



600 NE Grand Ave.
Portland, OR 97232-2736

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, February 17, 2022

7:30 AM

<https://zoom.us/j/91720995437> (Webinar
ID: 917 2099 5437) or 877-853-5257 (Toll
Free)

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).

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 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 JPACT Chair (7:40 AM)

4. Consent Agenda (7:45 AM)

4.1 Consideration of the January 20, 2022 JPACT Minutes

[COM
22-0526](#)

Attachments: [01.20.2022 JPACT Minutes](#)

5. Information/Discussion Items (7:50)

- 5.1 FTA Discretionary Funds Letter (7:50 AM) [COM](#)
[22-0527](#)
- Presenter(s): Tyler Frisbee (she/her), Metro
Attachments: [1.13.22 DRAFT FTA Asks Letter](#)
- 5.2 Emerging Transportation Trends (8:00 AM) [COM](#)
[22-0521](#)
- Presenter(s): Eliot Rose (he/him), Metro
Attachments: [Metro Emerging Trends - Initial Results Summary for JPACT](#)
- 5.3 Values and Outcomes for the 2023 Regional
Transportation Plan (8:20) [COM](#)
[22-0522](#)
- Presenter(s): Kim Ellis (she/her), Metro
Attachments: [Worksheet-2023RTP](#)
[1-Draft Values and Outcomes for the 2023 RTP](#)
[2-Community Leaders Forum Summary](#)
[3-Stakeholder Interviews Summary](#)
[4-Key Tasks and Focus Areas for the 2023 RTP Update](#)
[5-RTP Update Factsheet](#)
[6-Scoping Timeline](#)

5.4 I-205 Tolling Discussion (8:50 AM)

[COM](#)
[22-0520](#)

Presenter(s): Mandy Putney (she/her), ODOT
Brendan Finn (he/him), ODOT
Della Mosier, ODOT

Attachments: [Worksheet](#)
[1-Draft I-205 Toll Project: Policy and Project Development Commitm](#)
[2-ODOT Tolling Timeline](#)
[3-Metro/JPACT Engagement Opportunities Timeline](#)
[4-Ordinance No. 21-1467](#)
[5-Exhibit A to Ordinance No. 21-1467](#)
[6-Exhibit B to Ordinance No. 21-1467](#)
[7-Staff Report to Ordinance No. 21-1467](#)
[8-Coordinated Timeline for Proposed I-205 Toll Project Amendment](#)
[9-Cities of Clackamas Co letter to OTC](#)
[10-Clackamas County tolling values041521](#)
[11-Lake Oswego Resolution 22-04](#)
[12-Oregon City Resolution 22-06](#)
[13-Tualatin Resolution 5595-22](#)
[14-West Linn RES 2022-02](#)
[15-Metro Council Values Outcomes and Actions for ODOT Tolling for](#)

6. Updates from JPACT Members (9:20 AM)

7. Adjourn (9:30 AM)

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

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2022 JPACT Work Program

As of 2/10/2022

Items in italics are tentative

<u>January 20, 2022</u>	<u>February 17, 2022</u>
<ul style="list-style-type: none"> • <i>Congressman Blumenauer, Infrastructure Investment & Jobs Act (Tyler Frisbee & Earl Blumenauer; 15 min)</i> • Resolution 22-5241, For the Purpose of Amending the 2021-26 Metropolitan Improvement Program (MTIP) to Advance Eight Metro Unified Planning Work Program (UPWP) Projects into the Constrained MTIP to Assist in the Development of the SFY 2023 UPWP, Plus Add Four New Projects to the MTIP (JA22-07-JAN1) (consent) • Additional UPWP Amendments- informational (John Mermin, Metro, ODOT Staff, & Jamie Stasney, Clack Co. ; 15 min) <ul style="list-style-type: none"> ○ Resolution No. 21-5211, For the Purpose of amending the FY 2021-22 Unified Planning Work Program (UPWP) to Add the Sunrise Community Visioning Project That was Funded Since the UPWP was Adopted (action) ○ Resolution No. 21-5215, For the Purpose of Amending the FY 2021-22 Unified Planning Work Program (UPWP) to Amend the Funding and Add Detail to the Existing I-5 Boone Bridge Planning Project (action) ○ Resolution No. 21-5216, For the Purpose of Amending the FY 2021-22 Unified Planning Work Program (UPWP) to add the Regional Mobility 	<ul style="list-style-type: none"> • FTA Discretionary Funds Letter (Tyler Frisbee, 10 min) • Emerging Transportation Trends (Eliot Rose, Metro; 20 min) • Values and Outcomes for the 2023 Regional Transportation Plan (Kim Ellis, Metro; 30 min) • I-205 Tolling Discussion Continued (Brendan Finn, Della Mosier & Mandy Putney, ODOT; 30 min)

