facilities
- No transit
- Significant regional traffic on few north-south routes – overreliance on SW 175th
- Limited east-west connectivity

Typical Rural Road in Cooper Mountain

Transportation Opportunities

- Create a multi-modal network.
- Build on previous work and address known challenges.
- Encourage future transit service.



Infrastructure Funding

- Identify needed infrastructure, when it needs to be built, and by whom
- Identify funding sources
  - Who pays?
  - How much?
  - Equity considerations
- Coordinate with partner agencies, service providers and developers

Next Steps

- Hold Advisory Committee meetings
- Update inventories
- Prepare for Community Summit (July/Aug)
  - Council and Planning Commission updates
  - Online event
  - Focus group discussions

Questions?

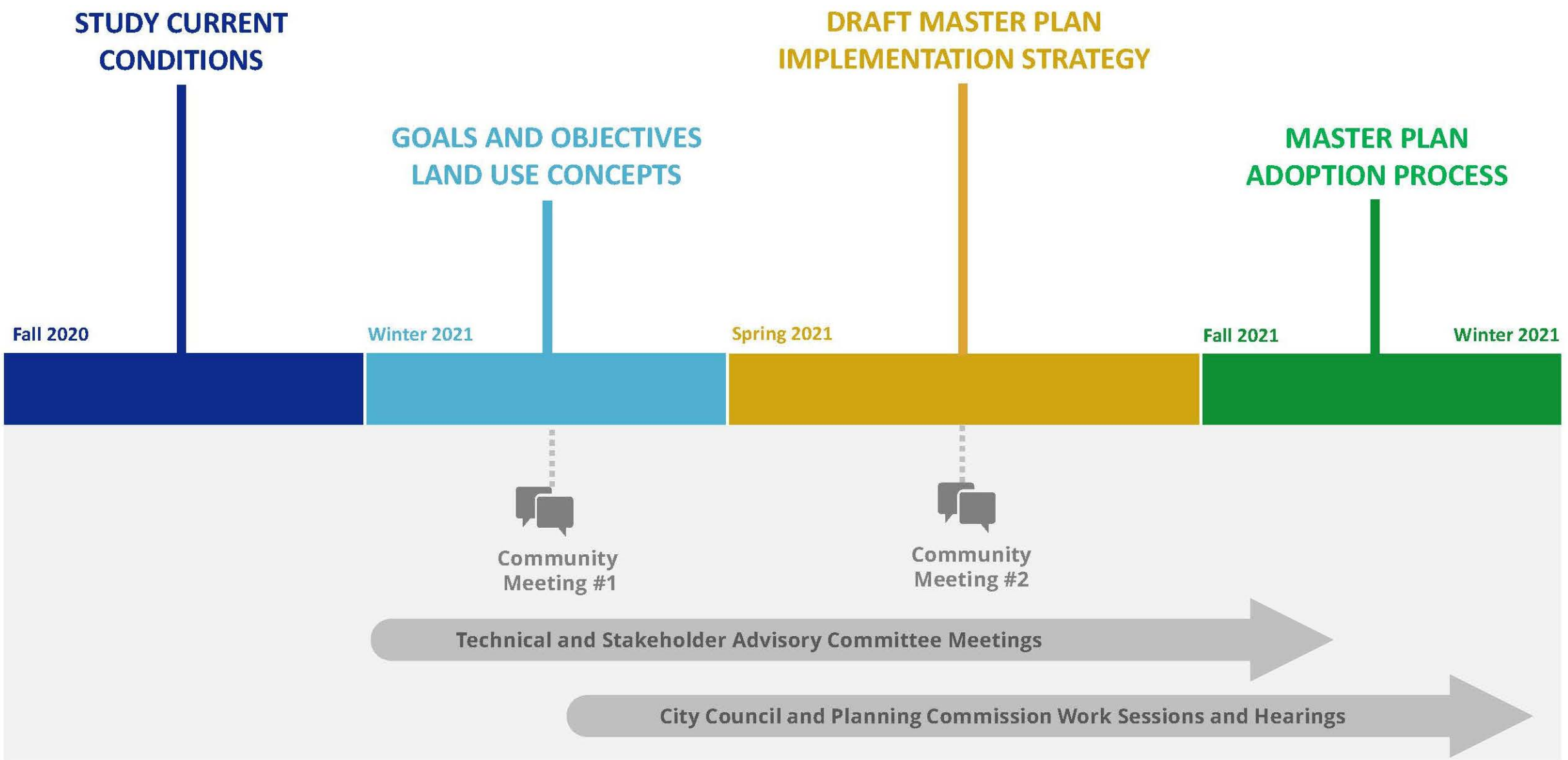
Sign up for project updates and learn more at:
www.BeavertonOregon.gov/CM

Staff: Cassera Phipps, Senior Planner

cphipps@beavertonoregon.gov

KING CITY MASTER PLAN | MPAC Meeting

May 26, 2021



PROJECT SCHEDULE

OUTREACH AND ENGAGEMENT

- **Public Meeting** on March 15, 2021
- **Online Open House** live from March 1-31, 2021
- **108 community members** participated in the Public Meeting and Online Open House
- **Spanish** materials and translator
- Outreach to the **Korean**-speaking community
- **Eleven** stakeholder interviews conducted March – May 2021
  - **Interviewees** include property owners, community members, and partner agencies

Invitations and information were shared with the following organizations:

- Tigard Tualatin Aquatic District
- Tualatin River Keepers
- Ride Connection
- King City Lions Club
- Free Food Ministries Food Pantry
- St. Anthony's Catholic Church
- Tigard Senior Center
- Tigard Covenant Church
- Korean First Southern Baptist Church
- Unite Oregon (Washington County)
- King City Civic Center Clubhouse
- 1000 Friends of Oregon

OUTREACH AND ENGAGEMENT: *Public Meeting and Online Open House*

Overall Vision Statement

- There is a **mix of support** for the Concept Plan Vision
- Desire for greater **connectivity** and **recreational** amenities
- Concern impact to existing **neighborhoods** from new connections
- Concern about amount of planned **growth and development**
- Concern over the protection and enhancement of **natural resources**

Framework Vision and Goals (Land Use, Mobility, Natural Resources, Infrastructure

- There is a **mix of support** for the framework visions and goals
- Community members are **more likely** to support the vision statements of the Natural Resources and Infrastructure frameworks
- Community members are **less likely** to support the Land Use and Mobility vision and goal statements.
  - Specific opposition to extending Fischer Rd

OUTREACH AND ENGAGEMENT: *Public Meeting and Online Open House*

Key Takeaways

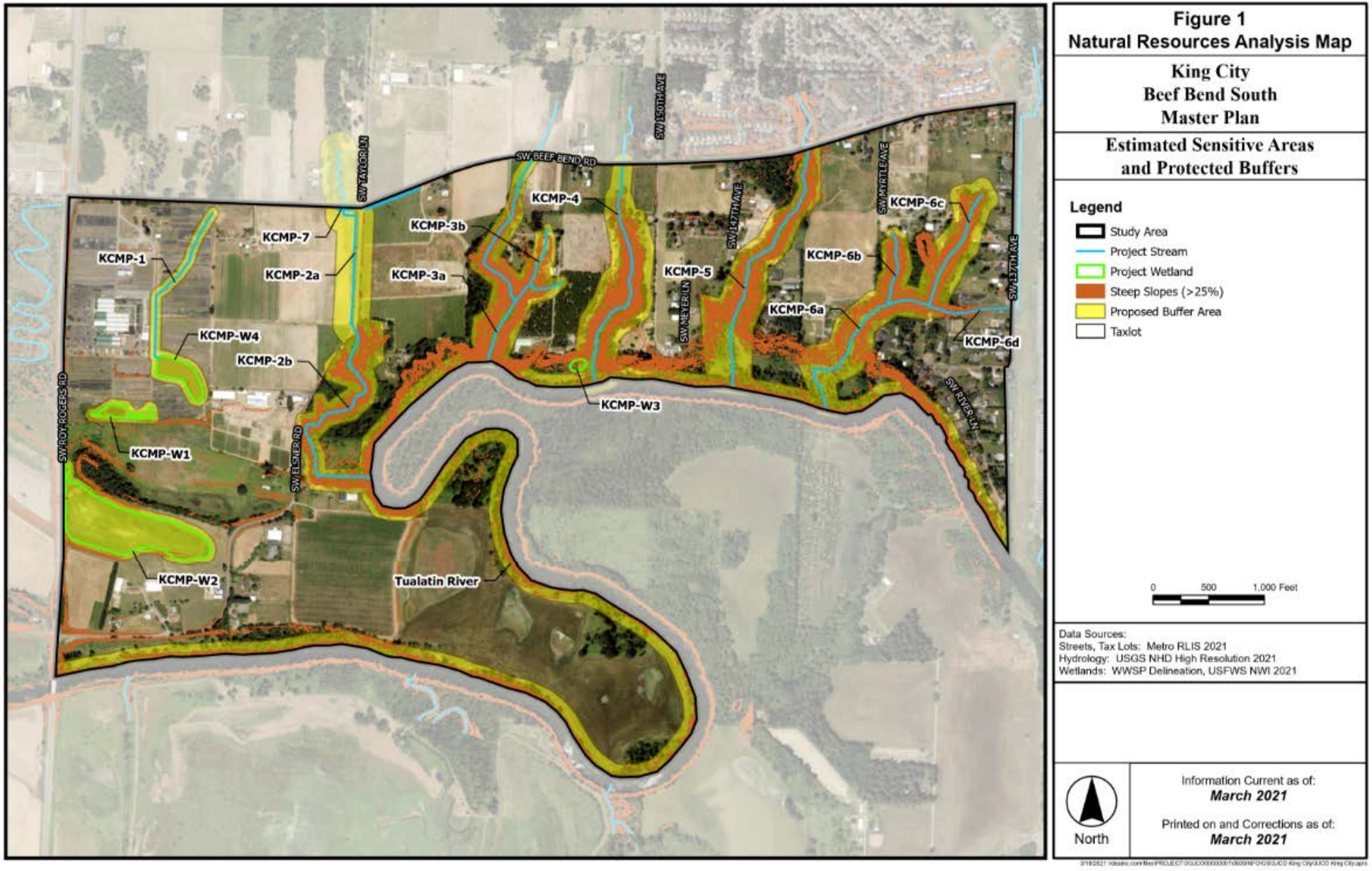
- More **education** is needed regarding the Concept Plan process and how it informs the Master Plan processes.
- Protection and enhancement of natural systems and access to nature are top priorities.
- There is concern regarding the **feasibility** of infrastructure and associated **costs**, particularly related to drainage crossings.
- The Plan should detail how dual priorities of natural resource protection and multi-modal connectivity are balanced.

Key Takeaways

- Include a variety of **housing**
- Concentrate denser **growth** near Beef Bend and Roy Rogers
- Ensure adequate **park** space
- Promote pedestrian and bicycle **safety**
- Design east-west **connections** to serve local traffic
- Pursue **regional stormwater** solutions and inter-city water provisioning
- Evaluate **costs** of alternative approaches to drainage crossings and other infrastructure improvements
- Protect and enhance the **Tualatin River** and wildlife corridors
- Create **equitable access** to the Tualatin River

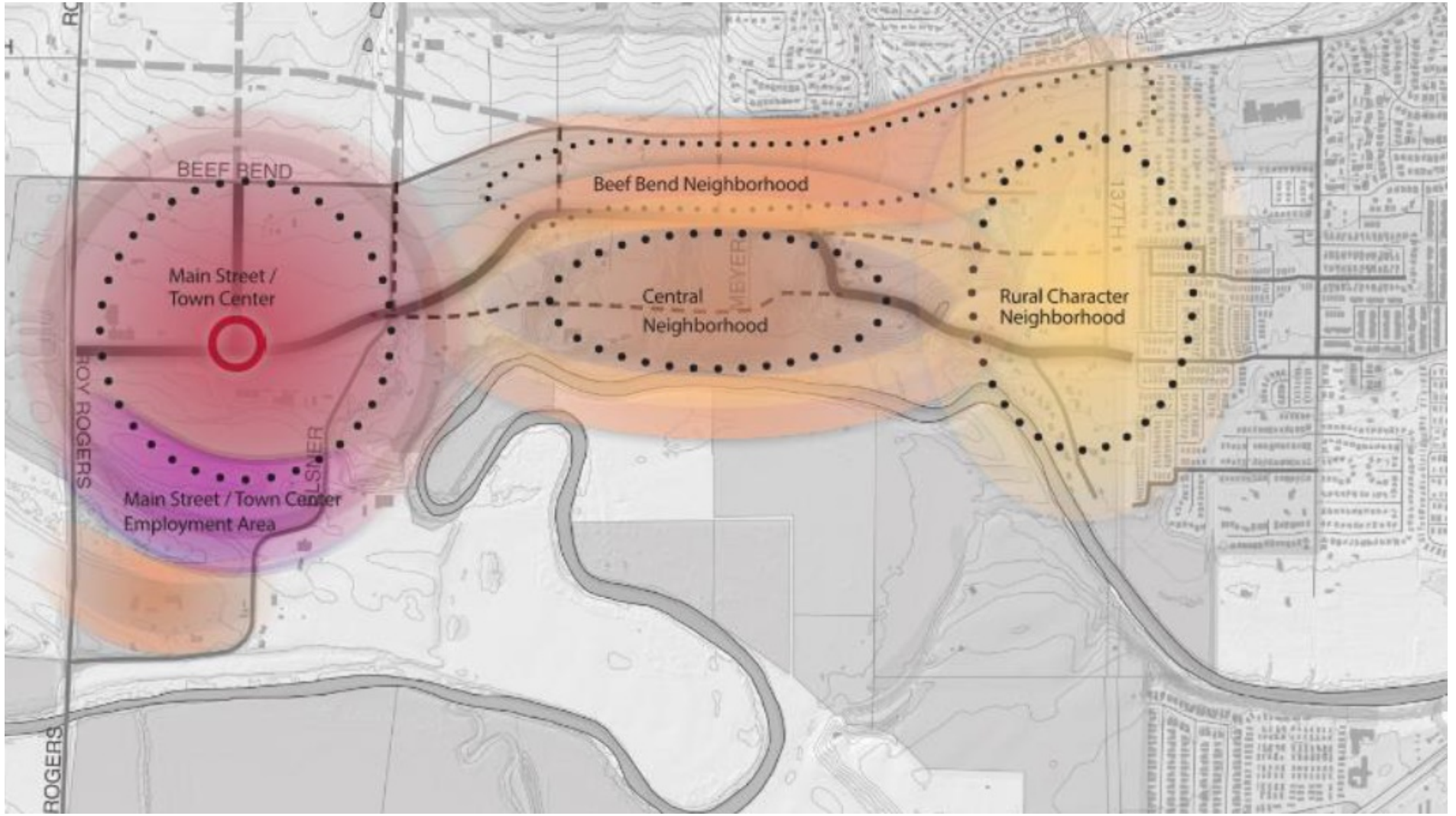
FRAMEWORKS

- Conducted new analysis via GIS and site visit
- Coordinating with Clean Water Services

