



600 NE Grand Ave.
Portland, OR 97232-2736

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, August 19, 2021

7:30 AM

<https://zoom.us/j/91720995437>

1. Call to Order, Declaration of a Quorum & Introductions (7:30 AM)

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/91720995437> or by calling +1 917 2099 5437 or 888 475 4499 (toll free).

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2. Public Communications (7:35 AM)

Public comment may be submitted in writing and will also be heard by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 pm on the Wednesday before the meeting 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 item on which you wish to testify; or (b) registering by email by sending your name and the 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. Updates from the Chair (7:40 AM)

4. Consent Agenda (7:45 AM)

- 4.1 Consideration of the July 15, 2021 JPACT Minutes

[COM](#)
[21-0462](#)

Attachments: [July 15, 2021 JPACT Minutes](#)

5. Information/Discussion Items (7:50 AM)

- 5.1 Regional Congestion Pricing Study - Final Report & Discussion (7:50 AM) [COM](#)
[21-0463](#)
- Presenter(s): Elizabeth Mros-O'Hara, Metro
- Attachments: [RCPS Memo to JPACT August 2021.pdf](#)
[Attachment 1 Regional Congestion Pricing Study Final Report July 20](#)
[Attachment 2 RCPS Stakeholder Engagement.pdf](#)
- 5.2 Safe Routes to School - update (8:45 AM) [COM](#)
[21-0464](#)
- Presenter(s): Noel Mickelberry, Metro
- Attachments: [JPACT SRTS Memo August 2021](#)
- 5.3 Active Transportation Return on Investment Study (8:30 AM) [COM](#)
[21-0465](#)
- Presenter(s): John Mermin, Metro
- Attachments: [Memo - ATROI Study](#)
[Factsheet - ATROI](#)

6. Updates from JPACT Members (8:55 AM)

7. Adjourn (9:00 AM)

Upcoming JPACT Meetings

September 16, 2021

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬស្នើសុំទទួលបានការបណ្តឹងរើសអើងសម្រាប់សេវាសេវាផ្សេងៗ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំស្នើសុំអាចឲ្យគេសម្រួលការបកប្រែលោកអ្នក ។

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2021 JPACT Work Program

As of 7/27/21

Items in italics are tentative

	<p><u>August 19, 2021</u> <i>Discussion items only</i></p> <ul style="list-style-type: none"> • Congestion Pricing- Discussion (Elizabeth Mros-O’Hara, 40 min) • Safe Routes to School – update (Noel Mickelberry, Metro; 20 minutes) • Active Transportation Return on Investment Study (20 min, John Mermin)
<p><u>September 16, 2021</u> <i>-start of 2 hr. meeting</i></p> <ul style="list-style-type: none"> • Congestion Pricing- ACTION (Elizabeth Mros-O’Hara, 10 min) • Legislative Update (Anneliese Koehler, Metro; ClackCo, WashCo, City of Portland Partners; 20 min) • ODOT Tolling Update (Lucinda Broussard, ODOT; 30 min - <i>tentative</i>) • Progress on our Regional Traffic Safety goals – update (20 min. Lake McTighe) 	<p><u>October 21, 2021</u> <i>2 hr. meeting</i></p> <ul style="list-style-type: none"> • 2023 Regional Transportation Plan Update Work Plan – Kick-off Scoping Phase (30 min, Kim Ellis) • Emerging Transportation Trends – update (20 min., Eliot Rose)
<p><u>November 18, 2021</u> <i>2 hr. meeting</i></p> <ul style="list-style-type: none"> • Regional Mobility Policy Update – Introduce Case Study Findings (40 min, Kim Ellis and ODOT staff) • TSMO Strategic Plan update- ACTION TO ADOPT (Caleb Winter, Metro; 30 min) • Freight Commodity Study – (30 min, Tim Collins) 	<p><u>December 16, 2021</u> <i>2 hr. meeting</i></p> <ul style="list-style-type: none"> • Regional Mobility Policy Update – Discuss Case Study Findings and Recommendations for Updating Policy (30 min., Kim Ellis and ODOT staff) • 2023 Regional Transportation Plan Update Work Plan Discussion (30 min, Kim Ellis) •

Parking Lot:

- *Hwy 26/Westside Transportation Study – briefing (20 min, Matt Bihn & ODOT)*
- *TV Highway Corridor Study – briefing (30 min, Eryn Kehe)*
Enhanced Transit Corridor (20 min, Matt Bihn)

4.1 Consideration of the July 15, 2021 JPACT Minutes

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, August 19, 2021



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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

July 15, 2021

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick (Chair)
Juan Carlos González
Christine Lewis
Jessica Vega Pederson
Nafisa Fai
Paul Savas
Jo Ann Hardesty
Travis Stovall
Steve Callaway
Kathy Hyzy
Rian Windsheimer
Sam Desue
Anne McEnerny-Ogle
Temple Lentz
Nina DeConcini

AFFILIATION

Metro Council
Metro Council
Metro Council
Multnomah County
Washington County
Clackamas County
City of Portland
Cities of Multnomah County
Cities of Washington County
Cities of Clackamas County
Oregon Department of Transportation
TriMet
City of Vancouver
Clark County
Oregon Department of Environmental Quality

MEMBERS EXCUSED

Curtis Robinhold
Carley Francis

AFFILIATION

Port of Portland
Washington State Department of Transportation

ALTERNATES PRESENT

Chris Ford
Chris Warner
Jamie Kranz
JC Vannatta
Jef Dalin
Emerald Bogue
Bob Stacey

AFFILIATION

Oregon Department of Transportation
Portland Department of Transportation
Cities of Multnomah County
TriMet
Cities of Washinton County
Port of Portland
Metro Council

OTHERS PRESENT: Bruce Starr, Joseph Cortright, Adah Crandall, Cassie Wilson, Aaron Brown, Chris Smith, Allison Boyd, Bob Kellet, Brendan Finn, Brian Monberg, Christina D, Dave, Derek Bradley, Eric Hesse, Eve Nilenders, Garet Prior, Gavin Oien, Glen Bolen,

Grace Cho, Jaimie Stasny, Jean Senechal Biggs, Jeff Gudman, Jeff Owen, John Mermin, Jonathan Maus, Katherine Kelly, Kelsey Lewis, Kim McMillan, Laura Edmonds, Mandy Putney, Mark Gamba, Mark Lear, Mark Ottenad, Mary Baumgardner, Matt Ransom, Matthew, Jules Walters, Nellie deVries, Paxton, Sarah Iannarone, Shoshana Cohen, Stephen Roberts, Tom Markgraf.

STAFF: Alex, Oreschak, Caleb Winter, Margi Bradway, Craig Beebe, Carrie MacLaren, Connor Ayers, Jaye Cromwell, Dan Kaempff, Kate Fagerholm, Ken Lobeck, Kim Ellis, Lake McTighe, Lisa Hunrichs, Matt Bihn, Noel Mickelberry, Summer Blackhorse, Tom Kloster, Ramona Perrault, Ted Leybold, Elizabeth Mros-O'Hara, Victor Sin.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Shirley Craddick called the virtual zoom meeting to order at 7:30 am.

Chair Craddick provided instructions on how to properly participate in the virtual meeting and called the role.

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

Laura Edmonds, Bruce Starr, Nellie deVries, and Mayor Jules Walters expressed support for Agenda Item 4.3 Resolution No. 21-5192, For the Purpose of Amending the 2021-24 Metropolitan Transportation Improvement Program (MTIP) to Add ODOT'S Interstate 205- Abernethy Bridge Improvement Segment Which Includes \$375 Million of Construction Phase Funding (JL21-14-JUL3).

Chris Smith, Joseph Cortright, Paxton Rothwell, Adah Crandall, Cassie Wilson, Aaron Brown, Peter W, and Aaron Rothwell expressed their concerns for Agenda Item 4.1 Resolution No. 21-5188, For the Purpose of Amending the 2021-24 Metropolitan Transportation Improvement Program (MTIP) to mend or Add Three Projects Impacting Gresham and ODOT Ensuring Required Federal Approvals and Phase Obligations Cans Occur Before the End of the Federal Fiscal Year (JL21-12-JULN) and Agenda Item 4.3.

3. UPDATES FROM THE CHAIR

Chair Craddick informed members that Metro Staff would be distributing a legislative update to members after the meeting. She noted that there will be significant state investment in 82nd Avenue which will facilitate its transfer to the City of Portland.

Chair Craddick introduced Margi Bradway to read the names of those who died in traffic accidents within Clackamas, Multnomah, and Washington County.

Ms. Bradway shared the names and ages of victims during the month of June: Michael Gazley-Romney, 31, Delbert Downing, 51, Edwin Dean Anderson Jr., 42, Kyle Joseph Kinkaid, 34, Joshua James Bologna, 34, Paul David Matthews, 63, and one unknown person.

4. **CONSENT AGENDA**

MOTION: Mayor Anne McEnerny-Ogle moved to approve the consent agenda. Commissioner Jo Ann Hardesty seconded the motion.

ACTION: With all in favor, motion passed.

5. **ACTION ITEMS**

Chair Craddick moved Agenda Item 5.2 to the top of the agenda to ensure that JPACT had enough time to make a decision on the item.