<p>Pricing Project that was Funded Since the UPWP was Adopted (action)</p> <ul style="list-style-type: none"> • I-205 Tolling Discussion(Mandy Putney, ODOT, 30 min) • T.V. Highway Corridor Presentation & Oversight Committee Appointment (Eryn Kehe & Malu Wilkinson, Metro; 20 min) 	
<p><u>March 17, 2022</u></p> <ul style="list-style-type: none"> • Ordinance No. 21-1467, For the Purpose of Amending the 2018 Regional Transportation Plan to Include the Preliminary Engineering Phase of the I-205 Toll Project, and to Clarify the Financial Connection of the I-205 Toll Project to the I-205 Improvement Project (Kim Ellis, Metro; 20 min) • Resolution No. 22-5234, For the Purpose of Amending the 2021-2026 Metropolitan Improvement Program (MTIP) to Add the Preliminary Engineering Phase for ODOT's I-205 Tolling Project Allowing NEPA and Design Activities to Begin (JA22-06-JAN1) (Ted Leybold, Metro; 20 min) • 2023 RTP – Action on work plan and engagement plan (Kim Ellis, Metro) • Regional Mobility Policy Update Discussion - Case Study Findings and Potential Options for Updating Policy for 2023 RTP (Kim Ellis, Metro and ODOT staff; 30 min) 	<p><u>April 21, 2022</u></p> <ul style="list-style-type: none"> • Congestion Pricing Policy Development for 2023 RTP (Alex Oreschak and Kim Ellis, Metro) • RTP - Goals, Objectives and Targets for the 2023 RTP (Kim Ellis and Eliot Rose, Metro) • 82nd Avenue – Elizabeth Mros-O’Hare, Metro and City of Portland • 2022-23 UPWP-Review and discussion of draft UPWP and TPAC recommendation (John Mermin, Metro) <p><i>Possible JPACT Workshop on RTP: Goals, Objectives and Targets</i></p>
<p><u>May 18, 2022</u></p> <ul style="list-style-type: none"> • MTIP Program Update – Grace Cho • 2022-2023 UPWP- Action to Adopt (John Mermin, Metro) • IBR update and potentially a draft of the LPA – ODOT/Elizabeth • RFFA – summarize call for projects, present draft project outcomes evaluation report (Dan Kaempff, Metro) 	<p><u>June 16, 2022</u></p> <ul style="list-style-type: none"> • TV Highway Corridor Project – (Eryn • IBR – (place holder if needed) LPA - ODOT/Elizabeth • Better Bus Program (Matt Bihn, Metro) • RTP - Emerging Transportation Trends Study Recommendations for 2023 RTP (Eliot Rose, Metro; 30 min) • RTP - Congestion Pricing Policy for 2023 RTP (Alex Oreschak and Kim Ellis, Metro)

<ul style="list-style-type: none"> • RTP - Safe and Healthy Urban Arterials Policy Development for 2023 RTP (John Mermin & Lake McTighe, Metro) • RTP - Climate Smart Strategy Update and Climate Analysis for 2023 RTP (Kim Ellis, Metro) • RTP - Transportation Equity Analysis for the 2023 RTP (Eliot Rose, Metro) • RTP - Regional Mobility Policy for 2023 RTP (Kim Ellis and ODOT staff; 30 min) • Freight Commodity Study (Tim Collins, Metro) <p><i>Possible JPACT Workshop on RTP: Urban Arterials Strategy</i></p>	<p><i>Possible JPACT Workshop on RTP: Climate Smart Strategy</i></p>
<p><u>July 21, 2022</u></p> <ul style="list-style-type: none"> • RFFA - Present public comment report, initial draft proposal for funding allocations (Dan Kaempff, Metro) • Regional Mobility Policy Update Discussion - Recommended Policy for 2023 RTP (Kim Ellis, Metro and ODOT staff; 30 min) • RTP - High Capacity Transit Strategy Update for 2023 RTP (Ally Holmqvist, Metro) • RTP - Transportation Needs and Disparities Analysis for 2023 RTP (Eliot Rose, Metro) <p><i>Possible JPACT Workshop: Transit Planning (Future of Transit in the Region).</i></p>	<p><u>August 18, 2022</u></p> <ul style="list-style-type: none"> • RFFA - Present refined draft proposal, discussion of coordinating committee priorities (Dan Kaempff, Metro) • 82nd Avenue Project Update – Elizabeth Mros Ohare - City of Portland • RTP - Revenue Forecast for 2023 RTP (Ted Leybold, Metro) • RTP - Equitable Finance 2023 RTP (Lake McTighe, Metro) <p><i>Possible JPACT Workshop on RTP: Equitable Financing</i></p>
<p><u>September 15, 2022</u></p> <ul style="list-style-type: none"> • RFFA - ACTION on TPAC recommended project list (Dan Kaempff, Metro) • Revenue Forecast and Financial Targets for 2023 RTP Call for Projects (Ted Leybold, Metro) • RTP Needs Analysis and Performance Measures for Evaluating 2023 RTP Priorities (Eliot Rose, Metro) 	<p><u>October 20, 2022</u></p> <ul style="list-style-type: none"> • RTP - Call for Projects for 2023 RTP (Kim Ellis, Metro) • Sunrise Community Vision Project – <i>Tentative (Clackamas County)</i>

<p><u>November 17, 2022</u></p> <ul style="list-style-type: none"> • RTP - High Capacity Transit Strategy Update for 2023 RTP (Ally Holmqvist, Metro) • Freight Commodity Study (Tim Collins, Metro) 	<p><u>December 15, 2022</u></p> <ul style="list-style-type: none"> • RTP – Update on Call for Projects for 2023 RTP (Kim Ellis, Metro)
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Note: Some 2023 RTP topics are placeholders pending approval of the work plan and engagement plan by JPACT and the Metro Council. Some topics may be discussed through special JPACT workshops, outside of regular JPACT meetings.