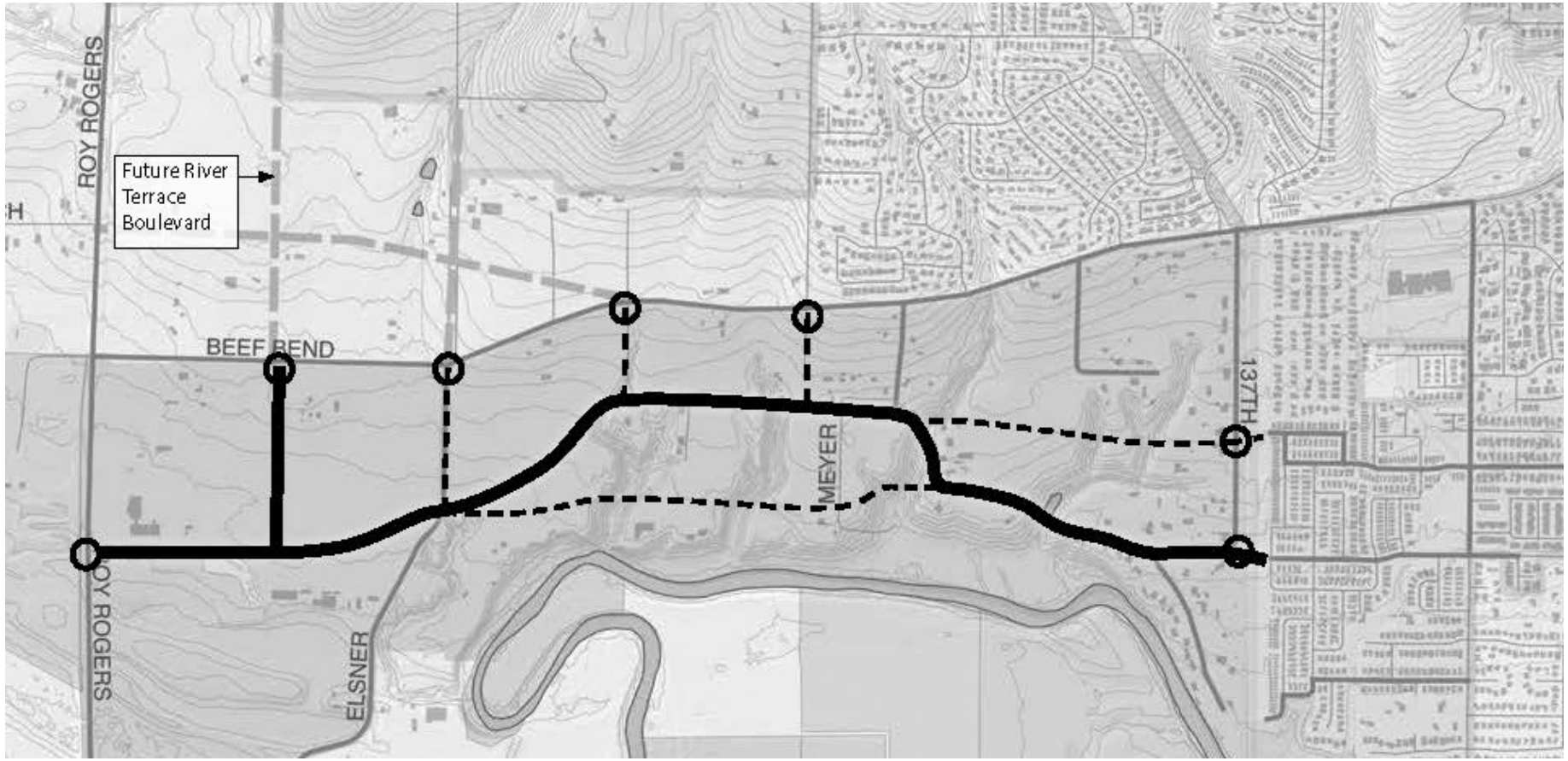


FRAMEWORKS: *Natural Systems*

- Proposing land use designations through HB 2001 process

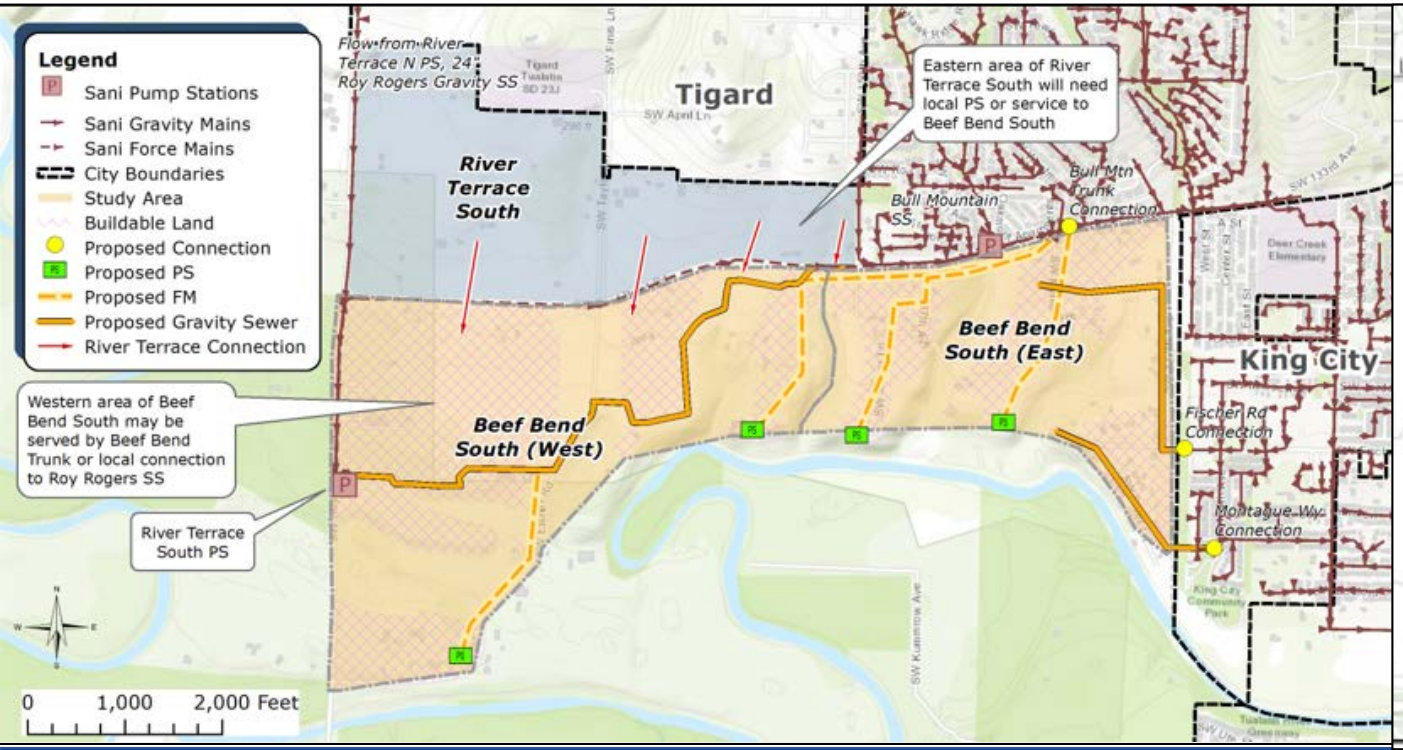


- Coordinating with Tigard, Washington Co, and Metro
- Exploring street design options
- Awaiting draft TSP deliverables

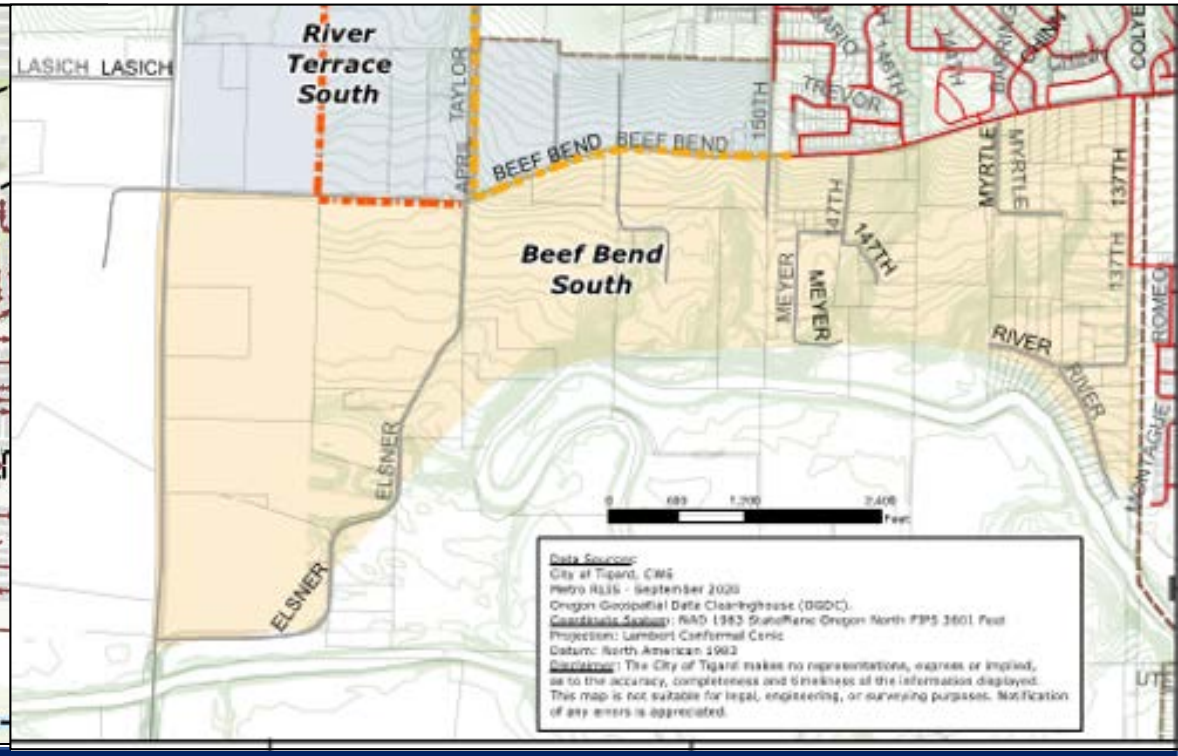


- Murraysmith lead
- Coordinating with Tigard on water provision
- Coordinating with CWS on sanitary sewer