5.2 Resolution No. 21-5194 For the Purpose of Adopting the 2025-2027 Regional Flexible Funds Program Direction for the Portland Metropolitan Area

Ms. Bradway noted that this item must be completed today in order to stay in line with the federal deadline and introduced Metro Staff Dan Kaempff.

Key elements of the presentation included:

Mr. Kaempff gave an overview of the 2025-27 RFFA Program Direction, which guides regional funds to achieve regional priorities and sets objectives and outcomes for the allocation process. He explained how the program direction was developed over the course of the year. He reviewed the updates to the program direction from the RFFA 22-24 program direction. The four pillars of the program are equity, climate, safety, and congestion, which will be used to evaluate projects. He reviewed the steps that will be taken during the process. He concluded by sharing a timeline of the work ahead of the project.

Member discussion included:

Commissioner Paul Savas expressed support for the program direction as is and appreciation for the four pillars of the program. He commented that he would also like to see a discussion on creating a more balanced transportation system.

Mr. Rian Windsheimer expressed support for the program direction and shared a proposed amendment to allocate funds towards safety. The amendment would dedicate 25% of Step 2 funds to safety projects.

Commissioner Hardesty expressed concern for how safety improvements would be prioritized. She noted that there are many orphaned streets that no one has responsibility for. She emphasized the need to prioritize high crash and high incident areas.

MOTION: Mayor McEnery-Ogle moved to approve the resolution with an amendment to dedicate 25% of step 2 funds to safety projects. Mayor Steve Callaway seconded.

Mr. Windsheimer clarified that the amendment would dedicate 25% of the set aside funds for Step 2 to safety improvements within Metro Equity Focus Areas and Metro Safety Priority Corridors.

Councilor Juan Carlos Gonzalez expressed appreciation for the spirit of the amendment, but concern for the late nature of it.

Commissioner Hardesty agreed with Councilor Gonzalez about the late arrival of the amendment.

Councilor Christine Lewis noted that some safety programs like Safe Routes to School are funded through RFFA and expressed concern for redirecting funds away from the neighborhood level and instead to major arterials.

Mr. Windsheimer noted in the chat that funds could be spent anywhere on metro area arterials.

Councilor Kathy Hyzy agreed with others' concerns about the lateness of the amendment and noted that this bucket of funding is the only one available for certain projects and that many would already help safety.

Commissioner Jessica Vega Pederson expressed concern about the late nature of the amendment and that it did not go through the process of community input.

Mayor McEnery-Ogle express support for the amendment and noted that funds would likely go to areas where loss of life occurs.

Commissioner Savas expressed support for the amendment as long as funds are not necessarily dedicated towards ODOT owned facilities.

Mr. Windsheimer thanked members for their comments and expressed support for the amendment, emphasizing the need for safety improvements.

ACTION: Motion failed with Commissioner Vega Pederson, Commissioner Nafisa Fai, Commissioner Hardesty, Mayor Travis Stovall, Councilor Hyzy, Councilor Gonzalez, and Councilor Lewis opposed, and with five abstentions.

MOTION: Commissioner Savas moved to approve Resolution No. 21-5194 For the Purpose of Adopting the 2025-2027 Regional Flexible Funds Program Direction for the Portland Metropolitan Area. Commissioner Hardesty seconded.

ACTION: With all in favor, motion passed.

5.1 Resolution No. 21-5179 For the Purpose of Accepting the Findings and Recommendation in the Regional Congestion Pricing Study

Chair Craddick reviewed the key findings of the study and introduced Metro Staff Margi Bradway and Elizabeth Mros-O'Hara to present.

Key elements of the presentation included:

Ms. Bradway reviewed the Regional Transportation Plan and how the study would be incorporated into it. She shared the updates made to the RTP in 2018 which included investment priorities in equity, climate smart, safety, and congestions. During the update, public engagement was done with the community to inform the RTP priorities. It was from this 2018 update that JPACT directed Metro to do a technical Regional Congestion Pricing Study. She shared an anticipated timeline for the upcoming 2023 RTP update.

Ms. Mros-O'Hara reiterated that the goal of the study was to understand how the region could use congestion pricing to manage traffic demand to meet climate goals without adversely impacting safety or equity. The study evaluated technical feasibility and performance of a vehicle miles traveled fee, cordon pricing, roadway pricing, and parking pricing. The findings of the study are meant to inform future discussions and outline next steps for evaluation and further study. Ms. Mros-O'Hara shared revised versions of the general recommended considerations. She hopes to have the Metro Council adopt the study

Member discussion included:

Commissioner Savas expressed appreciation for Ms. Bradway's review of how the

study was promoted. He recommended making sure that cities and counties are involved. He noted that JPACT members have not had as much of an opportunity as they usually do to hear about the study and make recommendations. Commissioner Savas shared some recommended language for the resolution:

1. The Metro Council hereby directs staff to seek JPACT guidance on further analysis and refinement of the study and return to JPACT and the Metro Council to share those results prior to seeking direction on future RTP updates.
2. The Metro Council hereby directs staff to seek JPACT guidance on further analysis and refinement of the study and return to JPACT and the Metro Council to share those results prior to seeking direction on future RTP updates

Ms. Bradway noted that there have been several TPAC/MPAC technical workshops but acknowledged that it is difficult for some partners in the region to make it them, and that it is difficult to do public engagement around the study.

Mayor Anne McEnerny-Ogle advocated for making sure the report is presented as just a study and not as a recommendation for the types of congestion pricing to implement without further study. She shared proposed language to the resolution:

1. The Metro Council hereby accepts the findings in the Regional Congestion Pricing Study Report, as shown in the attached Exhibit A.
2. The Metro Council hereby directs staff to build upon existing policy in the RTP by using the findings from the study to inform the 2023 RTP update.

Commissioner Hardesty thanked Metro for the thorough work on the study but expressed concern for items at JPACT treating the terms “tolling” and “congestion pricing” as equivalent when they are not. She advocated for a congestion pricing plan that mitigates the harm that would be done to low income people.

Councilor Lewis emphasized that this was an academic study to inform future conversations. She acknowledged that JPACT members want to continue the conversation about the study.

MOTION: Councilor Lewis moved to table the motion until the next business meeting. Commissioner Savas seconded.

ACTION: The motion passed, with Commissioner Hardesty opposed.

Ms. Bradway promised to share relevant materials with JPACT members.

Commissioner Hardesty asked how members would know that they have enough time and information to make a decision at the next meeting.

Ms. Bradway suggested providing additional information to members on when staff would return and how the study would be integrated to the 2023 RTP.

Commissioner Hardesty agreed to the additional information and emphasized that as the regions moves forward, their path will be difficult to change in the future. She urged members to work quickly and flexibly on regional congestion pricing.

6. UPDATES FROM JPACT MEMBERS

There was none.

7. AJOURN

Chair Craddick adjourned the meeting at 9:04 am.

Respectfully Submitted,



Connor Ayers
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JULY 15, 2021

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
2.0	Testimony	07/15/21	Testimony from Washington County	071521j-01
2.0	Testimony	07/15/21	Testimony from Washington County Coordinating Committee	071521j-02
2.0	Testimony	07/15/21	Testimony from City of Tigard	071521j-03
2.0	Testimony	07/15/21	Testimony from Westside Economic Alliance	071521j-04
2.0	Testimony	07/15/21	Testimony from City of Wilsonville and SMART	071521j-05
2.0	Testimony	07/15/21	Testimony from Clackamas County	071521j-06
3.0	Memo	7/15/21	Legislative Update	071521j-07
3.0	Presentation	07/15/21	June Traffic Fatalities	071521j-08
5.1	Presentation	07/15/21	Regional Congestion Pricing Study Presentation	071521j-09
5.2	Presentation	07/15/21	RFFA 2025-27 Presentation	071521j-10

5.1 Regional Congestion Pricing Study – Final Report & Discussion

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, August 19, 2021



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: Thursday, August 19, 2021
To: Joint Policy Advisory Committee on Transportation (JPACT) and interested parties
From: Elizabeth Mros-O'Hara, Investment Areas Project Manager, and Kim Ellis, RTP Project Manager
Subject: Overview of Regional Congestion Pricing Study Process and Next Steps

Purpose

Provide an overview of the Regional Congestion Pricing Study (RCPS) process, final report, and future policy development process to implement the study recommendations as part of the next scheduled update to the Regional Transportation Plan (RTP).

Background

The 2018 RTP was developed over a two-year period with extensive public and agency input and was unanimously adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.

The 2018 RTP identified congestion pricing as a high priority, high impact strategy to address congestion in ways that also advanced achievement of the region's climate, equity, and safety goals and directed further study of this strategy prior to the next update to the RTP.

JPACT and the Metro Council also adopted policies in the 2018 RTP to expand the use of pricing strategies to manage vehicle congestion and encourage shared trips and the use of transit and, in combination with increased transit service, consider use of pricing strategies to manage congestion and raise revenue when one or more lanes are being added to throughways designated in the RTP.