Parking Lot:

- *Hwy 26/Westside Transportation Study – briefing (20 min, Matt Bihn & ODOT)*
- *Regional Emergency Transportation Routes Update Phase 2 (John Mermin, Metro and Laura Hanson, RDPO)*

**4.1 Consideration of the January 20, 2022 JPACT
Minutes**
Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, February 17, 2022



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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)
Meeting Minutes
January 20, 2022
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
Steve Callaway
Kathy Hyzy
Rian Windsheimer
Sam Desue
Curtis Robinhold
Nina DeConcini
Anne McEnerny-Ogle
Temple Lentz

AFFILIATION

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

MEMBERS EXCUSED

Travis Stovall
Carley Francis

AFFILIATION

Cities of Multnomah County
Washington State Department of Transportation

ALTERNATES PRESENT

Brendan Finn
Chris Ford
Chris Warner
Emerald Bogue
JC Vannatta
Jef Dalin
Ty Stober

AFFILIATION

Oregon Department of Transportation
Oregon Department of Transportation
City of Portland
Port of Portland
TriMet
Cities of Washington County
City of Vancouver

OTHERS PRESENT: Adela Mu, Alex Oreschak, Allison Boyd, Ana Jovanovic, Aurora Jackson, Brenda Bartlett, Chris Deffebach, Chris Smith, Cindy Pederson, Cody Field,

COHV, Derek Bradley, Don Odermott, Dwight Brashear, Eric Hesse, Erin Doyle, Garet Prior, Glen Bolen, Grace Cho, Hayden Miller, HW, Jamie Snook, Jeff Gudman, Jennifer John, John Mermin, Julia Hajduk, Kate Hawkins, Katherine Kelly, Kim McMillan, Lake McTighe, Mandy Putney, Mark Gamba, Mark Ottenad, Mary Baumgardner, Mary Nolan, Matt Ransom, Matthew Hampton, Michelle Bellia, Mike Bezner, Monica Tellez-Fowler, Rachel D, Sarah Iannarone, Sarah Wolf, Shawn Donaghy, Shelly Richards, Sherilyn Lombos, Shoshana Cohen, Stasny, Stephen Roberts, Taylor Steenblock, Thomas Craig, Tom Markgraf, Travis Brouwer, Tucker, Vanessa Vissar, Will Farley.

STAFF: Anneliese Koehler, Connor Ayers, Craig Beebe, Dan Kaempff, Ken Lobeck, Kim Ellis, Malu Wilkinson, Matt Bihn, Ramona Perrault, Ted Leybold, Tom Kloster, Victor Sin, Margi Bradway, Carrie MacLaren, Stellan Roberts, and Jaye Cromwell

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Shirley Craddick (she/her) called the virtual zoom meeting to order at 7:31 am.

Chair Craddick declared a quorum and called the role.

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

Chris Smith (he/him) of No More Freeways provided testimony. He testified against Resolutions No. 21-5215 and No. 21-5216 because both projects expand freeways. He also highlighted a typo in Resolution No. 21-5215's staff report and announced that the Federal Highway Administration revoked their finding of no significant impact for the I-5 Rose Quarter Project so there will be a federal re-evaluation of the project.

3. UPDATES FROM THE CHAIR

Chair Craddick asked Metro Staff Margi Bradway (she/her) to read the names of those that have died in traffic accidents in Clackamas, Multnomah, and Washington Counties.

Margi shared the names and ages of victims during the month of December:

Ciera Summer Cannon, 31, Vivian Gale Phillips, 70, Jessie R. Ugelstad, 27, Steven C. Alcorn Jr., 36, Bryan Ross Shore, 68, Terrence Tomb, 27, James Ross Barclay, 67, Vycheslav Skobilev, 42, Laurie D. Lawyer, 56, and one unidentified individual.

4. CONGRESSMAN BLUMENAUER: INFRASTRUCURE, INVESTMENT & JOBS ACT

Chair Craddick introduced Metro Staff Tyler Frisbee (she/her) and Congressman Earl Blumenauer.

Key elements of the presentation included:

Tyler introduced Congressman Earl Blumenauer and acknowledged the bipartisan infrastructure law and the reinstatement of the Superfund tax.

Congressman Earl Blumenauer discussed the infrastructure bill, highlighting the range of infrastructure improvements that can be made after the passage of this bill. Congressman Blumenauer pushed JPACT to investigate what is possible with this legislation and to focus on projects where progress can be made. He discussed the strong team at the federal department of transportation and showed appreciation for JPACT's work.

Member discussion included:

Mayor Anne McEnery-Ogle (she/her) thanked Congressman Blumenauer for his work and highlighted the need to improve the I-5 Bridge.

Congressman Blumenauer expressed that there are a number of funding areas that can be explored with the money that is available through this bill.

Commissioner Jo Ann Hardesty (she/her) asked Congressman Blumenauer what he needs from the region in order to get as many federal dollars invested into the area as possible.

Congressman Blumenauer stressed the importance of reaching consensus on projects that balance the short term and longer term and expressed hope that JPACT continues to work with interested parties in the area.

5. **CONSENT AGENDA**

MOTION: Commissioner Hardesty moved to approve the consent agenda. Mayor McEnery-Ogle seconded the motion.

ACTION: With all in favor, the motion passed.

6. **ACTION ITEMS**

6.1 Additional UPWP Amendments- informational

Chair Craddick introduced Metro Staff John Mermin (he/him) to give an overview of

the item.

Key elements of the presentation included:

John described what the Unified Planning Work Program (UPWP) is and is not and summarized the amendment process.