Sewer



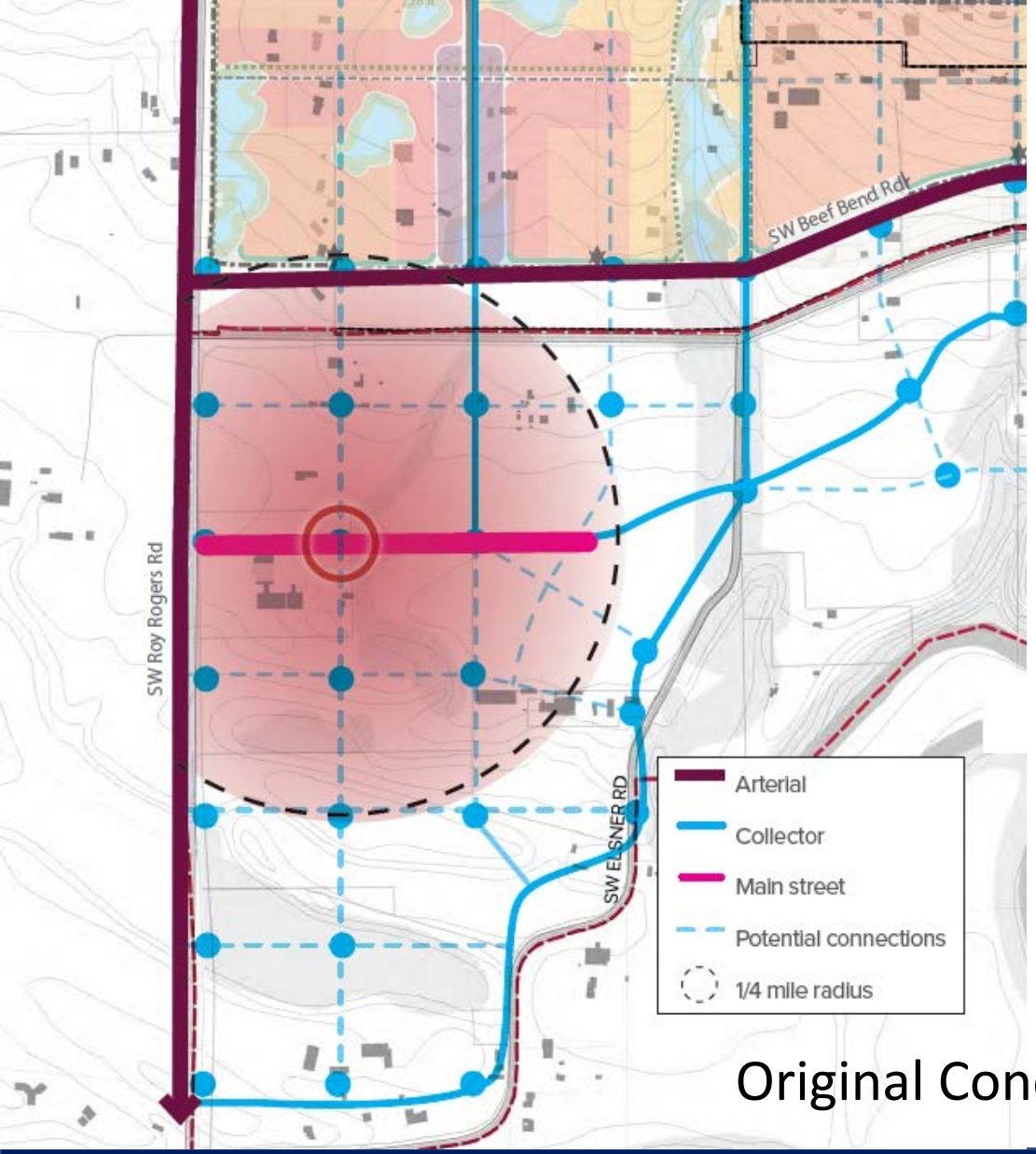
Water



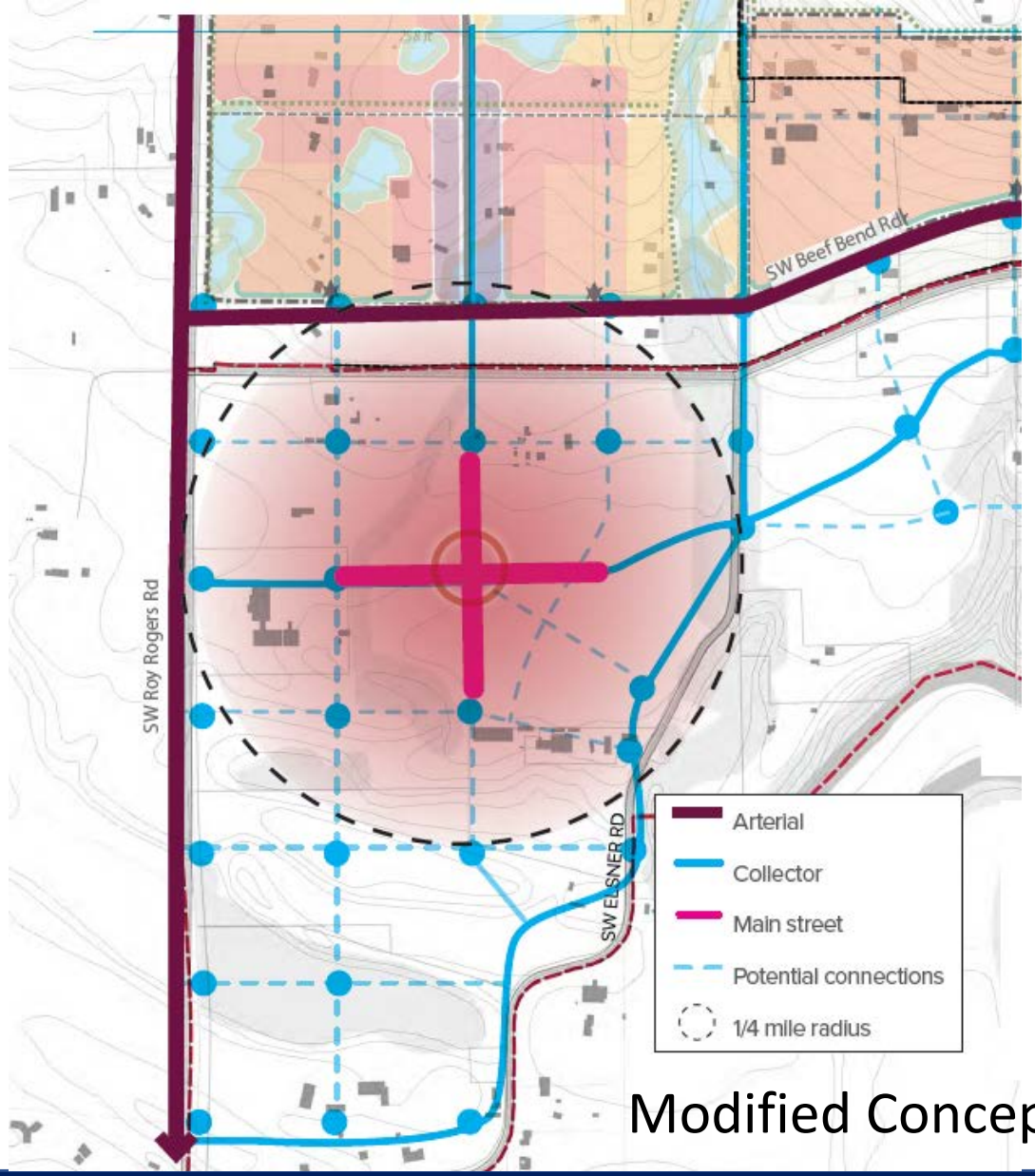
FRAMEWORKS: *Public Utilities*

DESIGN CONCEPTS

DESIGN CONCEPTS: *Town Center*



Original Concept

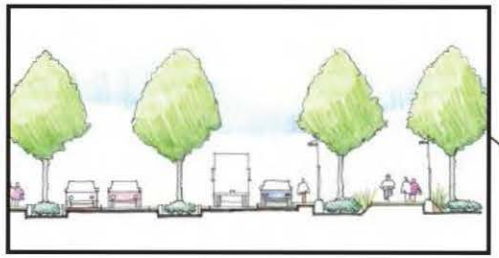


Modified Concept

DESIGN CONCEPTS: *Town Center*

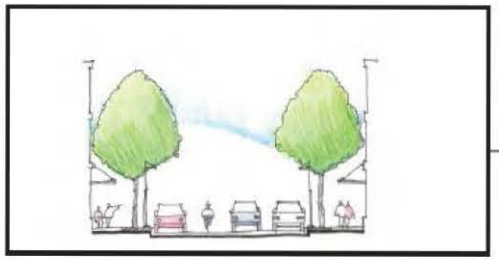
Streets: River Terrace Boulevard

A



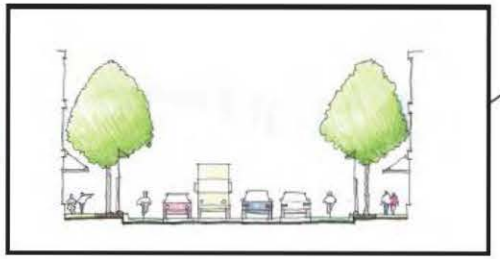
Boulevard design

B

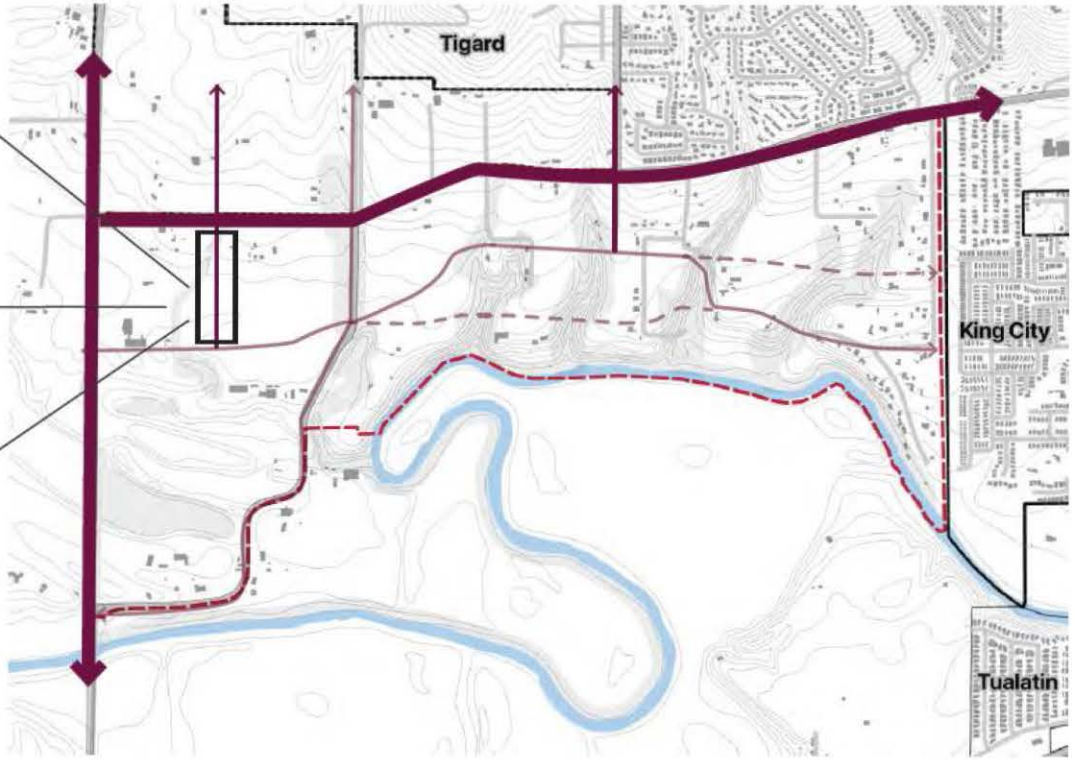


Main Street design

C



Main Street design with buffered bike lanes

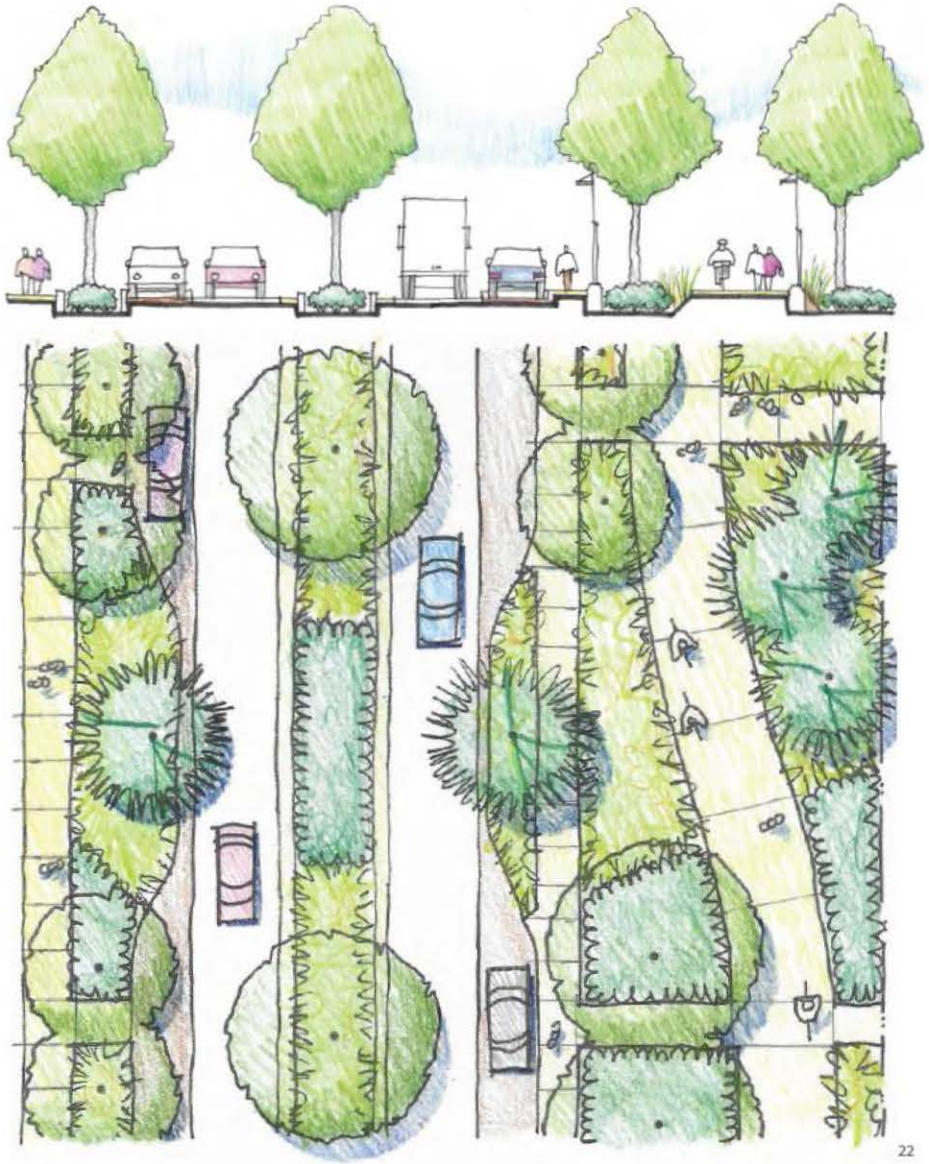


DESIGN CONCEPTS: *River Terrace Blvd*

A

Option: Boulevard Design

- One lane in each direction separated by a planted median
- Pockets of on-street parking
- Meandering Sidewalks