Specifically, the 2018 RTP includes goals, objectives, policies and direction for future work related to congestion pricing as follows:

- [Chapter 2: Our Shared Vision and Goals for Transportation](#) – *Goal 4: Reliability and Efficiency*
- [Chapter 3: Transportation System Policies to Achieve our Vision](#) – *Section 3.5 Regional Motor Vehicle Network Vision and Policies and Section 3.11 Transportation System Management and Operations Vision and Policies*
- [Chapter 8: Moving Forward Together to Achieve Our Vision](#) – *Section 8.2.3.2 Regional Congestion Pricing Technical Analysis*
- [Appendix L: Federal Performance-Based Planning and Congestion Management Process Documentation](#) – *Table 5 and Congestion Management Process Toolbox of Strategies*

The 2018 RTP additionally included policies related to transportation demand management and system management and operations, including value pricing. Congestion pricing was also identified in the Regional Transportation System Management and Operations (TSMO) Strategy (2010) and the Regional Framework Plan (2011).

RCPS Final Report

As directed by Chapter 8 of the 2018 RTP, Metro's RCPS explored whether congestion pricing can benefit the Portland metropolitan region. A range of scenarios testing different congestion pricing tools helped regional policymakers understand whether pricing can help the region achieve the four priorities set out in the 2018 RTP – advancing equity, improving safety, reducing greenhouse

gas emissions and managing congestion. **Attachment 1: Regional Congestion Pricing Study Final Report (July 2021)** includes a detailed technical analysis, a summary of key findings, and recommended considerations for policymakers and future owners and operators to consider based on the study findings.

The study shows that all four types of congestion pricing strategies analyzed can help address congestion and climate priorities. The report does not select or prioritize any single type of congestion pricing to move forward in our region, nor does it determine that any type of congestion pricing is infeasible in our region. Instead, the report presents the results of the technical analysis and identifies relative benefits and impacts for each type of pricing, including areas recommended for further analysis should an implementing agency move forward with a pricing project. It also describes tools to maximize benefits and address impacts of pricing projects.

The report reflects two years of modeling, analysis, research, and input from technical staff, subject-matter experts and policy makers. Because the study was a technical analysis to understand if and how the congestion pricing tools could help our region as directed by the RTP, Metro staff relied on the Transportation Policy Alternatives Committee (TPAC) as its steering committee. TPAC provided important technical input throughout the process to shape the analysis and findings, and JPACT and the Metro Council provided input and policy direction to shape the study.

Throughout the two-year process, Metro engaged several regional committees and elected bodies to share information and seek feedback. **Attachment 2: Stakeholder Engagement** provides an overview of the engagement process that informed the technical analysis and development of the study's key findings and recommendations.

The next step is to incorporate the research findings and recommendations into the 2023 RTP as part of the next scheduled plan update, as described below.

Next Steps

In July, JPACT requested more time for discussion to adopt a resolution that directs Metro to further develop policy into the 2023 RTP. JPACT members also asked to allow more time in future JPACT meetings to discuss the policy as it relates to congestion pricing.

Metro is committed to bringing policy issues to JPACT early and often, and well in advance of the final RTP 2023 adoption.

In the short term, Metro staff propose the following next steps:

- **August 2021 – JPACT meeting:** further discussion of the report and findings (no action).
- **September 2021 – JPACT meeting:** overview of HB 3055 (tolling bill) by government relations staff; request approval of resolution (Resolution No. 21-5179) to accept the final RCPS report and direct staff to do further policy development for the 2023 RTP.
- **October 2021 – JPACT meeting:** presentation by the Oregon Department of Transportation Office of Urban Mobility on ODOT's Tolling Program (tentatively scheduled); kick-off scoping phase of 2023 RTP update.
- **Fall 2021 –** In coordination with the larger 2023 RTP timeline, Metro staff will begin working with consultants to develop a policy options package for discussion by TPAC and JPACT. The policy brief will identify potential policy options regarding congestion pricing for incorporating the study findings and recommendations into the 2023 RTP.
- **Winter/Spring 2022 –** Metro staff will bring a *draft* policy brief for further discussion at TPAC and JPACT. Metro will work with TPAC to narrow and refine the policy options, and then bring a draft to JPACT for discussion.

- **Summer/Fall 2022** – Metro staff will bring a final policy options package to TPAC and JPACT for consideration in the 2023 RTP Plan update, well in advance of the final RTP adoption.

See **Figure 1** below for schedule of the 2023 RTP adoption.

FIGURE 1. Anticipated Timeline for 2023 Regional Transportation Plan Update



As noted above, in October 2021, staff will kick-off the RTP update scoping phase to identify the topics or issues that are most important for the update to address and how the region should work together to address them. The scoping phase will inform development of a work plan and engagement strategy for consideration by the JPACT and the Metro Council in Feb. 2022. The plan update must be adopted by Dec. 2023 to meet federal and state requirements.

Concurrent Partner Agency Projects

While this policy work is underway, Metro will continue to work with partner agencies on related projects. Two partner agencies are also developing their own congestion pricing projects concurrent with Metro’s RCPS and the 2023 RTP update. ODOT is advancing two projects: the I-205 Toll Project and the Regional Mobility Pricing Project. These two projects will need to be included in the RTP for federal approval and/or federal funding. ODOT plans to incorporate feedback from JPACT and Metro Council at key milestones in their projects, which will include coming to JPACT and Metro Council in October 2021.

Separately, the City of Portland’s Pricing Options for Equitable Mobility (POEM) task force recently adopted final recommendations on how the City of Portland can use pricing to make transportation more efficient, equitable, and climate-friendly. POEM’s final report will be shared with Portland’s City Council this fall. Lastly, Metro continues to work with state and local partners on implementation of the new state law, HB 3055, passed by the Oregon Legislature in the 2021 session.

**5.1 Regional Congestion Pricing Study – Final Report &
Discussion**
[Attachment 1 – Final Report](#)

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, August 19, 2021

ATTACHMENT 2

Regional Congestion Pricing Study

Stakeholder Engagement

Summary of Engagement Activities

Metro’s Regional Congestion Pricing Study was conducted with input from several regional committees and elected bodies throughout the process, such as the Transportation Policy Alternatives Committee (TPAC), the Metro Technical Advisory Committee (MTAC), the Metro Policy Advisory Committee (MPAC), Metro’s Committee on Racial Equity (CORE), the City of Portland’s Pricing Options for Equitable Mobility (POEM) Task Force, and Oregon Department of Transportation (ODOT) Equitable Mobility Advisory Committee (EMAC), the County Coordinating Committees (staff and policymakers), and direction from JPACT and Metro Council. The project team coordinated with the Portland Bureau of Transportation and ODOT as they conduct their own pricing studies. 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 study methods and findings and to share lessons learned for their experiences elsewhere.

ENGAGEMENT SCHEDULE 2019 - 2021	
Date	Committee/Group
7/12/2019	TPAC
7/18/2019	JPACT
7/30/2019	Metro Council Work Session
2/7/2020	TPAC
3/6/2020	TPAC
4/16/2020	JPACT
5/26/2020	Metro Council Work Session
6/17/2020	Road User Fee Task Force
6/23/2020	Clackamas Transportation Advisory Committee
7/22/2020	TPAC Workshop
9/3/2020	Washington County Coordinating Committee TAC
9/17/2020	JPACT
9/17/2020	Metro Committee On Racial Equity
9/22/2020	Clackamas Transportation Advisory Committee
10/7/2020	TPAC Workshop
12/7/2020	City of Portland POEM Task Force
12/10/2020	Metro Committee On Racial Equity
1/12/2021	Metro Council Work Session
1/19/2021	ODOT Regional Partner Agency Staff
2/3/2021	ODOT Equity and Mobility Advisory Committee
2/25/2021	TPAC Workshop
3/8/2021	City of Portland POEM Task Force
3/16/2021	ODOT Regional Partner Agency Staff
4/15/2021	JPACT
4/15/2021	Metro Council
4/15/2021	Metro Council Work Session
4/22/2021	Expert Review Panel
5/3/2021	Oregon Transportation Forum
5/14/2021	Metro Community Leaders Forum
5/26/2021	MPAC

ENGAGEMENT SCHEDULE | 2019 - 2021

Date	Committee/Group
5/27/2021	Oregon Legislature Joint Committee on Transportation
6/2/2021	East Multnomah County Transportation Committee TAC
6/4/2021	TPAC
6/14/2021	East Multnomah County Transportation Committee
6/16/2021	Clackamas County Coordinating Committee
6/17/2021	JPACT
6/22/2021	Metro Council Work Session
7/8/2021	Washington County Coordinating Committee TAC
7/9/2021	TPAC
7/12/2021	Washington County Coordinating Committee
7/15/2021	JPACT
7/29/2021	Metro Council
8/19/2021	JPACT

5.2 Safe Routes to School – Update

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, August 19, 2021

Date: Wednesday, August 4th 2021
To: Joint Policy Advisory Committee on Transportation
From: Noel Mickelberry, Metro Safe Routes to School Program Coordinator
Subject: Metro Safe Routes to School Program Update

The purpose of this memo is to provide an update on Safe Routes to School program development and share opportunities for engagement with the program.

What is Safe Routes to School?

Safe Routes to School (SRTS) is a national movement that aims to make it safer and easier for students to walk and roll to school. The most successful Safe Routes to School programs incorporate the Six E's: Evaluation, Education, Encouragement, Engineering, Engagement, and Equity. While Equity stands alone as its own E, it's also critical to build equity into each aspect of a comprehensive Safe Routes to School program.