6.1.1 Resolution No. 21-5211, For the Purpose of amending the FY 2021-22 Unified Planning Work Program (UPWP) to Add the Sunrise Community Visioning Project That was Funded Since the UPWP was Adopted

Chair Craddick introduced Clackamas County Staff Jamie Stasny (she/her).

Key elements of the presentation included:

Jamie provided an overview of the Sunrise Corridor Community Visioning Project, highlighted the purpose of the project, as well as what it is designed to do.

Member discussion included:

Mayor Steve Callaway (he/him) thanked staff for the presentation and noted the regional significance of this project.

Commissioner Paul Savas (he/him) thanked JPACT for support and explained that this is an opportunity to add a number of safety features and transit to Happy Valley, which is the fastest growing city in Oregon.

Commissioner Hardesty showed appreciation for the global approach to this project and highlighted that this project will make a big difference for the region.

Councilor Juan Carlos Gonzalez (he/him) thanked staff, highlighted the importance of economic development, and expressed hope that a complete streets element be added to this project.

6.1.2 Resolution No. 21-5215, For the Purpose of Amending the FY-2021-22 Unified Planning Work Program (UPWP) to Amend the Funding and Add Detail to the Existing I-5 Boone Bridge Planning Project

Chair Craddick introduced ODOT Staff Vanessa Vissar to present.

Key elements of the presentation included:

Vanessa provided background information on the project, explained regional coordination around the project, described the project, planning activities that have been completed and next steps.

Member discussion included:

Councilor Kathy Hyzy (she/her) asked staff if there are plans on how to integrate the Bus on Shoulder project into the Boone Bridge Project.

Vanessa responded by explaining that ODOT is planning to engage South Metro Area Regional Transit (SMART) and other transit providers with this work.

Councilor Gonzalez expressed concern with the project as it could add freeway capacity and that he'll be looking for more information on how this project could be included in a regional mobility pricing plan. He stressed that a seismic resilience project is the type of project that he would support.

Commissioner Hardesty echoed Councilor Gonzalez's concerns, describing the project as a patchwork approach to a regional problem. She voiced concern for a tolling program that is not region-wide and highlighted the importance of consistent, clear messaging around the direction that the region is moving.

Rian Windsheimer added information around multimodal options for crossing Boone Bridge.

Councilor Christine Lewis (she/her) highlighted that each side of Boone Bridge is within a different land use situation and asked staff to discuss how ODOT is planning to incorporate these two distinct planning and land use needs.

Vanessa explained that this will be an emphasis of this project and land use analysis will be done on the area.

Mayor Callaway voiced that he sees the plan as increasing efficiency and clearing up dangers on the bridge rather than expanding the freeway.

Commissioner Jessica Vega Pederson (she/her) expressed hesitancy around adding too many auxiliary lanes but explained that she does not think that is what is happening with this project. She asked for more information on how the tolling of this

area fits into the region-wide plan for congestion pricing.

Vanessa responded to Commissioner Vega Pederson by explaining that variable rate tolls will be near the Boone Bridge to manage congestion and generate revenue for the project. She noted that this project is part of the Regional Mobility Pricing Project (RMPP).

ODOT Staff Gareth Prior (he/him) added to Vanessa's response by providing more information on the connection between the Boone Bridge Project and the RMPP.

Commissioner Paul Savas highlighted the amount of freight that moves through this corridor and expressed that he sees auxiliary lanes as safety lanes.

Commissioner Hardesty expressed her concern that projects continue to be viewed at an individual level rather than as a region-wide system. She stressed that no one project will fix the region as a whole.

6.1.3 Resolution No. 21-5216, For the Purpose of Amending the FY 2021-22 Unified Planning Work Program (UPWP) to add the Regional Mobility Pricing Project that was Funded Since the UPWP was Adopted

Chair Craddick introduced ODOT Staff Gareth Prior (he/him).

Key elements of the presentation included:

Gareth described why this resolution is coming to JPACT, the Regional Mobility Pricing Project, when the Regional Mobility Pricing Project will start, and explained the process for developing toll scenarios for I-5 and I-205.

Member discussion included:

Mayor McEnery-Ogle confirmed where this project would take place.

Commissioner Savas asked for clarification on the agenda and expressed discomfort with the timing of implementing the RMPP in individual phases instead of simultaneously.

In the chat Metro Staff Jaye Cromwell (she/her) explained that the following link is where all presentation materials for today's meeting will be uploaded:
<https://oregonmetro.legistar.com/MeetingDetail.aspx?ID=916079&GUID=4EFBD180>

[-F1D0-4FE0-827E-95EB438DD968&Options=info%7C&Search=&Refresh=1](#)

Chair Craddick and Margi clarified which agenda item is currently being discussed and upcoming discussion items.

MOTION: Commissioner Hardesty moved to approve Resolution No. 21-5211, For the Purpose of amending the FY 2021-22 Unified Planning Work Program (UPWP) to Add the Sunrise Community Visioning Project That was Funded Since the UPWP was Adopted. Commissioner Savas seconded.

ACTION: with all in favor, the motion passed.

MOTION: Commissioner Hardesty moved to approve Resolution No. 21-5215, For the Purpose of Amending the FY-2021-22 Unified Planning Work Program (UPWP) to Amend the Funding and Add Detail to the Existing I-5 Boone Bridge Planning Project. Mayor Callaway seconded.

ACTION: Councilor Gonzalez opposed. With all others in favor, the motion passed.