DESIGN CONCEPTS: *River Terrace Blvd*

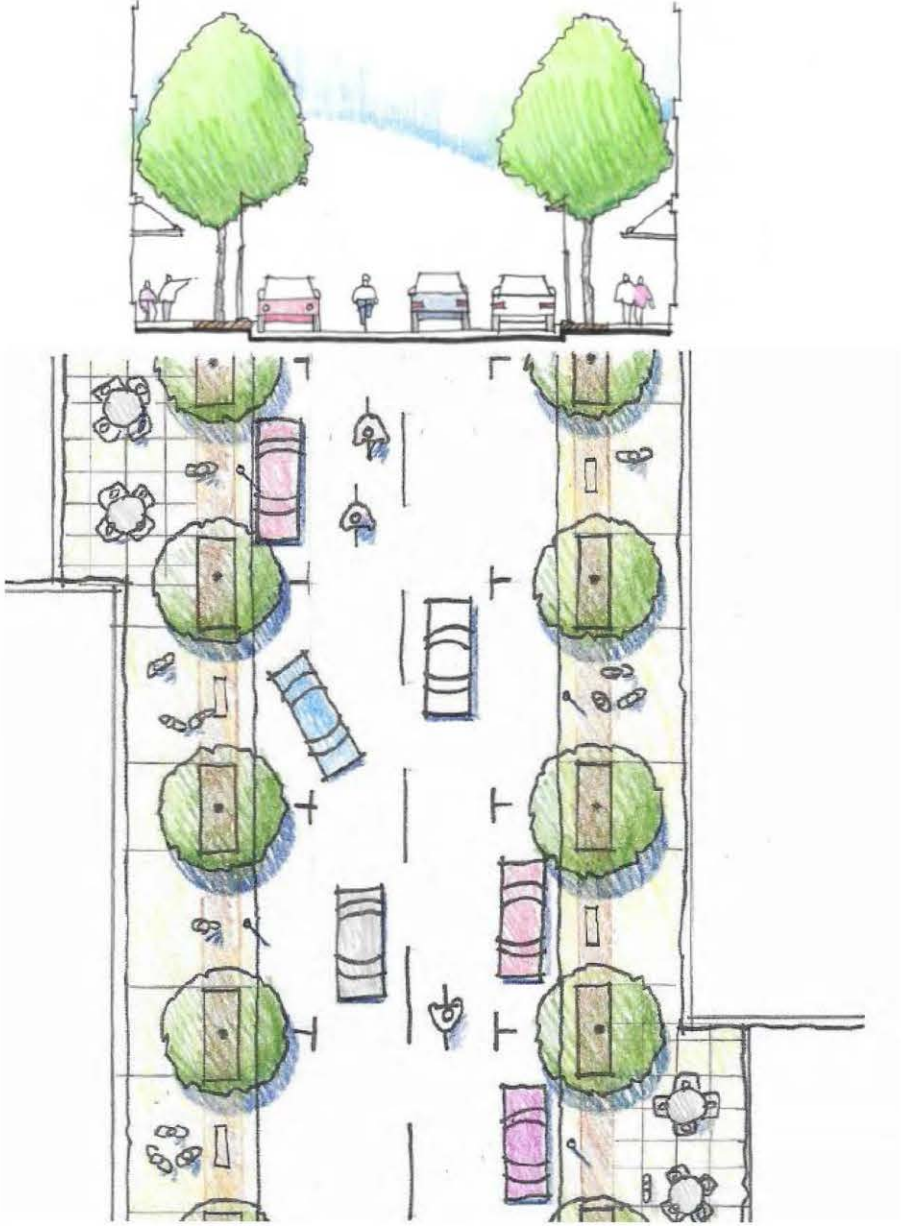
B

Option: Main Street

» Traditional main street with one lane in each direction and on street parking

» Generous sidewalks and planting strip with room for cafe seating

» Could be a curbless design



DESIGN CONCEPTS: *River Terrace Blvd*

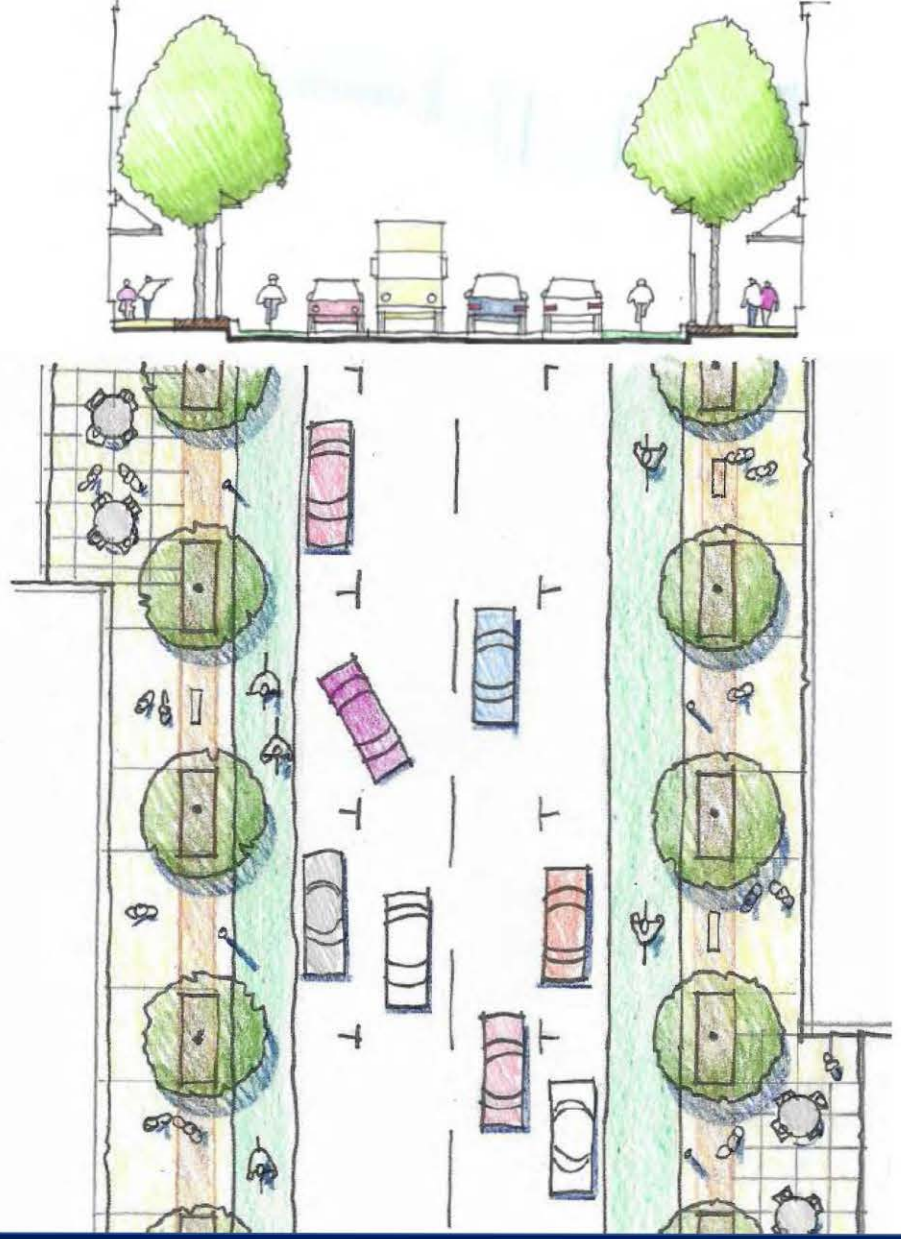
C

Option: Main Street with Bike Lanes

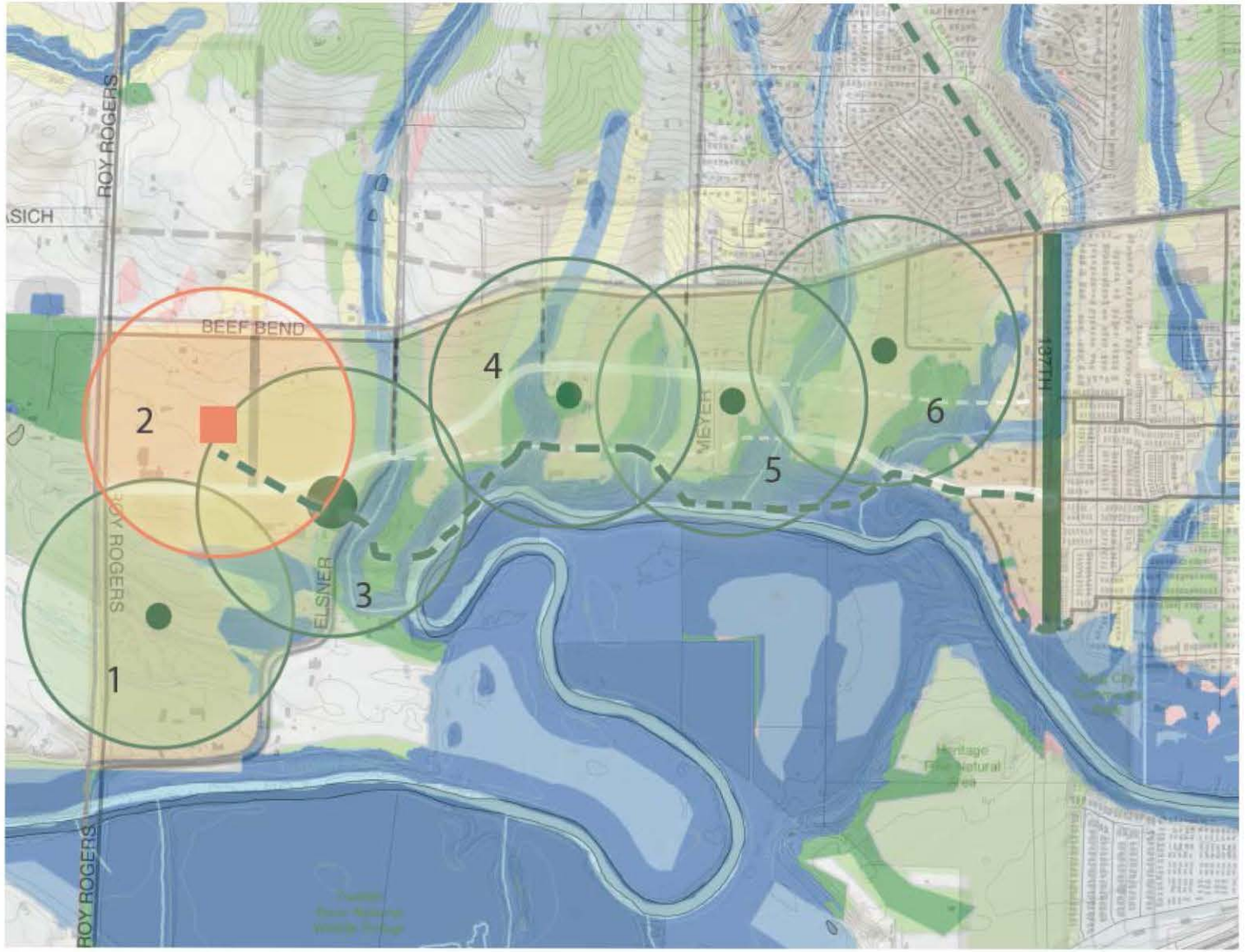
» One lane in each direction

» Bike lanes with on street parking as the buffer and design features to protect bikers

» Generous sidewalks and planting strip with room for cafe seating



DESIGN CONCEPTS: *River Terrace Blvd*



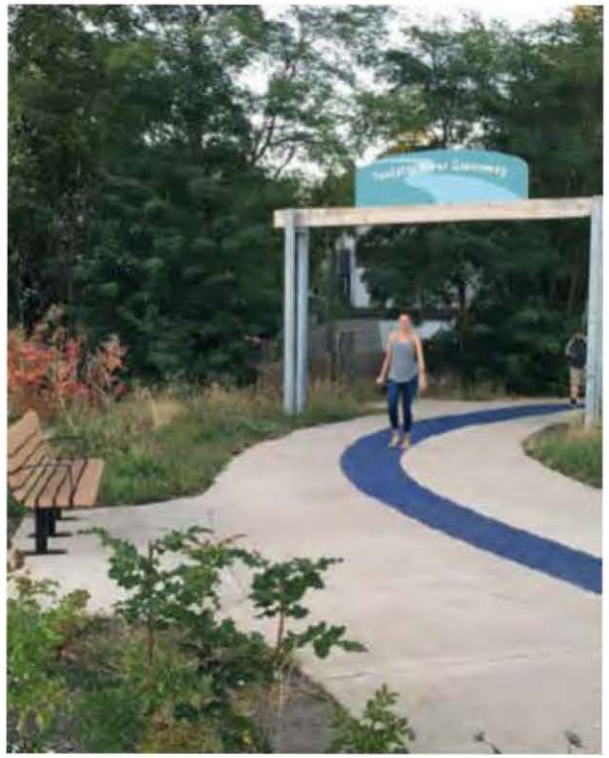
Conceptual park and trails map for the URA 6D

DESIGN CONCEPTS: *Parks*

A. URBAN PARK

- Urban parks, public squares, urban plazas
- Located at busy, higher density, commercial areas

B. LINEAR PARK/CONNECTING GREEN CORRIDOR



- Connect to other parks and trails in the area
- Connect the town center to the river
- Green buffer between neighborhoods

DESIGN CONCEPTS: *Parks*

C. COMMUNITY PARK

- Larger green space with organized activities
- Could include: ball fields, stage, skate park
- Accommodates large groups of people

D. POCKET PARK

- Small park that often includes looped walking trail and picnic area
- Attracts people of all ages

DESIGN CONCEPTS: *Parks*

E. TOT LOT/PLAYGROUND

- Small park with a play structure
- Geared for families with young children

F. NATURE PARK

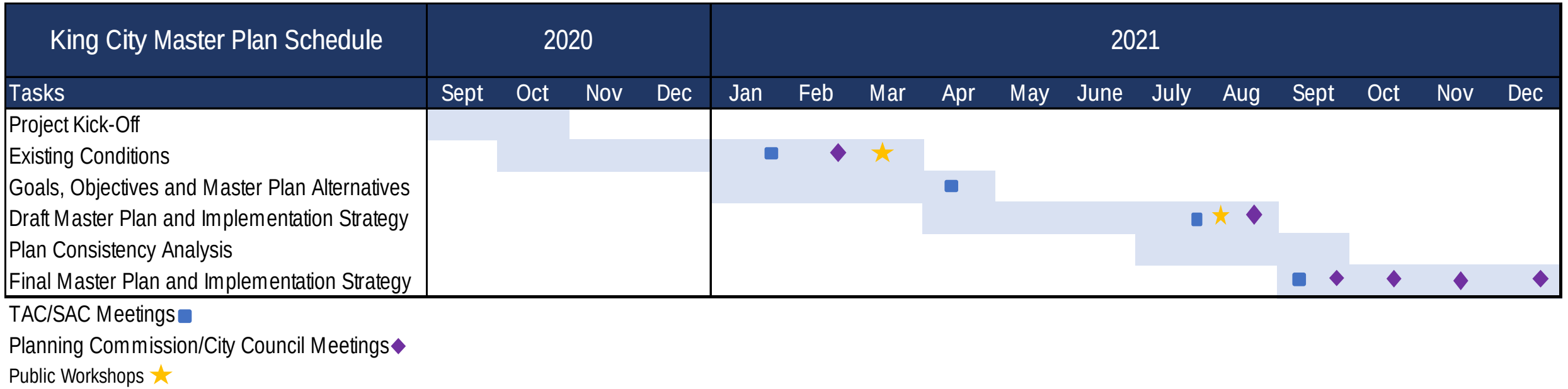
- Open space with protected natural features
- Less structured play areas; more wild areas with trails running through
- Could include interpretive signage and seating areas along trails or paths

DESIGN CONCEPTS: *Parks*

NEXT STEPS

Next Steps:

- Draft Plan – *July 2021*
- Advisory Committees – *July 2021*
- Online/Virtual Open House – July/August *2021*
- Planning Commission/City council Briefing – *August 2021*
- Implementation Plan – *August/September 2021*



Questions?