Background + Policy Direction

In 2016, JPACT & Metro Council allocated \$1.5 million through the 2019-2021 Regional Flexible Fund Allocation to create a regional Safe Routes to School program and Safe Routes to School is identified as a Regional Program in the 2018 Regional Transportation Plan. Safe Routes to School was incorporated into the 2018 Regional Travel Options (RTO) Strategy, whose policy direction included implementation of a regional Safe Routes to School program with the following elements:

Regional Safe Routes to School Program Elements

- **Grant funding** dedicated to local, community-based Safe Routes to School education and encouragement activities for kids and youth with an emphasis on Title I schools or equivalent. This funding goes toward the non-infrastructure components of Safe Routes to School programs.

Program area highlights:

- \$900,000 in grant funding for 2019-2021 grantees
 - 7 grantees including local jurisdictions, school districts, and community based organizations
- In 2020, many local programs pivoted from traditional programming to support families during the COVID-19 pandemic in unique ways including food delivery (by bike!) and developing virtual activities to keep kids moving

- **Regional coordination** to manage grants and collaborate with local coordinators, state partners, and community groups across the region to advance SRTS.

Program area highlights:

- Metro convenes a monthly networking and program support meeting of SRTS practitioners
- A focus on expanding local program initiatives region wide to maximize impact.
 - An example of this work was to expand high school focus groups that PBOT was preparing to happen region wide to better understand high school student's interest and experiences with traffic safety.
- Preparing for the next grant cycle, working with RTO team and racial equity consultant to develop and integrate racial equity outcomes into program

- Updating our Safe Routes to School Site Analysis and partnering with Metro's Regional Safety Program to expand Metro's role in supporting infrastructure investments and design with the highest impact for kids and youth
- **Technical assistance** funds (\$50,000/year) to support program development, implementation, and evaluation. Over the first two years of the program these funds have been prioritized based on local SRTS program needs and requests and have since been refined by Metro's Safe Routes to School coordinator to be available for three different program priorities starting in 2022:
 - Translations: New translation request form for local programs provides translation services for all SRTS materials in up to 5 languages
 - Traffic Playground support: Providing support to design and install permanent and temporary 'traffic playgrounds' for kids to learn biking and walking skills with the utilizing our regional Traffic Playground Toolkit
 - The first permanent traffic playgrounds in the region are being installed in Hillsboro this summer! Bicentennial Park & Evergreen Park will have permanent traffic playgrounds by Fall 2021
 - Regional Innovation funds: Safe Routes to School Coordinators can propose ideas for regional campaigns or resources that would benefit all programs in the region.
 - This priority area includes projects like Metro's Back to School Toolkit that was created to support returning to in-person learning after COVID-19 school closures in 2020.

#DriveLikeIt Campaign: Phase 2

Metro and Portland Bureau of Transportation are pleased to expand our joint SRTS safety campaign statewide thanks to a partnership with Oregon Department of Transportation's Safe Routes to School program. The purpose of this safety campaign is to remind drivers traveling in school zones and on school routes of their role in keeping kids safe on our streets; especially as many schools return to in-person learning in Fall 2021 after more than a year of hybrid and remote learning.

Phase 1 of the campaign launched in March 2021, when in-person hybrid school began and was entirely digital, designed to provide local programs, schools, and families easy-to-access materials to share the campaign's core message: 'Kids are Everywhere. Drive Like It.'

Phase 2 of the campaign includes updated digital materials as well as digital ad buys, radio PSA's, lawn signs, and TriMet bus-back advertising. Phase 2 of the campaign launches on August 23rd, 2021. To highlight the Fall return to in-person school, Phase 2's core message is: **'School Routes are Everywhere. Drive Like It.'**

The materials have been translated into the five most commonly used languages by families in the Metro region in addition to English (Arabic, Chinese, Russian, Spanish & Vietnamese). All digital assets have alt-text embedded for accessibility, and were made without logos so they could be easily shared no matter what jurisdiction.

Access #DriveLikeIt campaign materials on our website:

www.oregonmetro.gov/saferoutes

5.3 Active Transportation Return on Investment Study

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, A, 2021

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: August 19, 2021
To: Joint Policy Advisory Committee on Transportation
From: John Mermin, Senior Transportation Planner
Subject: Active Transportation Return on Investment (ATROI) study

Purpose

The purpose of this memo is to share background and an overview of Metro's Active Transportation Return on Investment (ATROI) study. The study will be considered during future policy discussions for the Regional Transportation Plan and Regional Flexible Funding Allocations (RFFA).

Background

The Active Transportation Return on Investment (ATROI) study was recommended by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council in Spring 2018. The recommendation was made along with the approval of project development funding to help prepare a pipeline of active transportation projects and better position the region for future funding opportunities. The study provides the opportunity to advance implementation of active transportation projects in the region by assessing and communicating the benefits of active transportation projects.

Overview of the Study

The technical analysis has focused on two types of projects that have been constructed in the region since the late 1990s using Regional Flexible Funding:

- Task 1. 2040 Catalyst projects that retrofit busy commercial streets with pedestrian friendly treatments aimed at catalyzing economic development within 2040 Centers, Main Streets or Station Communities. Portland State University (PSU) completed the analysis for Task 1 in early 2021.
- Task 2. Longer gap-filling projects that complete key routes within the regional bicycling network with the potential to increase bicycle mode share. Metro Research Center staff completed the analysis for Task 2 in Summer 2021.

In addition to technical analysis, PSU collected qualitative information including stakeholder interviews, before/after photos, etc. to help tell the story of each project through brief case studies.

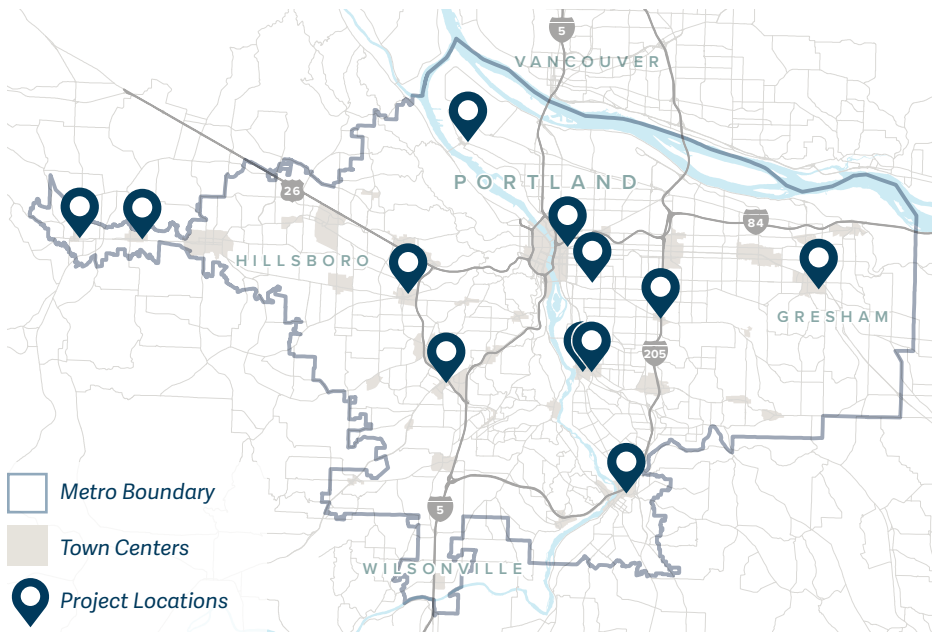
Next Steps

Metro has hired Alta Planning and Lara Media to help summarize PSU and Metro research into easily understandable materials – including a final report, fact sheet and case studies. See attached fact sheet summarizing key takeaways from PSU's research. Alta and Lara will next be summarizing Metro Research Center's work and then developing case studies of individual projects (Fall 2021) and a final report (early 2022).

Metro Active Transportation Return on Investment Study



Led by Portland State University in partnership with Metro, the Active Transportation Return on Investment Study provides a quantitative assessment of the benefits of active transportation infrastructure based on projects completed in the greater Portland region.



Study Purpose

Active transportation investments offer many types of benefits related to safety, reduced greenhouse gas emissions, physical activity, and the economy. This study helps inform the region on the extent and comparative economic benefits of different active transportation projects.

One of the most important outcomes of the study is to inform future policy and decision making, including Regional Flexible Funding Allocations (RFFA).

2040 Catalyst Projects

The study examined past projects completed with RFFA funding and adds to the region's understanding of how those projects and potential future projects impact the local economy.

Each project included in the study was a retrofitted busy commercial street with pedestrian friendly treatments aimed at catalyzing economic development within 2040 Centers, Main Streets or Station Communities (from Metro's 2040 Growth Concept). These 2040 Catalyst Projects were completed within the years 2006 through 2016 with RFFA funding.

Regional Flexible Funding Allocation

Almost everyone can point to an improvement they'd like to see on a roadway or street, a trail connection or sidewalk gap they'd like to see filled. Every few years, Metro has an opportunity to help make those projects happen with something called regional flexible funds – money from the federal government that can be used for a wide range of projects. The investment priorities for the 2025 – 2027 RFFA are:

- **Advancing equity** by reducing barriers and disparities faced by Black, Indigenous, People of Color, and other historically marginalized communities.
- **Improving safety** through focusing on reducing fatal and severe injury crashes, particularly in places with high numbers of these crashes.
- **Addressing climate change** by implementing the region's Climate Smart Strategy
- **Managing congestion** with multi-modal investments to expand people's travel choices and make travel more reliable and efficient.

What are the Key Takeaways for the Region?