MOTION: Commissioner Hardesty moved to approve Resolution No. 21-5216, For the Purpose of Amending the FY 2021-22 Unified Planning Work Program (UPWP) to add the Regional Mobility Pricing Project that was Funded Since the UPWP was Adopted. Ryan Windsheimer seconded.

Commissioner Savas explained that he is uncomfortable with the resolution because it is inconsistent with what the region is trying to achieve. He explained that he does not approve of the timing and separation of projects and that he will be voting no on the resolution.

ACTION: Commissioner Savas opposed. With all others in favor, the motion passed.

7. **INFORMATION/DISCUSSION ITEMS**

7.1 I-205 Tolling Discussion

Chair Craddick introduced ODOT Staff Mandy Putney (she/her) and Brendan Finn and Metro Staff Margi Bradway (she/her).

Key elements of the presentation included:

Brendan contextualized the I-205 Tolling Project, described the timeline for the project and ODOT commitments,

Commissioner Hardesty explained that she is against income based tolling as low income people should not have to pay toll fees and requested more information on how low income is described by ODOT.

Mandy described what this amendment will fund, why the I-205 Toll Project is advancing before the RMPP, what happens if the I-205 Toll Project is delayed, and information that will be received with the I-205 Toll Project Environmental Assessment. She then explained the outcome differences between tolling and investing vs. doing nothing, next steps, and the tolling timeline.

Member discussion included:

Chair Craddick postponed agenda item 7.2 T.V. Highway Corridor Presentation & Oversight Committee Appointment due to time constraints.

Metro Staff Jaye Cromwell put the following message in the chat from Nina DeConcini who was having difficulties with the chat function: "I want to thank JPACT for the opportunity to talk about the connection among these projects and plans and their air quality impacts. DEQ is currently in conversation with our colleagues at ODOT to review and consider the methodology for modeling air quality impacts at the project level and we are planning to do more work to understand how those project level impacts accumulate across the region and contribute to system-wide impacts. We will bring information from these conversations back to our regional partners at this table for consideration as we continue our work together."

Commissioner Savas expressed concern around the diversion that this project will cause, asked for real, viable solutions around diversion and asked for the PowerPoint that was presented.

Commissioner Vega Pederson thanked Garet for a response to a letter that she sent to ODOT about this project and asked staff what the impacts might be if the project were to be delayed.

Commissioner Hardesty expressed concern over slides presented as she felt some of the information presented was inaccurate and requested more information about how these conclusions were reached. She highlighted the importance of this program and that it needs to pay for more than freeway expansion, concerns around ODOT not being responsive to local communities, and stressed transparency.

In the chat, Commissioner Savas thanked Commissioner Hardesty for her comments.

Nina DeConcini (she/her) explained that Department of Environmental Quality is interested in partnering with ODOT and JPACT to look at air quality considerations more broadly as opposed to project by project.

Councilor Lewis expressed frustration with the timeline of the project and highlighted that many communities in the region are voicing that they are not ready for this project to move forward as is at this time.

In the chat Mayor Callaway agreed with Commissioner Savas, showed appreciation for ODOT's reporting of emissions savings, and presented questions around induced demand, asking how much induced demand is expected versus how much greenhouse gas emissions are anticipated to be saved.

Councilor Gonzalez discussed traditional tolling versus a congestion pricing system, mentioned concern of using tolling primarily as a revenue mechanism and express hope that this can be worked out.

In the Chat Curtis Robinhold (he/him) showed appreciation for the slide deck and hoped for more information from ODOT on the technical and financial viability of separating the RMPP from the I-205 improvements.

Margi clarified next steps for this project and JPACT.

Commissioner Savas highlighted that breaking down the \$28 million ask could be a helpful tool to moving parts of the project forward.

In the chat Mayor Callaway shared concern about diversion in his neighborhood and expressed appreciation for Commissioner Hardesty's comments.

Commissioner Hardesty requested more time to discuss before JPACT votes on this item.

8. UPDATES FROM JPACT MEMBERS

There were none.

9. **ADJOURN**

Chair Craddick adjourned the meeting at 9:32 am.

Respectfully Submitted,

Stellan Roberts

Stellan Roberts
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JANUARY 20, 2022

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
2.0	Testimony	01/20/2022	Chris Smith Testimony on Resolutions No. 21-5215 and 21-5215	012022j-01
3.0	Presentation	01/20/2022	December Traffic Fatalities	012022j-02
6.1	Presentation	01/20/2022	UPWP Amendment Presentation	012022j-03
7.1	Presentation	01/20/2022	I-205 Tolling Slides	012022j-04

5.1 FTA Discretionary Funds Letter

Joint Policy Advisory Committee on Transportation

Thursday, February 17, 2022

Dear Senator Wyden, Senator Merkley, Congressman Blumenauer, Congressman Schrader, Congresswoman Bonamici and Congressman Bentz:

Thank you for your support and work on historic passage of the Infrastructure Investment and Jobs Act. We are excited about the numerous ways that this legislation could benefit the greater Portland region including funds for repairing roads and bridges, building a network of electric vehicle chargers, and improvements to our transit system, all with a focus on equity, safety, sustainability, and climate change mitigation. We look forward to the ways in which these investments will allow our region to grow and adapt to the future.