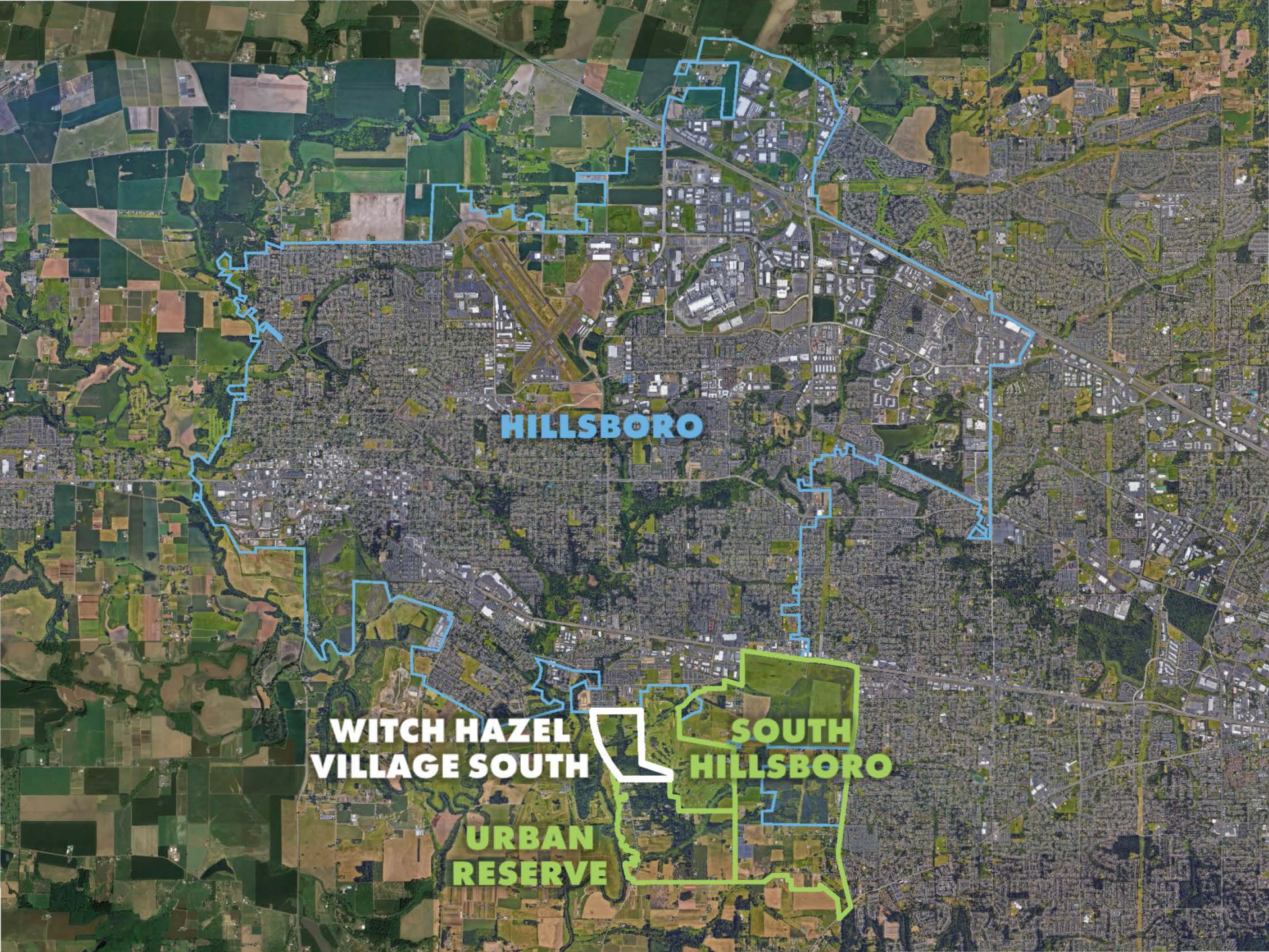
KING CITY MASTER PLAN | MPAC Meeting

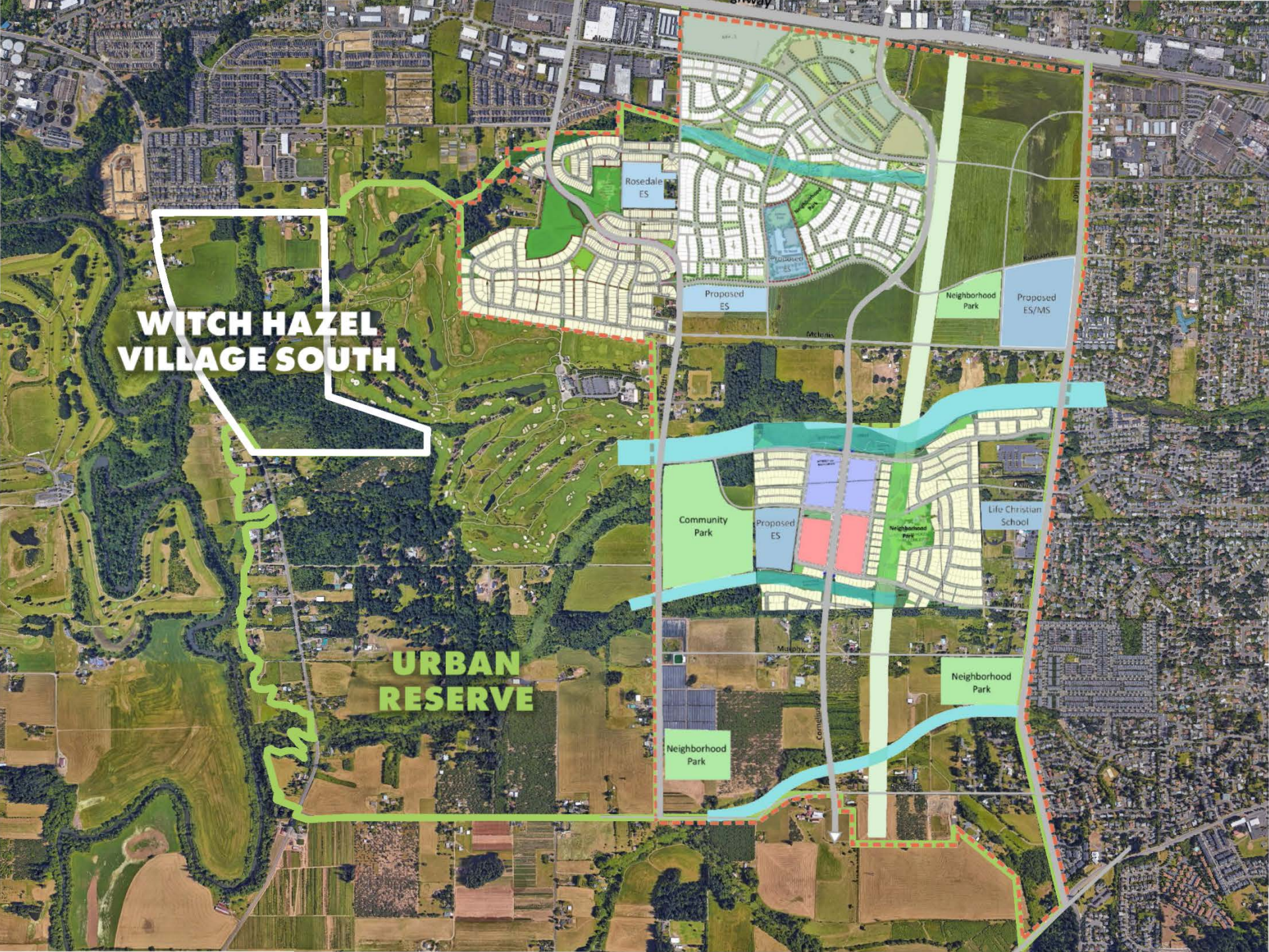
May 26, 2021

WITCH HAZEL VILLAGE SOUTH

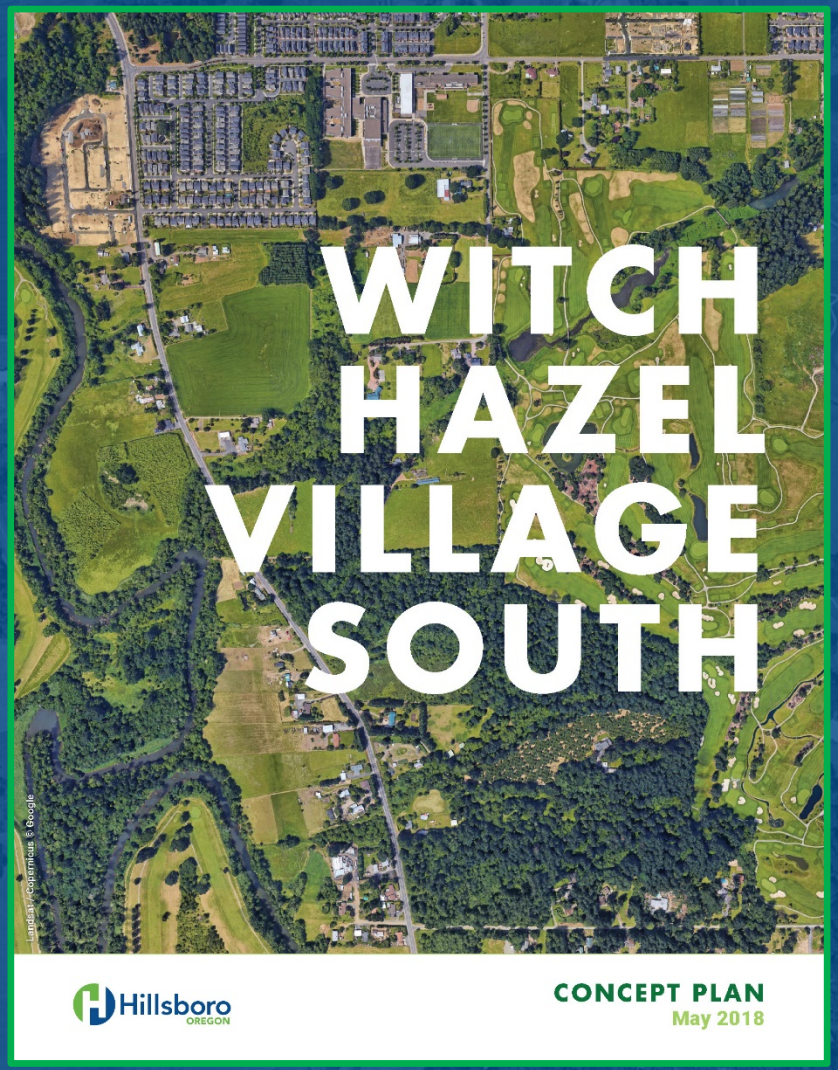
Metro Policy Advisory Committee (MPAC)

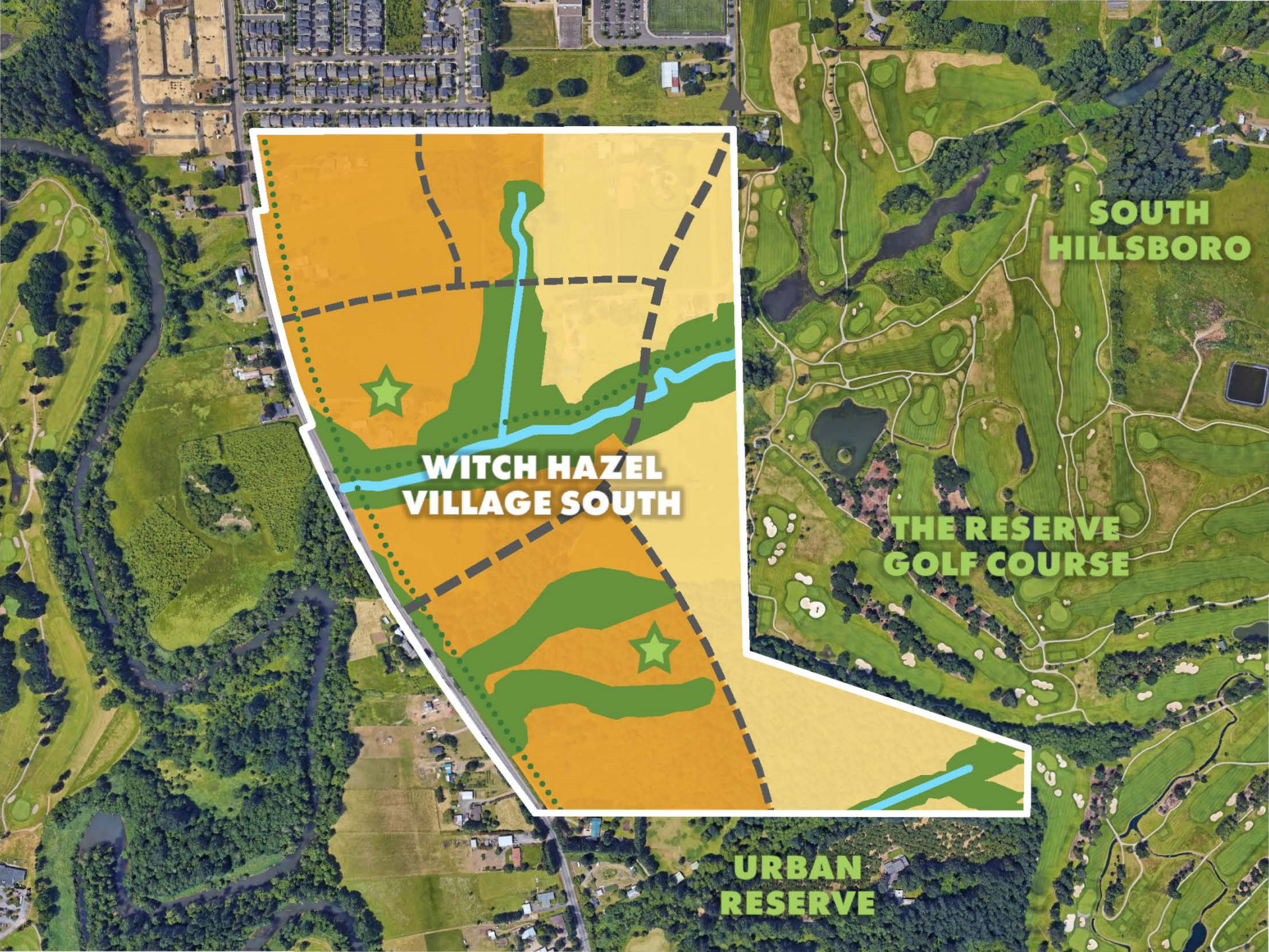
Hillsboro OREGON


HILLSBORO
WITCH HAZEL VILLAGE SOUTH
SOUTH HILLSBORO
URBAN RESERVE


WITCH HAZEL VILLAGE SOUTH
URBAN RESERVE
Rosedale ES
Proposed ES
Proposed ES
Neighborhood Park
Proposed ES/MS
Community Park
Proposed ES
Life Christian School
Neighborhood Park
Neighborhood Park
Neighborhood Park