Layering complementary investments has the potential to yield the greatest benefits

See: The Multiplier Effect



Investments of All Shapes and Sizes

Communities of all sizes can boost food and retail businesses through active transportation investments big and small. With positive effects across a broad spectrum of urban densities or project lengths, locally-relevant and contextually appropriate infrastructure solutions are likely more important determinants of success.

Build Back Better

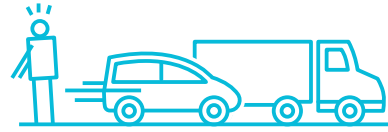
Businesses benefit from active transportation projects. In addition to safety, mobility and environmental gains from an active transportation project, there were measurable economic gains for nearby retail and food businesses in 3 out of 4 projects studied. As the region—and the nation—work to “build back better” following the COVID pandemic, these findings show the potential of projects to benefit hard hit business sectors.



75%

of the project locations saw measurable economic gains in the food or retail industries after implementation

See: Build Back Better



The projects that did not see positive effects tended to have higher traffic volumes and/or speeds.

See: Setting Projects Up for Success



The Multiplier Effect

Realizing economic benefits from projects that make it safer and easier to walk is more likely when coupled with other improvements that add to an area's walkability. Layering complementary investments (e.g. light rail stations and transit oriented-development), has the potential to yield the greatest benefits from active transportation infrastructure in the region.

Setting Projects Up for Success

High traffic volumes and high travel speeds are likely to reduce a project's benefit to nearby businesses. Projects are more likely to reach their full potential when they reduce the effects of an auto-oriented environment and create places for walking that are also less stressful and more comfortable.

Summary of project impacts on the retail and food industries

Study Area	Retail	Food
McLoughlin Blvd, Milwaukie (2006)	●	●
Town Center, Milwaukie (2016)	●	●
McLoughlin Blvd, Oregon City (2009)	●	●
NE Hood Ave, Gresham (2013)	●	●
E Burnside, Portland (2010)	●	●
SE Division St, Portland (2014)	●	●
SE Foster Rd-Woodstock Blvd, Portland (2013)	●	●
St John's, Portland (2012)	●	●
SW Rose Biggi Beaverton (2015)	●	●
E Baseline, Cornelius (2016)	●	●
Town Center, Forest Grove (2010)	●	●
Main St, Tigard (2014)	●	●

● Some Negative, No Positive ● No Negative, No Positive ● Some Positive, Some Negative ● Some Positive, No Negative ● Mainly Positive, No Negative

Research Findings

Project improvements were intended, in part, to help create attractive and walkable business districts. All of the projects included pedestrian improvements such as sidewalks, landscaping, lighting and improved crossings; a few included bikeways. The study examined 12 projects to determine if active transportation investments had significant effects on the nearby retail and food industries – activities expected to be most affected by improved access for people on foot and bicycle based on previous PSU research.

The study used a variety of methods and data sources to examine how business activities changed over time after the projects were completed, controlling for economic trends in nearby locations or corridors. The table above displays the summary of results by project. The overall study and detailed results for each project can be found here: <https://www.oregonmetro.gov/active-transportation-return-investment-study>

Study Considerations

- It is difficult to completely isolate the catalyst project from the cumulative effects of other investments in the project area. All of the project locations are in areas targeted for growth in Metro's 2040 Growth Concept, and many have seen other catalyst investments such as light rail.
- It can take time for projects to lead to change. For the more recent projects, the full effects have likely not occurred, and will take time to detect. Also, some projects have occurred in areas where development is already under way, where others are in emerging centers that will take some time to develop.

Special thanks to the team of researchers who contributed to the study, including: Jennifer Dill, Ph.D., Jenny Liu, Ph.D., Marisa Zapata, Ph.D., Minji Cho, and Kyuri Kim

Coming Soon!

The results of the study of 2040 Catalyst Projects are one piece of the larger Metro Active Transportation Return on Investment Study. The other parts of the study are:



Technical analysis of bikeway projects

Examining longer gap-filling bike projects to estimate the projects' net value. Coming in Summer 2021.



Qualitative assessment of the projects

Gathering community stories and photos that give context to the catalyst and bikeway projects. Coming in Fall 2021.



Final Report

Coming Early 2022

Stay in touch with news, stories and things to do.

oregonmetro.gov/news

Follow oregonmetro



Materials following this page were distributed at the meeting.

July-Aug 2021 traffic deaths in Clackamas, Multnomah and Washington Counties*

Unknown, walking, Multnomah, 8/10

Max Denning Chapman, 36, driving, Washington, 8/7

Dustin Armogeda, 33, driving, Multnomah, 8/8

Kyle Neil Hansen, driving, Clackamas, 8/6

Unknown, driving, Multnomah, 8/3

Unknown, driving, Multnomah, 7/31

Emilia Barajas, 65, driving, Washington, 7/26

Mark Ray, Trice, 43, driving, Washington, 7/14

Jeremy Hudson, 46, driving, Multnomah, 6/27

Unknown, driving, Multnomah, 7/5

Unknown, motorcycling, Clackamas, 7/4

Unknown, motorcycling, Clackamas, 6/30

Michael L. Bute, 34, walking, Multnomah 7/5

Michael Gazley-Romney, 31, motorcycling, Multnomah, 7/1



**ODOT preliminary fatal crash report and news reports, as of 8/11/21*



Next Steps for Congestion Pricing

Sept 2021	Overview of HB 3055, request approval of resolution to accept final RCPS report and direct staff to do further policy development for the 2023 RTP
Oct 2021	ODOT presents tolling program; kick off scoping phase of 2023 RTP update
Fall 2021	Staff begin developing policy options package for discussion by TPAC and JPACT
Wint/Spr 2022	Draft policy brief provided to TPAC and JPACT
Sum/Fall 2022	Final policy options package provided to TPAC and JPACT

2023 RTP Timeline





Metro



Metro Safe Routes to School Program

JPACT Program Update | August 2021

Regional Program Funding & Policy

- Regional Flexible Funds 2019-2022
 - \$1.5 million over 3 years
 - Non-infrastructure (programmatic) funds
- Regional Transportation Plan: Chapter 8 Regional Program
- 2018 Regional Travel Options Strategy



Local program grants: \$900,000

2015-2017 SRTS Grantees (\$283,000)	2017-2019 SRTS Grantees (\$461,000)	2019-2022 SRTS Grantees (\$900,000)
Portland Public Schools	Beaverton School District	Beaverton School District
Beaverton School District	East Multnomah County	City of Hillsboro
	City of Tigard	City of Portland
		City of Tigard
		Clackamas County
		Community Cycling Center
		East Multnomah County

- Doubled Metro’s investment in SRTS from 2017-2019 cycle
- Over twice as much requested in 2019 as available funding
- SRTS activities also funded through other RTO grant categories

Local program highlight: COVID-19 Adaptations



Neighborhood Scavenger Hunt — Truy Tìm Kho Báu trong Khu Xóm

Color the items that you find on your walk — Tô màu những đồ vật bạn tìm thấy trên đường



Squirrel
Con sóc



Park
Công viên



Pedestrian Crossing
Người đi bộ qua đường



Sharrow
Biểu tượng đường dành cho xe đạp



Crosswalk
Vạch qua đường



Traffic Light
Đèn giao thông



Stop Sign
Bảng dừng



Bus Stop
Trạm xe buýt



Store
Cửa hàng



School
Trường học



Mailbox
Thùng thư



Trash Can
Thùng rác



Technical Assistance: \$50,000/year

Easy to access tools for local programs, Metro manages administration

- Translation services
- Traffic Playground support
- Regional Innovation requests

TRAFFIC PLAYGROUND TOOLKIT



This project was made possible with support from the Federal T

TRAFFIC PLAYGROUND

¡Un espacio de juegos para aprender y practicar la seguridad vial!

PRUEBE ESTAS IDEAS

Peatones/Scooters

- Cuente las esquinas de las calles y los cruces peatonales. Estos son los mejores lugares para cruzar la calle.
- Practique los pasos seguros para cruzar: deténgase, mire en ambas direcciones y hacia atrás, espere a que los ciclistas y los "automóviles" se detengan y cruce, siga mirando a su alrededor.



Ciclistas

- Practique las señales manuales de alto, giro a la izquierda y giro a la derecha.
- Esté atento a las personas en el paso de peatones y déjelas cruzar antes que usted.
- Busque las señales de tráfico y obedézcalas. Si no sabe lo que significan, pregunte a un adulto.



Todos

- En el juego de roles pretenda que es un coche. Siga las señales de tráfico y observe si hay ciclistas y peatones. Esté atento a las personas en el paso de peatones y déjelas cruzar antes que usted.



SEGURIDAD

Peatones/Scooters

- Dé tiempo a las personas que andan en bicicleta para que se detengan delante de usted antes de entrar al paso de peatones.

Ciclistas

- Conduzca siempre por el lado derecho de la carretera.

Todos

- Siempre use casco cuando anda sobre ruedas.

DESAFÍO ADICIONAL

¿Quiere hacer un viaje más largo? Pruebe esto!



Este espacio se logró con el apoyo de Metro y la Administración Federal de Tránsito.