Given that much of the transit funding opportunities in the Bipartisan Infrastructure Law are federal grant opportunities, we wanted to take this moment to provide you with a preview of greater Portland's transit priority projects for the next five years so that you can help us advocate for them with the Federal Transit Administration. This list of priorities reflect extensive public deliberations and engagement over the last four years and are part of the Regional Transit Strategy and Regional Transportation Plan. In particular, as the greater Portland region readies itself to be the first region in the country to implement a comprehensive road pricing plan, providing accessible, affordable transit for residents and workers across the region becomes an even greater priority. The projects identified below are critical components of the cross-regional network we will need to invest in to make sure that any pricing program helps the region create a stronger transportation system, rather than stranding people without options. Our needs are great, and the region's near-term top priorities at the federal level, listed in no specific priority order, will be these priority projects:

- **Regional Bus Rapid Transit network beginning with 82nd Avenue and Tualatin Valley Highway.**
 - 82nd Avenue: Metro, TriMet, the City of Portland, ODOT and the State Legislature have come together to develop a new vision for 82nd Avenue, which will include significant transit improvements and a likely Small Starts project.
 - TV Highway: TV Highway serves many uses-- freight corridor, a school route, a vital local business corridor, and a critical transit connection through Washington County. Metro, TriMet, ODOT, Washington County and the cities of Beaverton, Hillsboro, Cornelius, and Forest Grove are working together to create a plan for modernizing TV Highway so that it meets the needs of the community. We anticipate this will be a Small Starts or New Starts project.
 - These two projects are critical early components in the development of the region's BRT network plan, which is underway now. We know we will be seeking federal

funds for both these projects and look forward to seeing our BRT vision come to fruition.

- **Zero Emission Bus infrastructure** –Since 2017 the region has made strides away from diesel buses in favor of alternative-fuel buses, especially electric buses. SMART began operating EV buses in 2018, and TriMet is preparing its first major purchase of 24 battery electric buses. This transition is imperative for the climate change, but it is costly. The region intends to fully phase out diesel busses by 2040 (with TriMet fully transitioning to electric busses and SMART transitioning to CNG/RNG busses), assuming we can procure federal funds to meet the current funding gaps for both agencies.
- **Interstate Bridge Replacement High- Capacity Transit Component**–A long-term top priority of the metropolitan region, as well as the States of Oregon and Washington, the Interstate Bridge Replacement Program is considered a project of national significance. Key elements will include road safety improvements, improved bicycle and pedestrian options, and new interstate high-capacity transit service. The IBR Program anticipates the locally preferred alternative, including the preferred high-capacity transit mode, will be selected by mid 2022 in coordination with regional agency partners.
- **Southwest Corridor Light Rail Project** – The Southwest Corridor is a critical project connecting the southwest part of our region with major medical and education centers, including OHSU and VA medical centers, Portland Community College, and Portland State University, and downtown Portland. This project is close to shovel ready and is in the Capital Investment Grants pipeline. The traffic congestion and safety in this corridor are significant and are anticipated to increase. To ensure that the project meets the needs of the community, the region has already committed and built affordable housing within the project corridor. This New Starts project is in the pipeline and ready to be built if we can obtain sufficient federal funding.
- **Light Rail overpass at 185th Avenue in Washington County** – The need for this project was identified nearly thirty years ago during the development of the Blue Line, based on the assumption that as growth and development occurred in the area, an at-grade light rail crossing would no longer meet the traffic and safety needs in the area. The surrounding area was largely farm fields then. Now it is heavily developed with tens of thousands of jobs and dense transit supportive housing as envisioned when the Metro Region adopted the 2040 Plan in the mid-1990s. This has resulted in long traffic delays on surrounding streets for cars and buses, and leaves pedestrians stranded at the adjacent intersection corners for 6-8 minutes waiting for 3-4 light rail trains to be serviced. This project would build a light rail overpass going over SW 185th, rather than the current grade level intersection. This project would fulfill written understandings that are documented among these parties from over three decades ago.

- **Portland Streetcar extension in Northwest Portland** – this project offers an opportunity to leverage existing streetcar service with a 1.3-mile extension through undeveloped property adjacent to Montgomery Park, a historic commercial building anchoring redevelopment of a new mixed-use neighborhood. This extension connects two large formerly industrial sites, each in its own right a prime location for rezoning and equitable redevelopment. Leveraged by private development, this streetcar extension has the potential to create a walkable, climate-friendly neighborhood with hundreds of units of additional affordable housing.
- **Transit infrastructure investments in the South Metro I-205 Corridor to support regional transit access** – As ODOT implements a regional pricing program, affordable transit options will be particularly important in the southern part of the region, where current transit service is spotty and underused. The region is still working with ODOT and stakeholders to identify what transit projects will best serve people of the region as the pricing program is implemented, but we anticipate that we will be asking the Federal Transit Administration for support for projects that include improvements to the Oregon City Transit Center and SMART transit facility, as well as facilities to support operations connection residential and employment areas between Clackamas and Washington counties in the southern part of the region.

We admire and appreciate your leadership on this historic legislation to address climate change and improve America's infrastructure and help build a sustainable and equitable future for the nation. Thank you for your continued service to our region and state, and thank you in advance for helping the region maximize the benefits of the Bipartisan Infrastructure Law for the greater Portland area.

Sincerely,

Shirley Craddick
Joint Policy Advisory Committee on Transportation

5.2 Emerging Transportation Trends

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, February 17, 2022



Memo

Date: February 17, 2022
To: Metro Joint Policy Advisory Committee on Transportation (JPACT)
From: Eliot Rose, Senior Transportation Planner, Metro; and Briana Calhoun, Senior Transportation Planner, Fehr and Peers
Subject: Emerging Transportation Trends Study – Summary of initial results

Introduction

The Emerging Transportation Trends Study will identify the major transportation trends that are expected to change how people travel in the Portland region over the coming decade. Its goal is to identify potential changes to policies, projects, and assumptions about how people travel for Metro to consider during the 2023 Regional Transportation Plan (RTP) update.