CONCEPT PLANNING

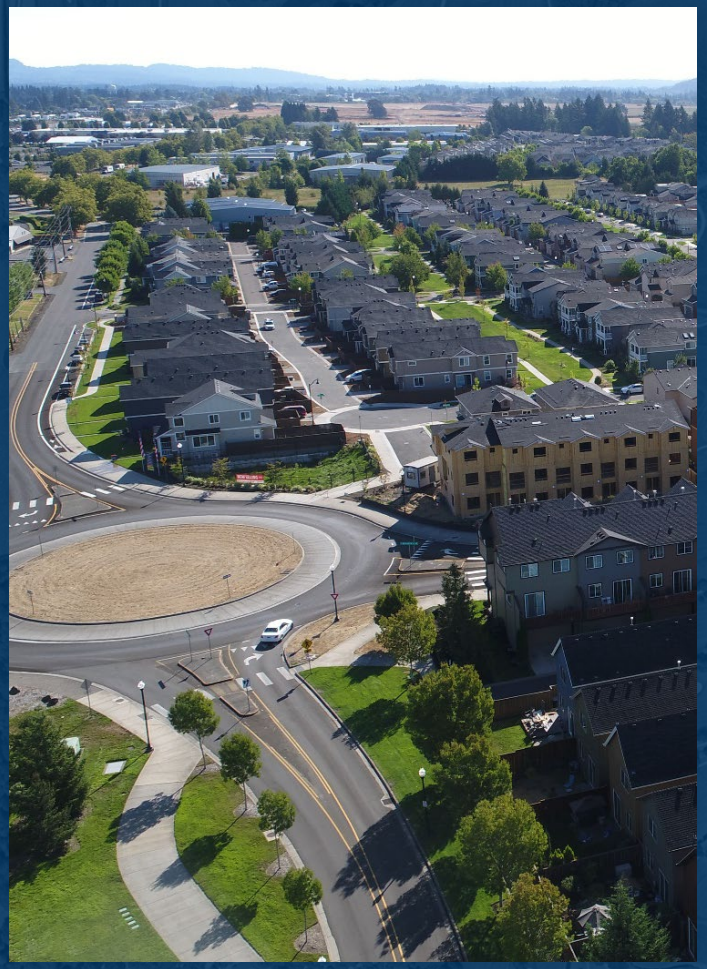


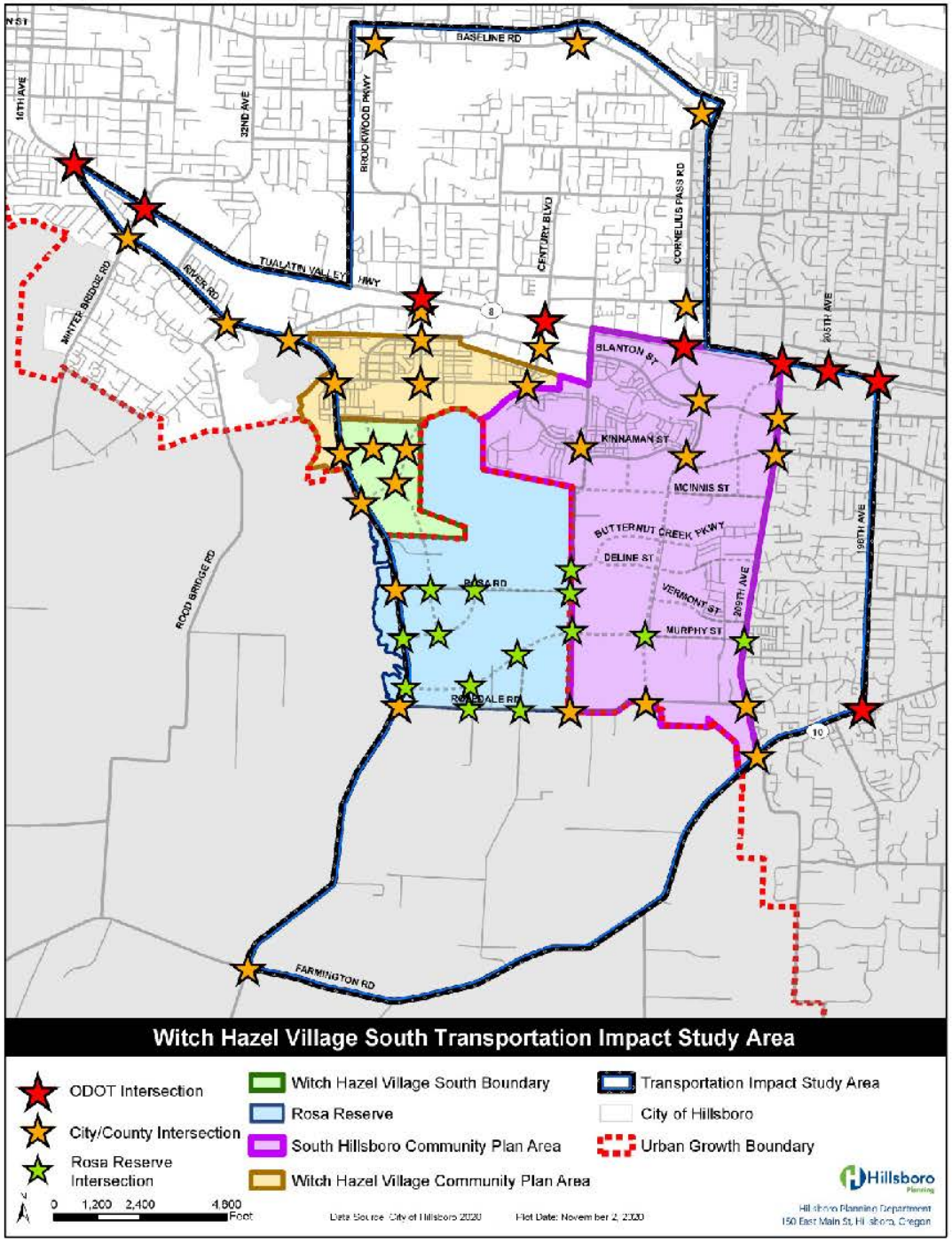

SOUTH
HILLSBORO
WITCH HAZEL
VILLAGE SOUTH
THE RESERVE
GOLF COURSE
URBAN
RESERVE


WITCH HAZEL
VILLAGE SOUTH
THE RESERVE
GOLF COURSE
SOUTH
HILLSBORO
URBAN
RESERVE

COMPREHENSIVE PLANNING

- Build Upon the Concept Plan
- Update Improvements' Location, Size, Cost, and Financing with LOW and HIGH numbers
- Update Housing Choices
- *WHVS Community Plan* Comprehensive Plan Section
- *WHVS Plan District* Community Development Code Subchapter




BASELINE RD
16TH AVE
32ND AVE
BROOKWOOD PKWY
CENTURY BLVD
CORNELIUS PASS RD
TUALATIN VALLEY HWY
RIVER RD
WATER BRIDGE RD
BLANTON ST
KINNAMAN ST
MCINNIS ST
BUTTERNUT CREEK PKWY
DELINE ST
ROSA RD
VERMONT ST
MURPHY ST
ROYDALE RD
ROOD BRIDGE RD
FARMINGTON RD
205TH AVE
198TH AVE
8
10
Witch Hazel Village South Transportation Impact Study Area
ODOT Intersection
City/County Intersection
Rosa Reserve Intersection
Witch Hazel Village South Boundary
Rosa Reserve
South Hillsboro Community Plan Area
Witch Hazel Village Community Plan Area
Transportation Impact Study Area
City of Hillsboro
Urban Growth Boundary
0 1,200 2,400 4,800
Feet
Data Source: City of Hillsboro 2020
Plot Date: November 2, 2020
Hillsboro Planning
Hillsboro Planning Department
150 East Main St, Hillsboro, Oregon

Project Timeline

- **Spring 2021**
  Community Meeting #1
- **Summer 2021**
  Draft Community Plan
- **October 2021**
  Community Meeting #2
- **January 2022**
  Draft Code Concepts
- **February 2022**
  Community Meeting #3
- **Spring 2022**
  Planning Commission Public Hearings

Project Webpage:
www.hillsboro-oregon.gov/WHVS

Dan Rutzick, AICP
Long Range Planning Manager
dan.rutzick@hillsboro-oregon.gov
503-681-5358

Hillsboro
OREGON

QUESTIONS AND COMMENTS?

Hillsboro OREGON

Regional Congestion Pricing Study

MPAC

May 26, 2021

Regional Congestion Pricing Study

- Project Overview
  - What is congestion pricing?
  - How we are measuring congestion pricing performance?
  - Expected outcomes
- Scenarios and High Level Findings
- Expert Review Panel
- Next Steps

What is Congestion Pricing?

Congestion pricing is the use of a charge, such as tolls or parking fees, to:

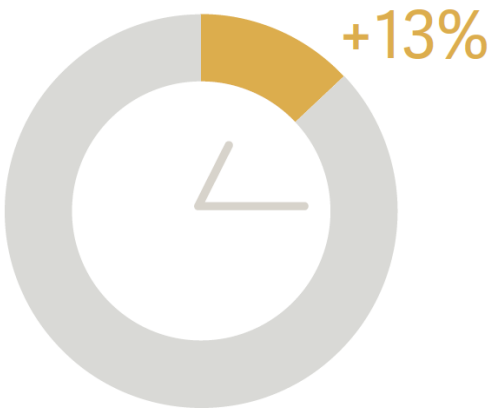
- Reduce traffic congestion and greenhouse gas emissions
- Change traveler behavior (shifting trip times, traveling less often, changing travel modes, carpooling, routes, etc.)

Why now?

- Transportation creates greenhouse gas emissions (40% in Oregon)
- Congestion is/was growing. 500,000 new residents by 2040
- We can’t build our way out of congestion
- Congestion pricing supports efficient use of infrastructure
- Our current transportation system is inequitable

Inequitable system today

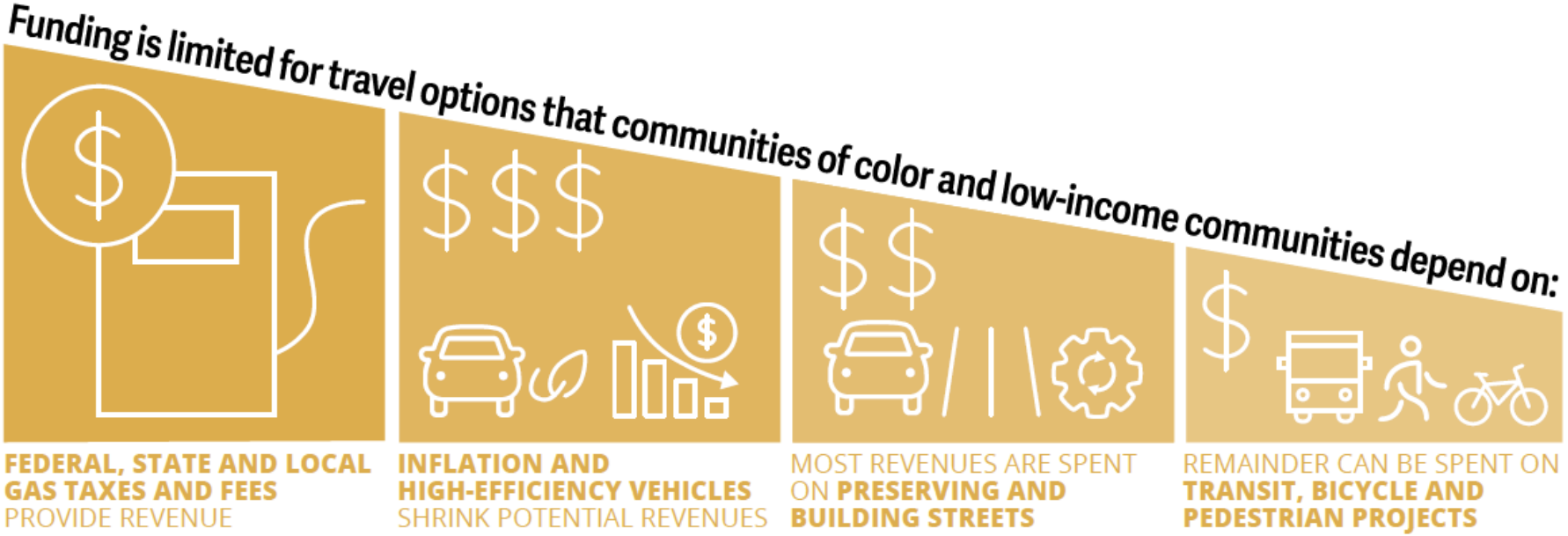
In the Portland region, average commute times for Black commuters are 13% longer than white commuters.



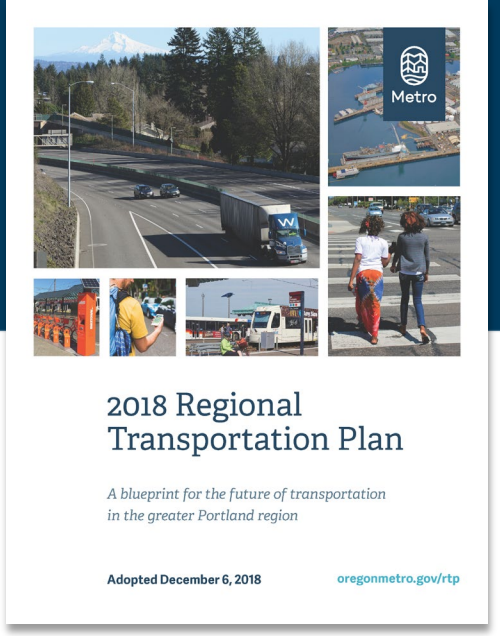
The lowest income households spend 35% of their income on transportation. Those with the highest income spend 13% or less.

Source: U.S. Bureau of Transportation Statistics

Inequitable system today



Planning Context



Multiple plans identify the need

- *2010 RTP, TSMO Strategic Plan– 2010, Climate Smart Strategy – 2014 & Federal congestion management process*

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*

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 safety or equity.

Not recommending project or implementing any pricing measures

Expected Outcomes

RCPS findings will:

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

Congestion Pricing scenarios are measured against the Region's 4 Priorities (RTP 2018)

Equity-
Reduce disparity

Climate Smart –
Reducing GHG emissions

Safety-
Getting to Vision Zero

Congestion

Evaluation

1. Test for reducing congestion and GHG emissions
2. Review for potential impacts to equity and safety
3. Explore strategies to maximize benefits
   - Improve mobility, equity, safety
   - Increasing transit service in key areas
   - Adding pedestrian, bike, and transit infrastructure (2040 RTP Strategic investments)
   - Fee structures
   - Other?