Technical Assistance Highlight: Back to School 2021 Campaign

- \$500 Mini-Grants for schools to implement Safe Routes Back to School Toolkit strategies
- Corner Greeters (anti-hate) pilot program
- #DriveLikelt campaign phase 2



Regional Coordination Priorities

- Regular convening of SRTS practitioners
- Online shared resource library
- Expanding local program concepts regionally
- Update of Regional SRTS School Site Analysis

Metro Safe Routes to School Collaboration

This page was developed to support Safe Routes to School programs in the Portland Metro region. You can add files, share events, or join discussions with other people working on SRTS. This page is managed by Noel Mickelberry, Metro's Safe Routes to School Coordinator (noel.mickelberry@oregonmetro.gov).

AH AM AC BS BG BL B BC BD B CH CR C CR CM CR Add/remove people

Message Board

- NM Regional Youth Focus Groups Hi everyone, As we discussed
- NM #DriveLikelt Launches 3/22! Hi everyone, Just wanted to
- NM Resource: Translation Request Form
- NM Education resource: Regional Barometer
- FO Traffic Playground - Programming Example du

Docs & Files

- Regional SRTS Safety Campaign
- Translations
- Youth Focus
- Crossing Guards

Schedule

Set important dates on a shared schedule. Subscribe to events in Google Cal, iCal, or Outlook.

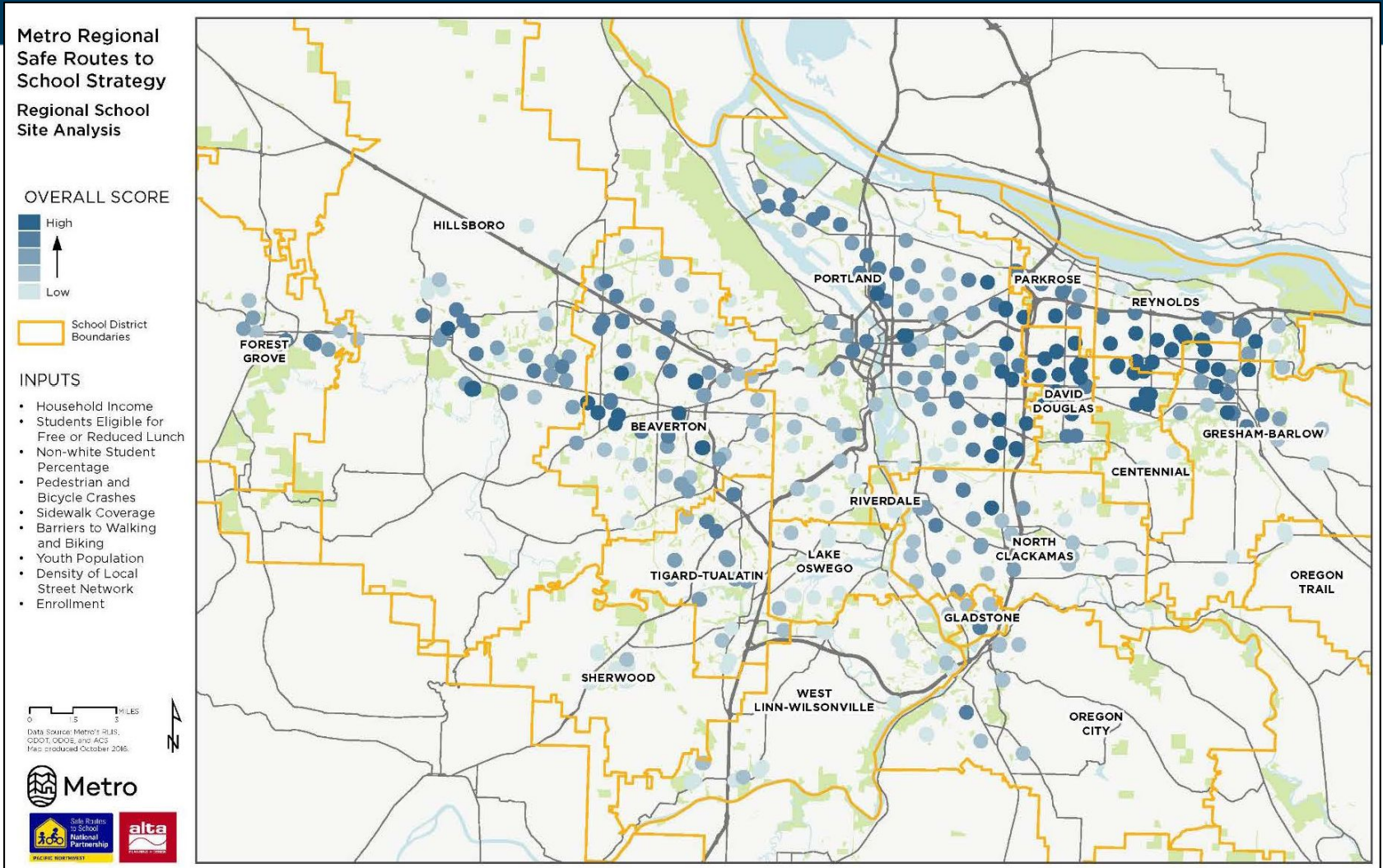
HIGH SCHOOL FOCUS GROUPS

Share your experience and influence traffic safety programs in your community.

\$20 GIFT CARD

ONE-HOUR FOCUS GROUP ON ZOOM
APRIL / MAY 2021
SIGN UP WITH A PARENT OR GUARDIAN:
PORTLAND.GOV/SAFE-ROUTES-FOCUS-GROUP

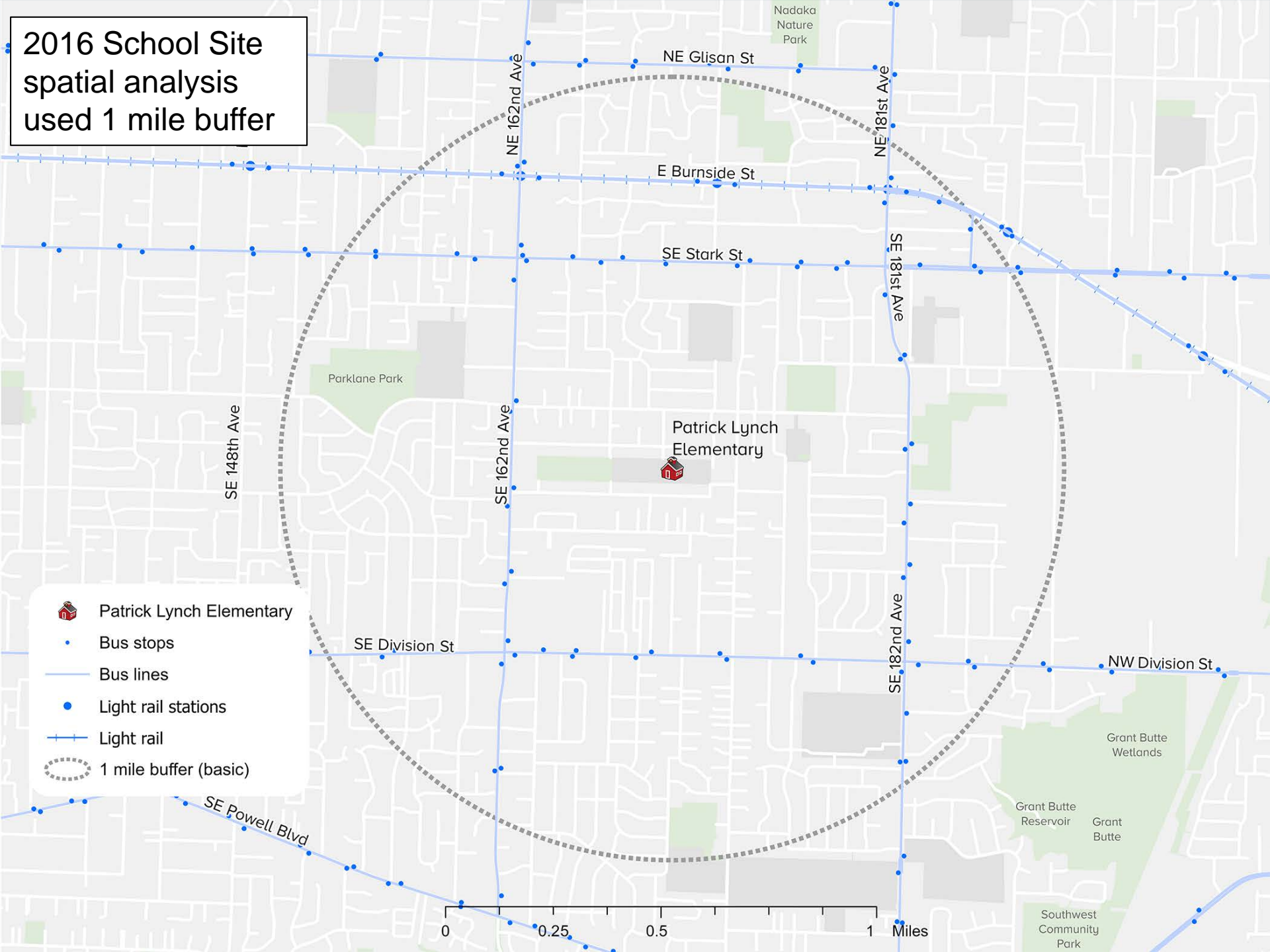
Regional Coordination Highlight: SRTS School Site Analysis Update