In October 2021, staff and the consultant team supporting this study presented to JPACT on the initial set of trends that we were considering focusing on in this study, and shared information on the extent of the impacts and of our knowledge with respect to each trend. Subsequently, we held similar discussions with other Metro technical and policy transportation committees and with community leaders. Based on the feedback received during these discussions, the consultant team proceeded to analyze the following trends:

- Transit ridership will take several years longer than automobile traffic to return to pre-pandemic levels due to service cuts, changing travel patterns, and lingering health concerns.
- People of color will feel less safe traveling in public than before because of increased concerns about racist policing and pandemic-era anti-Asian racism.
- A significant share of workers will continue teleworking after the pandemic is over.
- Electric vehicles and e-bikes will be increasingly affordable, have longer ranges, and be easier to use.
- People will buy an increasing share of goods online.
- The boom in recreational bicycling during the pandemic could create an opportunity to further increase bicycle trips.
- Agencies will face the challenges of pandemic recovery (as well as other unanticipated changes) with limited resources and outdated processes.
- The increase in traffic deaths seen during the pandemic will continue into recovery.

The consultant team from Fehr and Peers used TrendLab+, an in-house analytical tool that allows for quick-response testing the impacts of a variety of transportation scenarios, to assess the impact of each trend on two key indicators: vehicle miles traveled and transit ridership, both of which are important factors in how Metro analyzes the climate, safety, mobility, and equity impacts of transportation decisions. The Fehr and Peers team conducted additional research to develop key assumptions (for example, what percentage of people telework in the future, anticipated future transit service changes) and identify impacts, particularly on equity, that are not well-captured by TrendLab+. The table below summarizes key assumptions behind each trend and impacts on equity, VMT, and transit ridership.

Trend	Assumptions about 2025	Impacts on equity	Impacts on VMT	Impacts on transit ridership
Declining transit service and ridership	Service is still down 2-4% from pre-pandemic levels. Agencies restructure service to focus on people who are still traveling. 10-30% of people who stopped using transit during the pandemic don't return to it.	Reductions in service have a disproportionate impact on low-income people and people of color. We assume agencies will prioritize serving these communities as they restructure service.	+0-2%	-10-30%
Increasing telework	~14% of people telework regularly, compared to 5% before the pandemic. People continue to telework at this rate into the future.	Low-income people are less likely to have access to jobs where they can telework.	-1-3%	-2-4%
Increasing online shopping	People buy 15-30% of goods online, compared to 10% before the pandemic. Sometimes these purchases reduce VMT because goods reach people efficiently; other times they increase it because people demand goods quickly, return them frequently, and continue to shop in person.	Higher-income people are more frequent online shoppers, but the impacts of delivery trips on safety and other issues are distributed throughout the region.	Unknown	0-2%
More affordable and efficient electric vehicles	EVs, which currently account for 1% of vehicles in Oregon, are more popular, but adoption is not on track to meet Oregon's targets. Electric bicycles will be increasingly popular and useful for longer trips. EV adoption continues to increase as vehicles become cheaper and more efficient.	Even with EV prices declining, current rebates for low-income people may not be enough to cover the additional cost of an EV.	0%	0%
Increasing concerns about personal safety	People are still concerned about contagion – in addition to pre-existing concerns about safety – when taking public transportation.	Health and safety concerns are most pressing for BIPOC and low-income people, who are also more likely to depend on transit. These people continue to ride transit, but it feels increasingly unsafe compared to driving alone.	0%	0%
Increasingly unsafe streets	It has hard to say whether fatal crash rates, which have gone up during the pandemic, will level off by 2025. Current trends are undermining progress toward our region's Vision Zero target.	Fatal crashes are concentrated in BIPOC and low-income communities.	0%	0%

Trend	Assumptions about 2025	Impacts on equity	Impacts on VMT	Impacts on transit ridership
Increasing recreational cycling	The number of recreational cyclists will increase slightly, particularly in communities that had lower levels of cycling prior to the pandemic.	Absent a significant increase in investment, bicycling infrastructure continues to be inadequate in many BIPOC and low-income communities.	0%	0%
Lagging transportation funds	Most transportation agency budgets recover to pre-pandemic levels. However, transit fare revenue continues to be lower than normal, and funding for transit and other modes continues to be less than needed to meet regional goals.	The lack of transit revenues disproportionately impacts BIPOC and low-income people who rely on transit.	0%	0%

The results above suggest some important findings about the region's future:

Emerging trends stand to reverse progress toward on the region's climate, equity and safety goals.

Most trends are likely to have relatively minor individual impacts on vehicle miles traveled, transit ridership, and crashes. However, meeting our regional goals requires a significant increase in transit service and ridership and a dramatic decrease in VMT and crashes, and the trends discussed above have set our region back in meeting these goals. *Restoring transit service and ridership, as well as confidence in the transit system, is critical to keeping our region on the right track.*

Emerging trends are pushing our region toward a two-tiered transportation system. During the pandemic, essential workers and Black, Indigenous and people of color and low-income people continued to rely on transit. However, given the increase in public incidents of racism, the dangers of walking to and waiting at a transit stop, reduced service, and increased public health concerns, transit feels less safe and convenient to many people than it did before the pandemic. *Transit cannot provide a truly equitable and sustainable alternative to driving until these issues are addressed.*

Responding proactively to these trends could require a shift in our policies and practices.