Strategic Engagement

- Experts in congestion pricing programs and modeling hired to help shape the study and evaluate analysis
- Methodology and Findings were reviewed by an expert panel
- Targeted stakeholder engagement
  - Jurisdictional partners, Equity experts (CORE, POEM Task Force, EMAC)

Evaluate technical feasibility and performance of 4 different pricing tools

- Focused on 4 tools with multiple possible program designs
- Provide assessment of overall value, not a recommendation
- Model outcomes focused on 2 scenarios from each type

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)

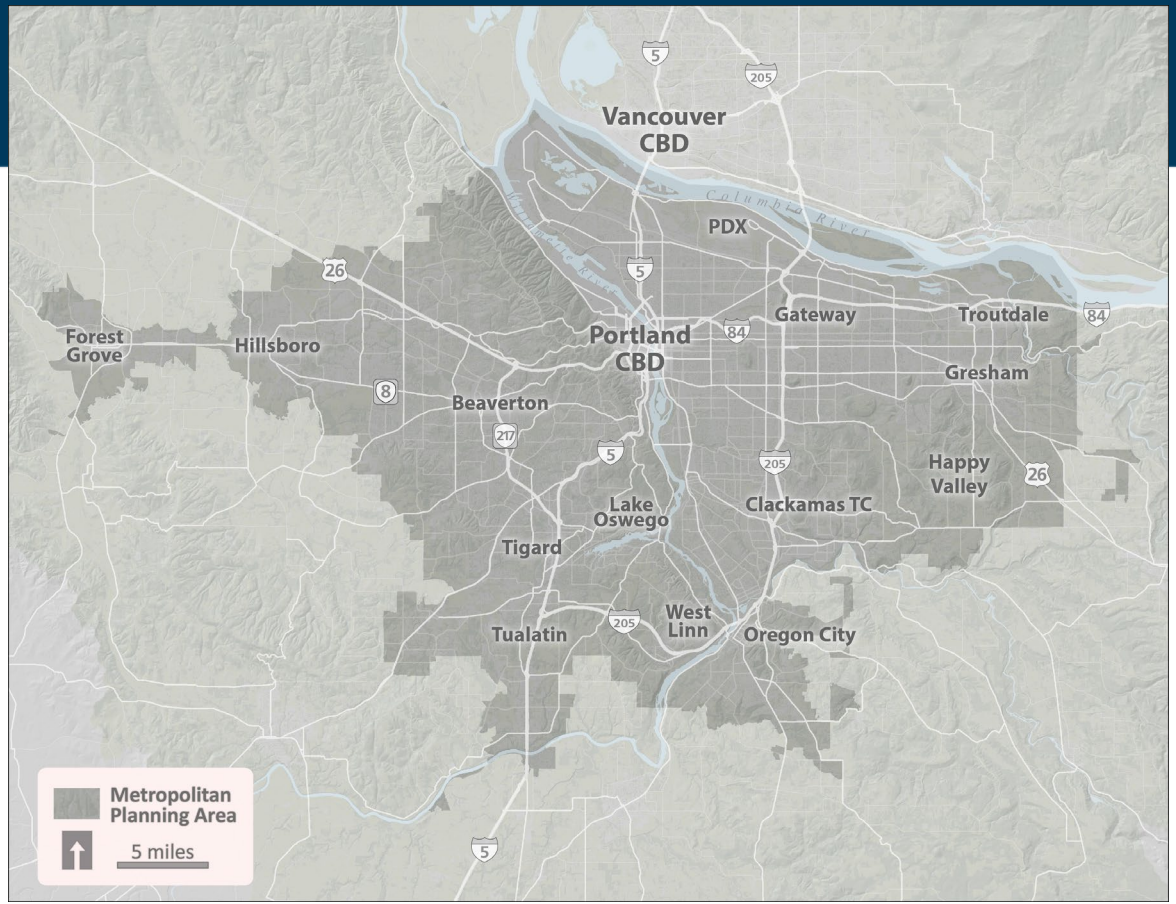
ROADWAY PRICING

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

PARKING PRICING

Drivers pay to park in certain areas

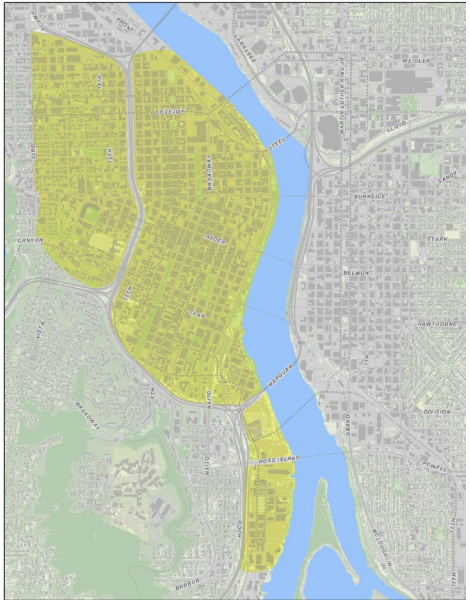
VMT Scenarios



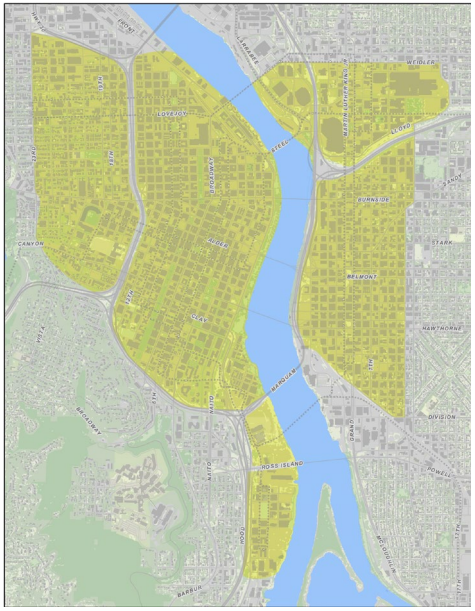
- Charges assessed within MPA boundaries for each mile driven for VMT scenarios
- VMT B = $0.0685/mile
- VMT C = $0.132/mile

Cordon Scenarios

Cordon A

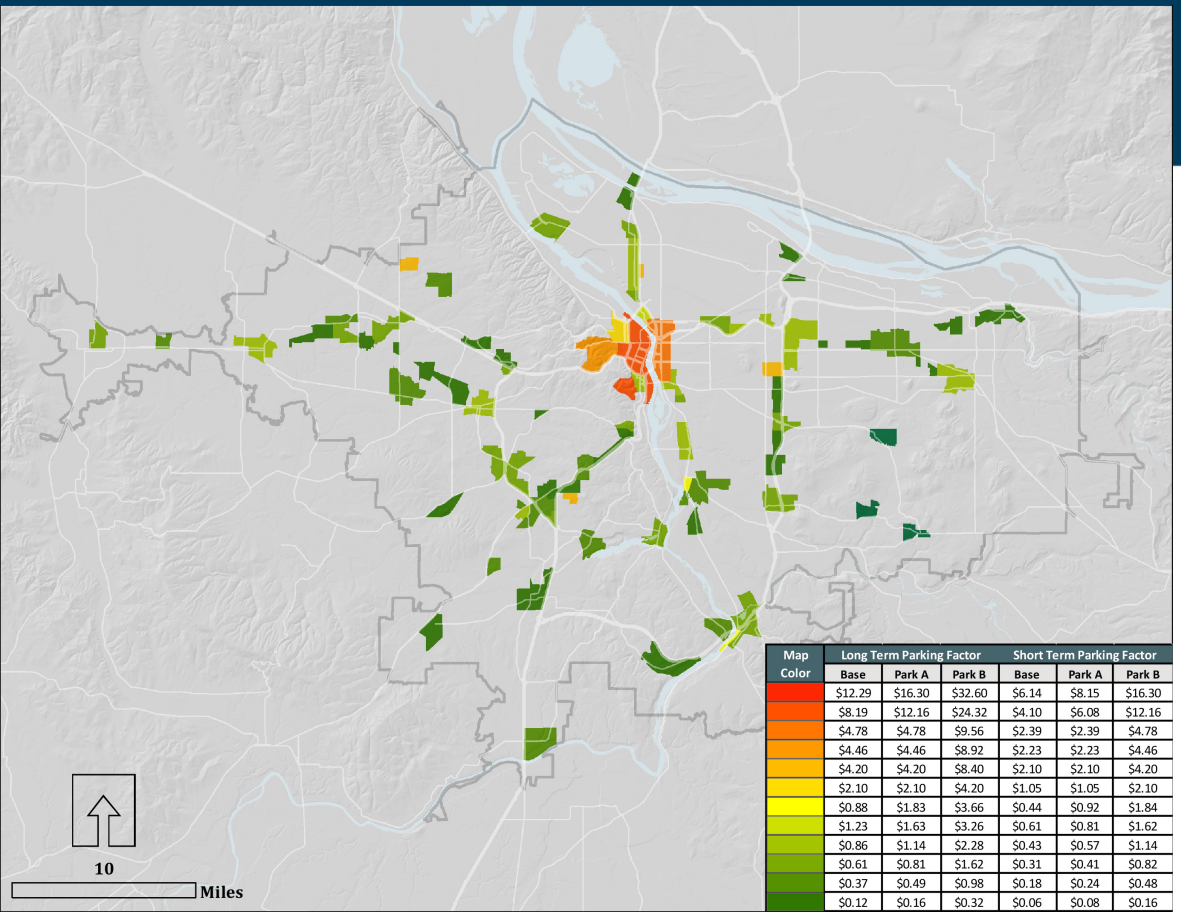


Cordon B



- 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
- $5.63 to enter cordon area

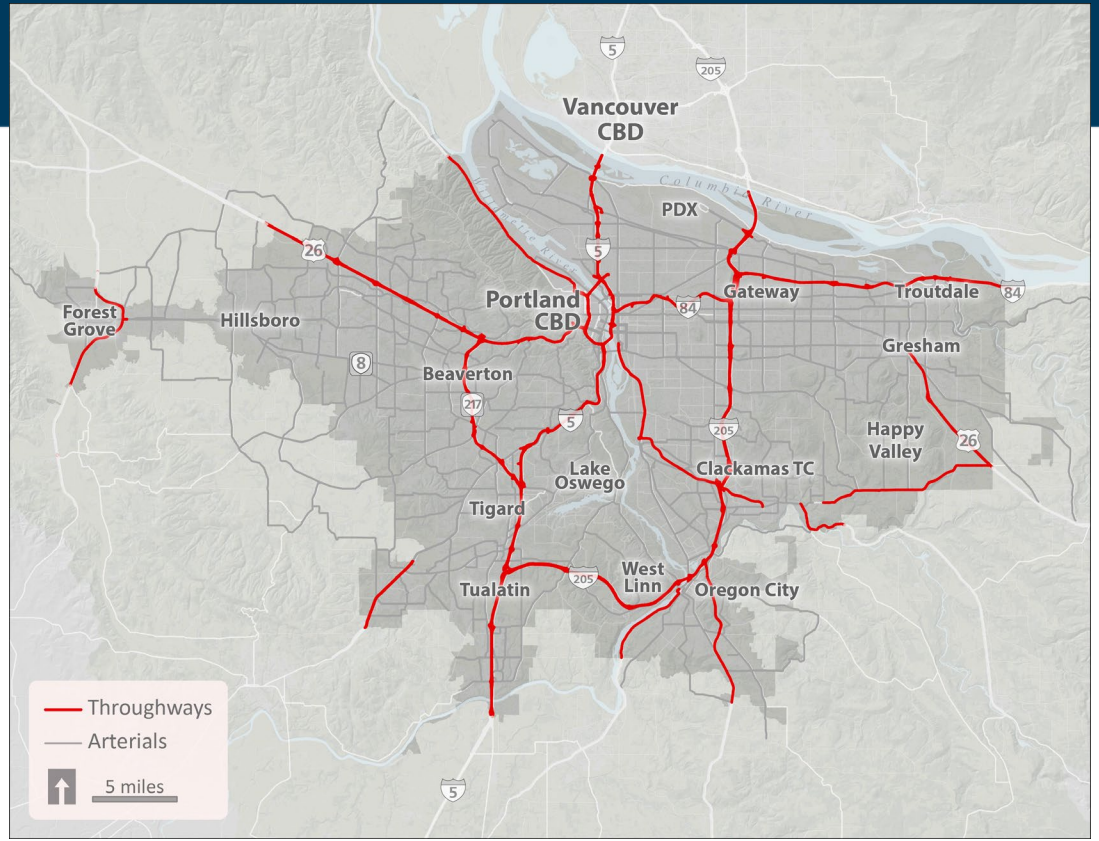
Parking Scenarios



Map Color	Long Term Parking Factor			Short Term Parking Factor		
	Base	Park A	Park B	Base	Park A	Park B
	$12.29	$16.30	$32.60	$6.14	$8.15	$16.30
	$8.19	$12.16	$24.32	$4.10	$6.08	$12.16
	$4.78	$4.78	$9.56	$2.39	$2.39	$4.78
	$4.46	$4.46	$8.92	$2.23	$2.23	$4.46
	$4.20	$4.20	$8.40	$2.10	$2.10	$4.20
	$2.10	$2.10	$4.20	$1.05	$1.05	$2.10
	$0.88	$1.83	$3.66	$0.44	$0.92	$1.84
	$1.23	$1.63	$3.26	$0.61	$0.81	$1.62
	$0.86	$1.14	$2.28	$0.43	$0.57	$1.14
	$0.61	$0.81	$1.62	$0.31	$0.41	$0.82
	$0.37	$0.49	$0.98	$0.18	$0.24	$0.48
	$0.12	$0.16	$0.32	$0.06	$0.08	$0.16

- Parking A assumes rates from RTP's 2040 FC scenario
- Parking B is double the charge of Parking A
- Parking scenarios do not include changes to parking rates outside of MPA boundaries

Roadway Scenarios



- 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 ($0.132/mile), while Roadway B doubles that rate ($0.264/mile)

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								
	Drive Alone Rate								
	Daily Transit Trips								
	2HR Freeway VHD								
	2HR Arterial VHD								
Climate	Emissions								
Equity	Job Access (Auto)								
	Job Access (Transit)								
	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.*