2021 Update to SRTS Site Analysis

- Equity, Impact & Safety remain priority areas
- Safety & Impact inputs will include new and updated Metro, school district & Census data
- 2016 Equity inputs included Household Income, Free or Reduced lunch rate, and Race
 - 2021 Equity inputs will add Chronic Absenteeism, English Language Learners and Metro Equity Focus Areas
- Updating school ‘walk zone’ for spatial analysis





2016 School Site
spatial analysis
used 1 mile buffer

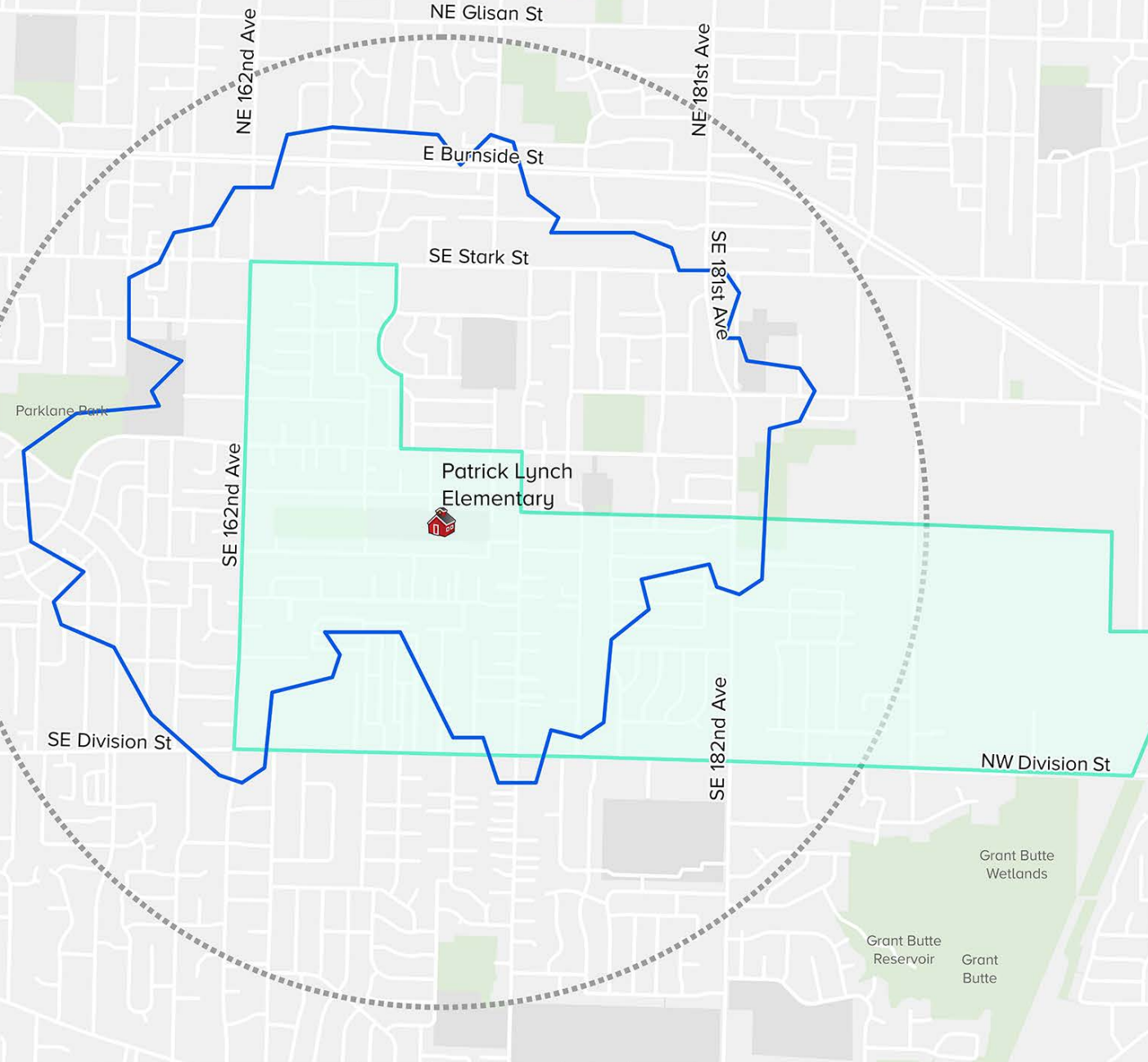


-  Patrick Lynch Elementary
-  Bus stops
-  Bus lines
-  Light rail stations
-  Light rail
-  1 mile buffer (basic)

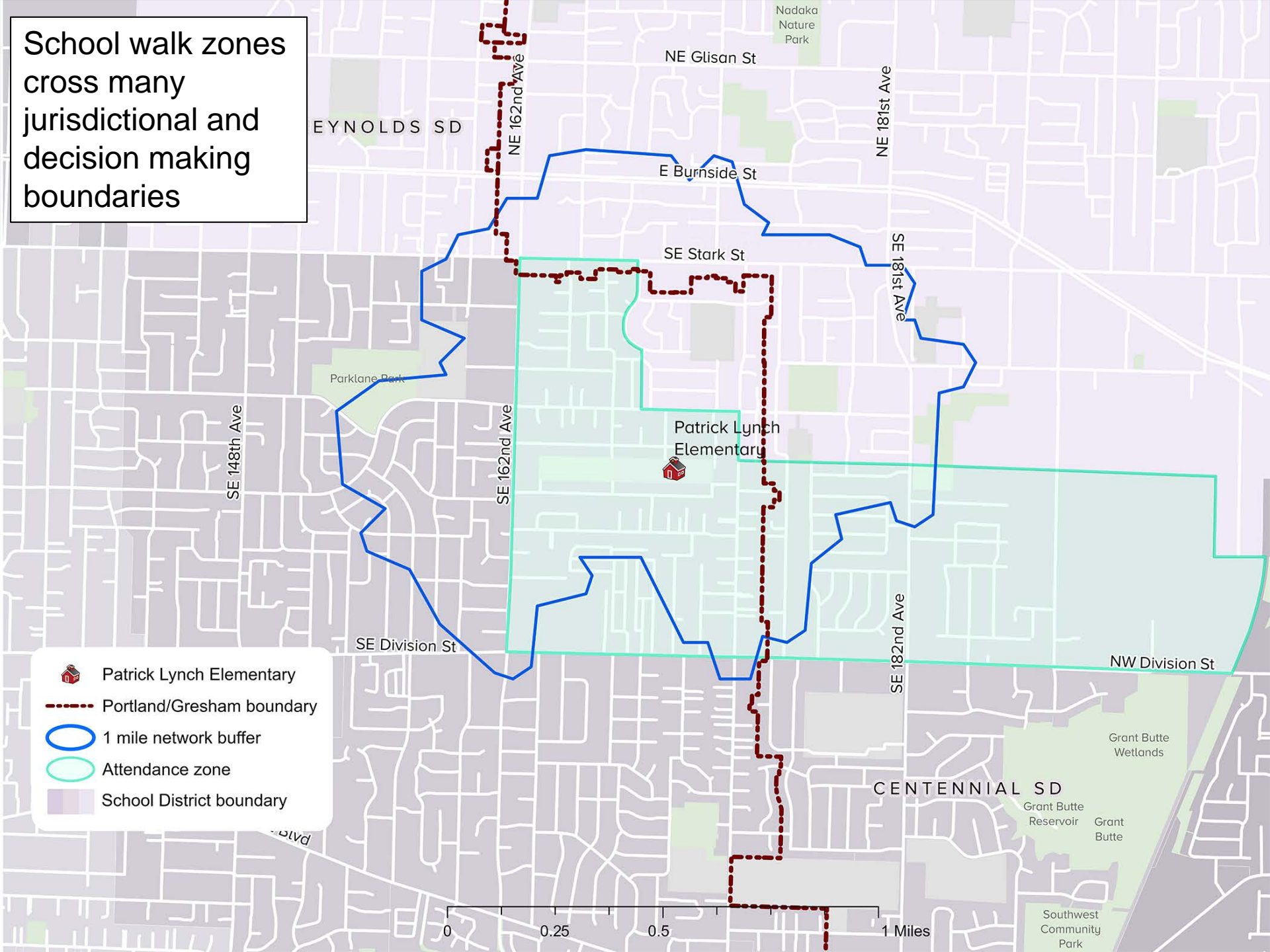
0 0.25 0.5 1 Miles






2021 School Site spatial analysis using a 1 mile 'network' buffer

-  Patrick Lynch Elementary
-  1 mile network buffer
-  Attendance zone
-  1 mile buffer (basic)



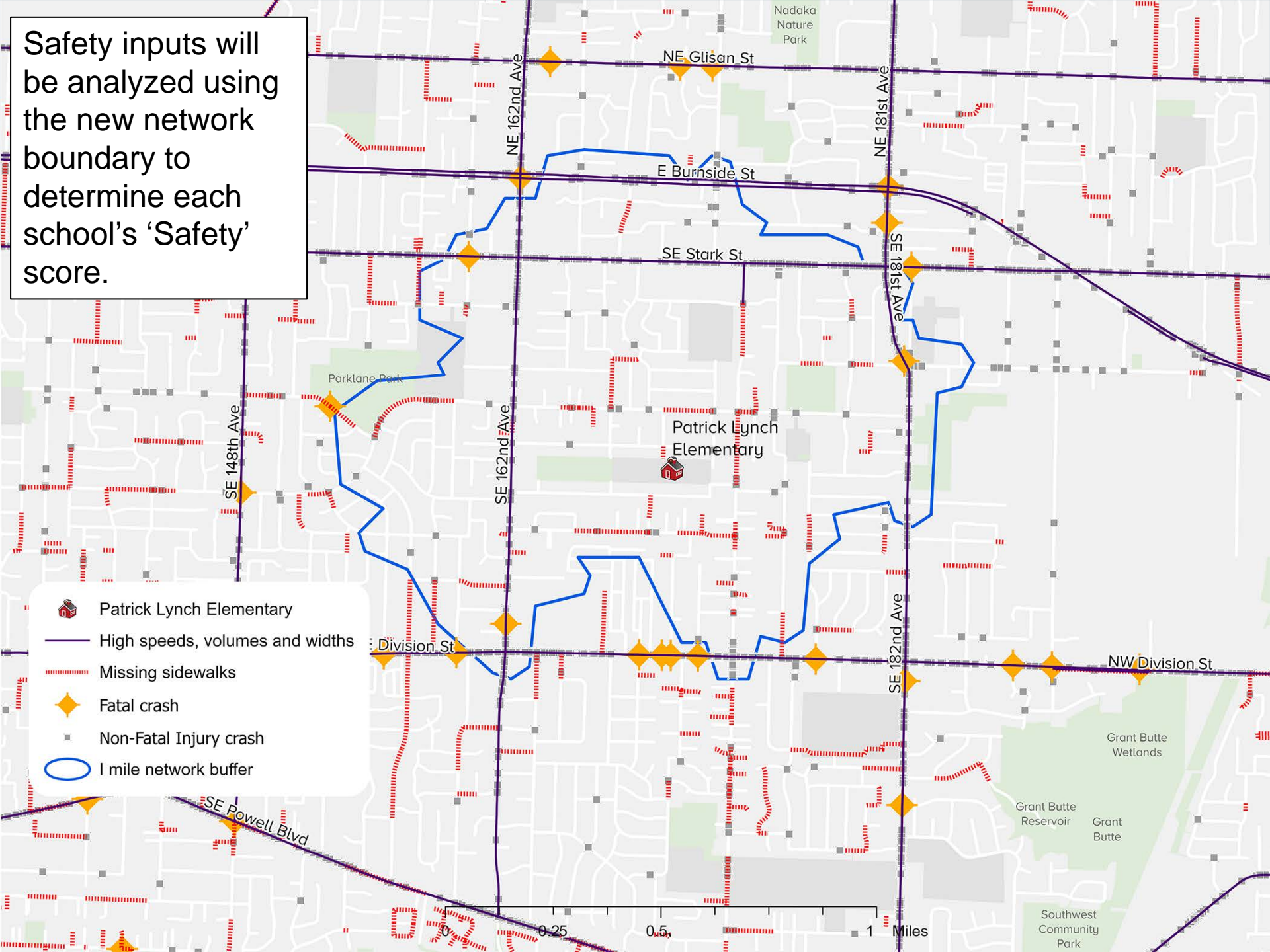
School walk zones cross many jurisdictional and decision making boundaries



-  Patrick Lynch Elementary
-  Portland/Gresham boundary
-  1 mile network buffer
-  Attendance zone
-  School District boundary

0 0.25 0.5 1 Miles

Safety inputs will be analyzed using the new network boundary to determine each school's 'Safety' score.



- Patrick Lynch Elementary
- High speeds, volumes and widths
- Missing sidewalks
- Fatal crash
- Non-Fatal Injury crash
- 1 mile network buffer

0.25 0.5 1 Miles

Next steps for SRTS Program

- Preparing for next grant cycle, integrating racial equity outcomes with RTO program
- Launch Safe Routes Back to School 2021 resources 8/23
- Develop online application for SRTS Technical Assistance funding for 2022
- Finish SRTS School Site Analysis update

Thank you!

Noel Mickelberry
Safe Routes to School Program Coordinator

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Learn more: oregonmetro.gov/saferoutes



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Metro Active Transportation

Return on
Investment Study

JPACT briefing, August 2021



Background

- Active Transportation Return on Investment (ATROI) Study recommended by JPACT in Spring 2018
- Approved along with project development funding to help prepare a pipeline of active transportation projects and better position the region for future funding opportunities
- .

Study Purpose

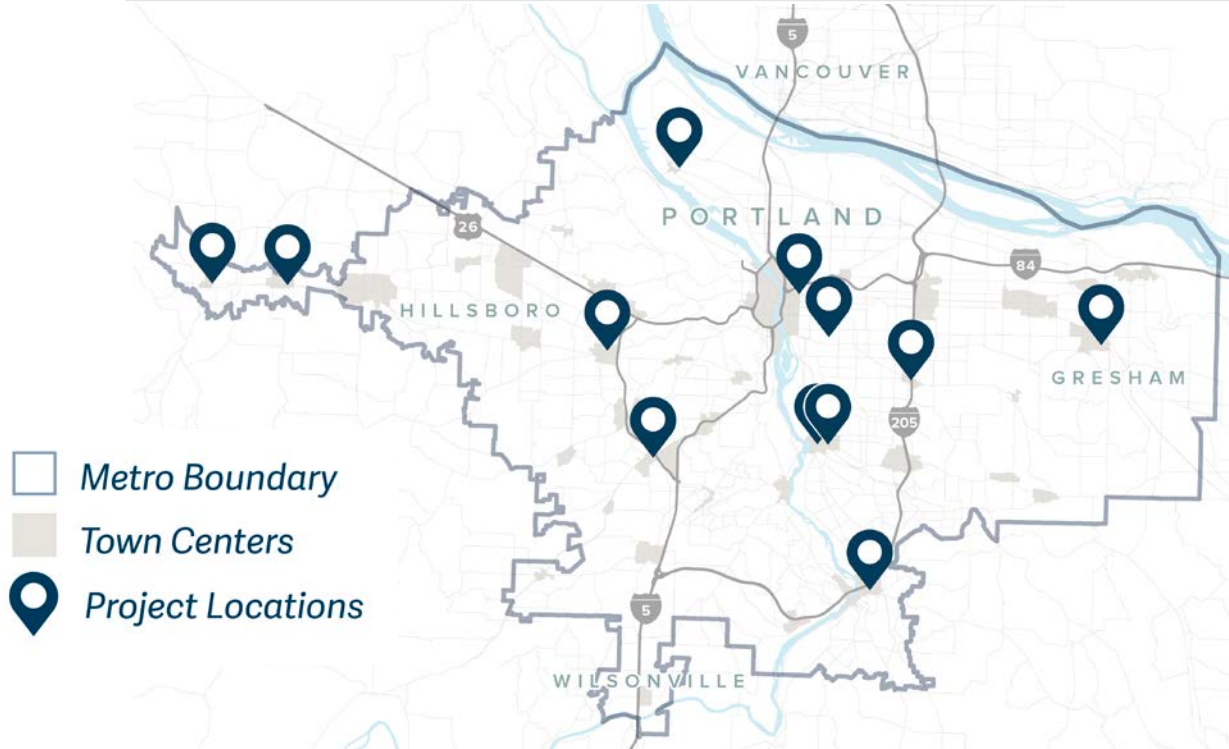
This study:

- Helps inform the region on the extent and comparative economic benefits of different active transportation projects
- Informs future policy and decision making, including Regional Flexible Funding Allocations (RFFA) and Regional Transportation Plan (RTP) updates

Study Overview

- Led by PSU in partnership with Metro
- Examined 12 “catalyst projects”
 - ✓ Retrofitted commercial corridors with pedestrian friendly treatments
 - ✓ Completed between 2006-2016
 - ✓ All were funded by RFFA

Study Overview



Key Takeaways for the Region



- Build Back Better
- Investments of All Shapes and Sizes
- The Multiplier Effect
- Setting Projects Up for Success



























Study Details








- Examined 12 projects
- Projects included pedestrian improvements
- Used a variety of methods and data sources

Photo: Town Center, Milwaukie (2016)

Research Findings

Study Area		
	Retail	Food
McLoughlin Blvd, Milwaukie (2006)		
Town Center, Milwaukie (2016)		
McLoughlin Blvd, Oregon City (2009)		
NE Hood Ave, Gresham (2013)		
E Burnside, Portland (2010)		
SE Division St, Portland (2014)		
SE Foster Rd-Woodstock Blvd, Portland (2013)		
St John's, Portland (2012)		
SW Rose Biggi Beaverton (2015)		
E Baseline, Cornelius (2016)		
Town Center, Forest Grove (2010)		
Main St, Tigard (2014)		

-  *Mainly Positive, No Negative*
-  *Some Positive, No Negative*
-  *Some Positive, Some Negative*
-  *No Negative, No Positive*
-  *Some Negative, No Positive*

Coming Soon!



Technical analysis of bikeway projects:

Examining longer gap-filling bike projects to estimate the projects' net value. *Coming in Summer 2021.*



Qualitative assessment of the projects:

Gathering community stories and photos that give context to the catalyst and bikeway projects. *Coming Fall 2021.*



Final Report: *Coming early 2022.*

**Special thanks to the team of researchers
who contributed to the study, including:**

Jennifer Dill, Ph.D., Jenny Liu, Ph.D., Marisa Zapata, Ph.D.,
Minji Cho, and Kyuri Kim



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