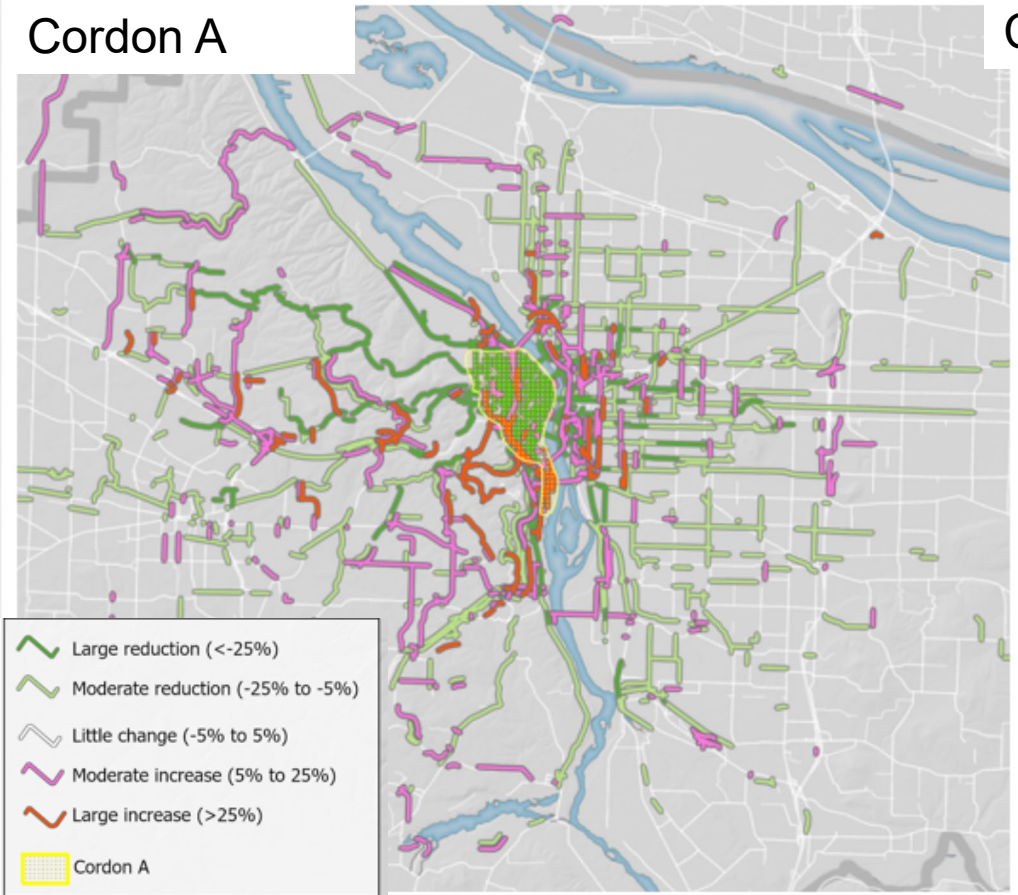
Legend	
	Large Positive Change
	Moderate Positive Change
	Small Positive Change
	Minimal Change
	Small Negative Change
	Moderate Negative Change
	Large Negative Change

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

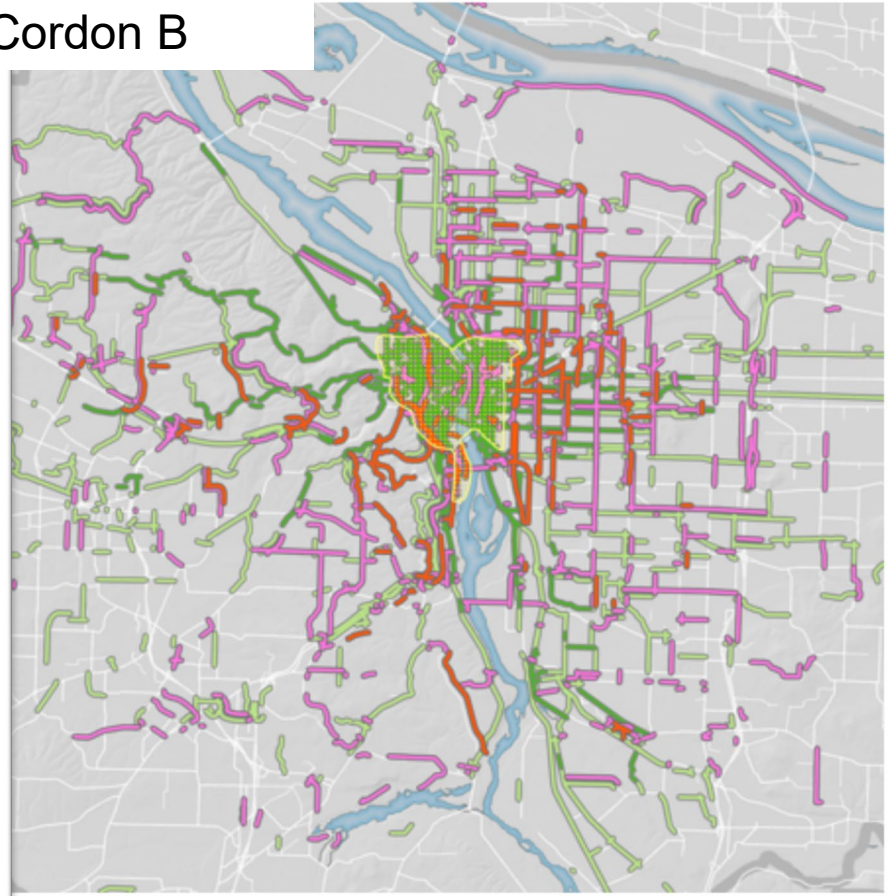
- VMT and Parking scenarios show the most positive changes, no negative changes
- Cordon and Roadway scenarios see some increases in delay and reductions in job access
- These results are before any discounts/exemptions, reinvestment of revenues, or iterations of program design

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

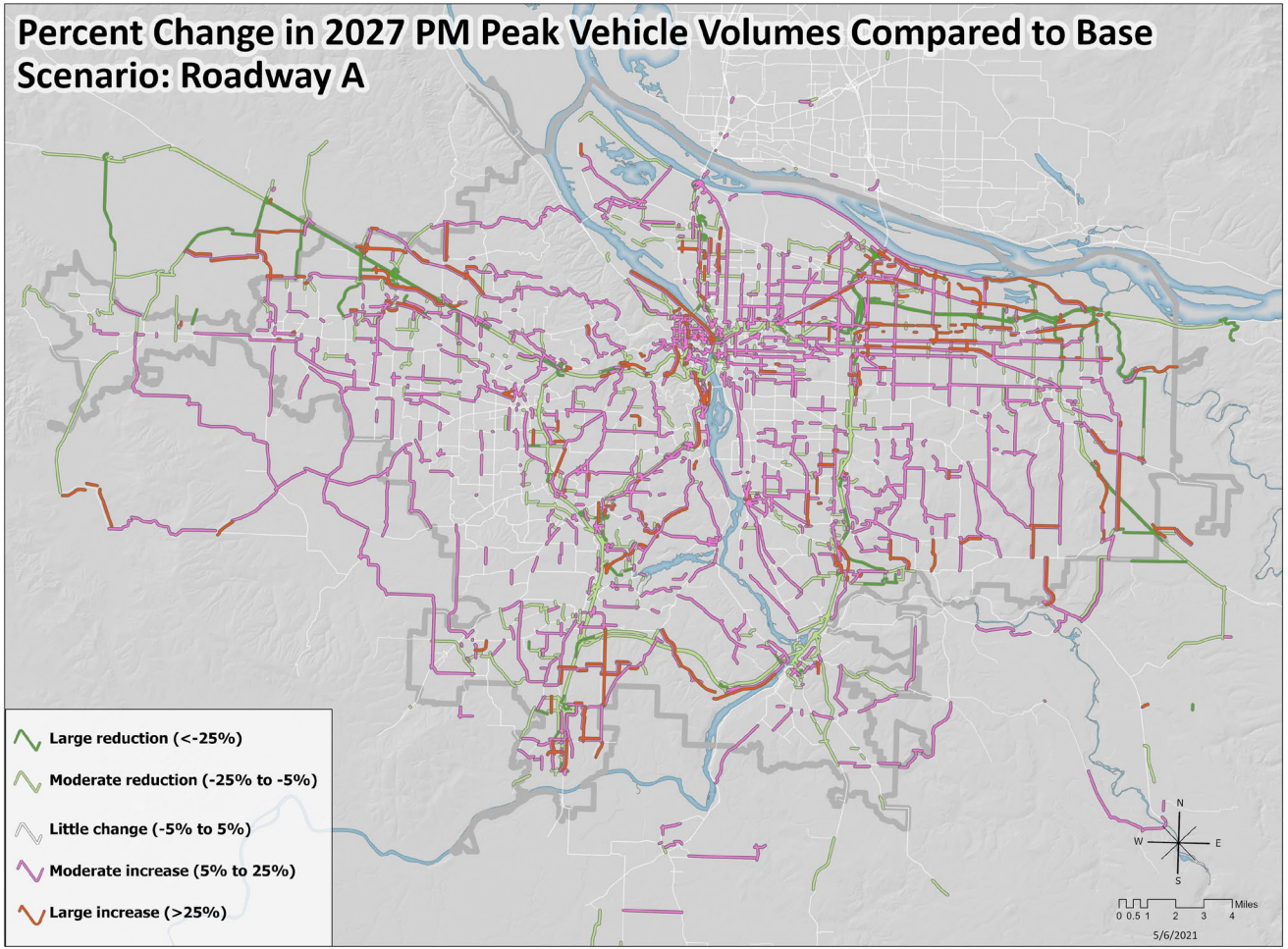
Cordon A



Cordon B



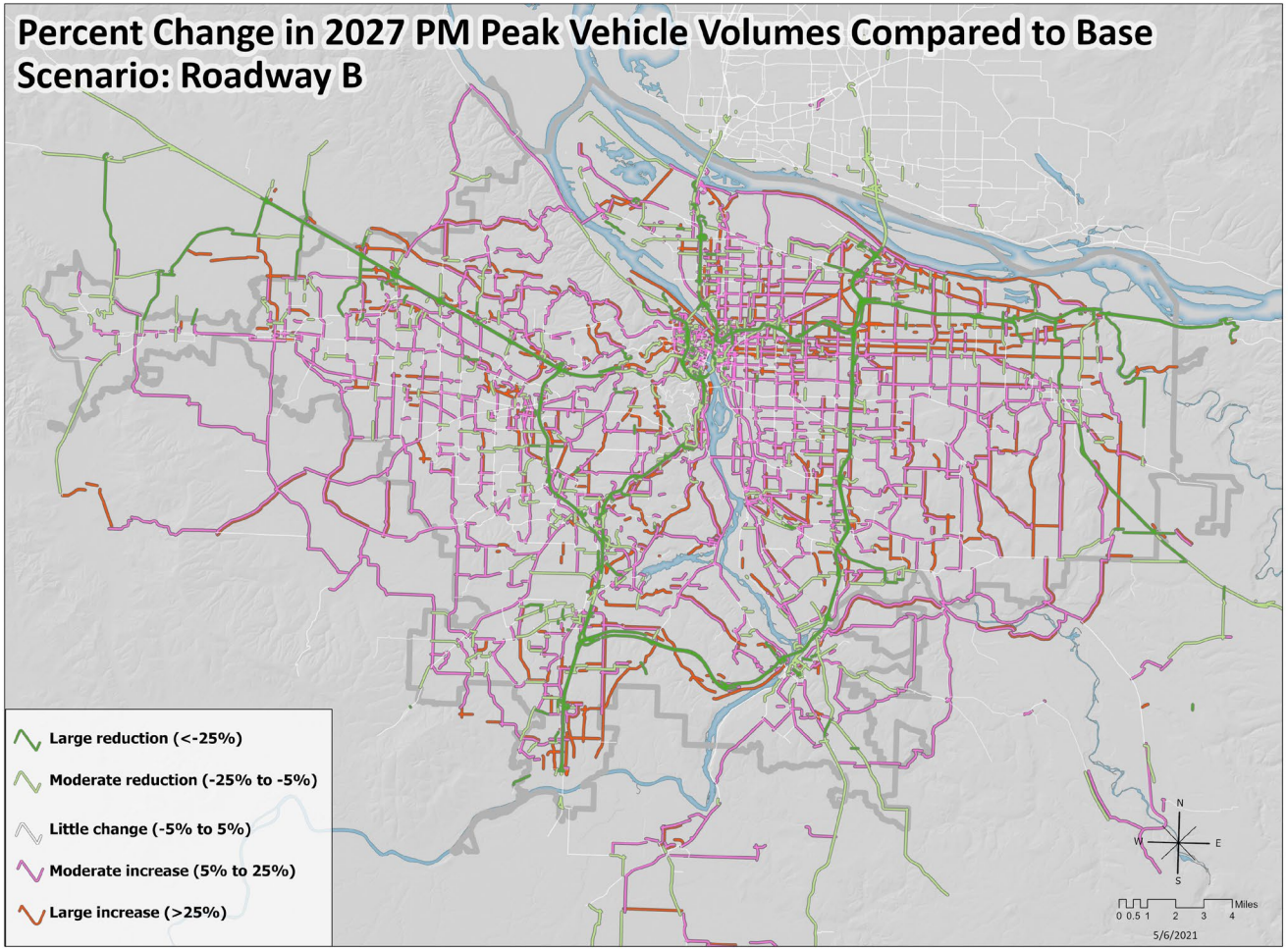
Roadway A



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

Most arterials near freeways see an increase in volumes.

Roadway B



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

Expert Review Panel – April 22, 2021

- Provided input on our methods and technical findings
- Shared 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
- Recording available on Metro RCPS website

Expert Review Panel - April 22, 2021

Jennifer Wieland - moderator

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

Nelson\Nygaard

Sam Shwartz

Founder and CEO; Father of NYC congestion pricing

Sam Schwartz Transportation Consultants

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

Daniel Firth

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

C40

Rachel Hiatt

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

San Francisco County Transportation Authority

Clarrissa Cabansagan

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

TransForm

Expert Review Panel – April 22, 2021

- Panel agreed that Metro's methods were logical; findings were not surprising
- Pricing should define the problem(s) to fix and focus on those
- Pricing projects must build equity in from the start and must conduct detailed analysis to see where benefits and impacts occur, and to whom
- Public support often changes over time – early (moderate), right before implementation (very low), after implementation (moderate to high)

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

Wrapping up this summer-

- TPAC, JPACT, and Metro Council meet in June and July 2021
- Technical Report with findings and considerations for project sponsors/implementers and policymakers
- Resolution on considerations recommended to be adopted by Metro Council and JPACT

oregonmetro.gov

elizabeth.mros-ohara@oregonmetro.gov
alex.oreschak@oregonmetro.gov