Metro and our agency partners' efforts have traditionally focused on personal trips in passenger vehicles, which account for the majority of total trips, and on commute trips during the morning and evening peak, which account for a significant share of VMT and congestion and which provide access to jobs. These trips are still important, but the trends above have created some important changes in how people travel – along with opportunities to meet our region's goals by addressing these changes.

- As teleworking increases, people commute less and take more errands throughout the day.
- For some workers and students, access to a computer and the internet could now have more of an impact on their job opportunities than access to transportation options does.
- As more goods are delivered online, delivery vans are making more trips.

5.3 Values and Outcomes for the 2023 Regional Transportation Plan

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, February 17, 2022

JPACT Worksheet

Agenda Item Title: Values and Outcomes for the 2023 Regional Transportation Plan

Presenters: Kim Ellis, RTP Project Manager (she/her)

Contact for this worksheet/presentation: Kim Ellis, kim.ellis@oregonmetro.gov

Purpose/Objective

- provide an update on the scoping process
- seek feedback on the draft values and outcomes for the 2023 Regional Transportation Plan (see Attachment 1)

Outcome

JPACT members discuss and provide feedback on these questions:

- What are the outcomes that you would like to see for the regional transportation system in the next 25 years?
- Are any values or outcomes missing that are important to explicitly highlight (*See Attachment 1*)?

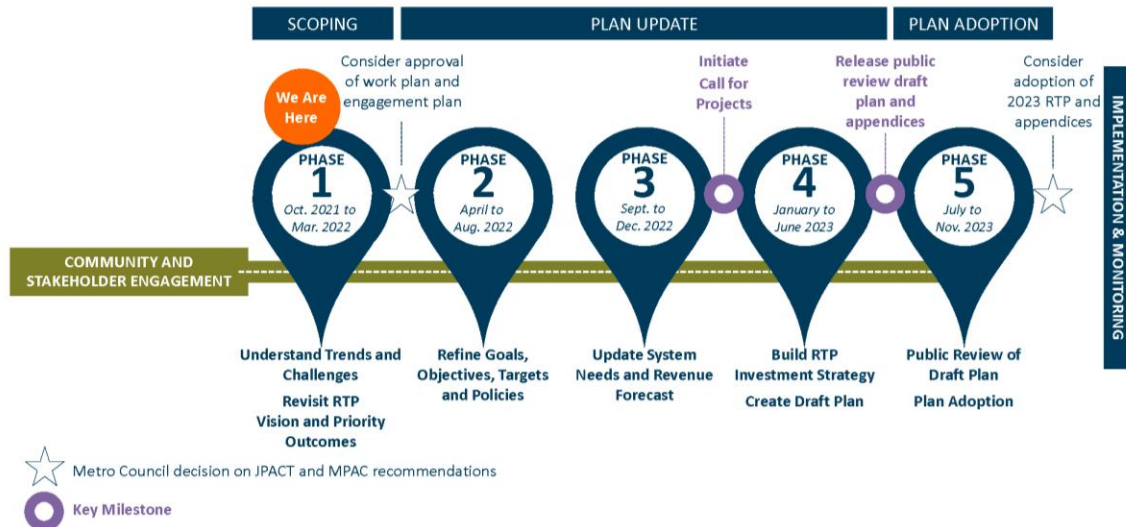
What has changed since JPACT last considered this issue/item?

The scoping process for the 2023 RTP update began in October 2021. At that time the Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT) and MPAC provided feedback on the planning process and priorities to be addressed through the update.

Since October, the project team has conducted research and engaged stakeholders to identify transportation trends and challenges affecting how people travel in the region, priorities for the update to address and ways to engage local, regional and state public officials and staff, community-based organizations and business groups and members of the public in shaping the updated plan.

Staff updated the project timeline to allow more time for setting the policy foundation and identifying needs and priorities before initiating the Call for Projects in early 2023. The updated timeline is shown below.

Figure 1. 2023 Regional Transportation Plan Timeline



In February, staff drafted the values and outcomes for discussion and feedback by the Metro Council, JPACT, Metro’s Committee on Racial Equity (CORE) and MPAC. (See Attachment 1 in the packet materials.) The values and outcomes are intended to guide planning and engagement activities throughout the process. The draft values and outcomes reflect priorities expressed by the Metro Council, JPACT and MPAC last Fall and priorities identified through subsequent engagement activities with TPAC, MTAC, local, regional and state public officials, business groups, community-based organizations and members of the community.

RTP planning and engagement activities since Oct. 2021

A summary of the planning and engagement activities completed and underway follows.

Racial Equity Framework – The project team has been working with Metro’s Diversity, Equity and Inclusion (DEI) staff liaison to identify opportunities for further advancing racial equity and [Metro’s Strategic Plan for Advancing Racial Equity, Diversity and Inclusion \(SPAREDI\)](#) through the 2023 RTP. As a first step in the work, the project team participated in a two-day training led by Metro DEI staff and Scott Winn, a consultant, in June 2021.

The team is working to develop the work plan and engagement plan considering these questions:

- How will the goal and outcome for each RTP process area advance Metro’s overall racial equity goals?
- What are the specific long-term racial equity outcomes that will be impacted by the RTP decision?
- What have we learned from past partnerships with communities of color (either in previous updates of the RTP or other projects) that could inform these racial equity outcomes and goals?

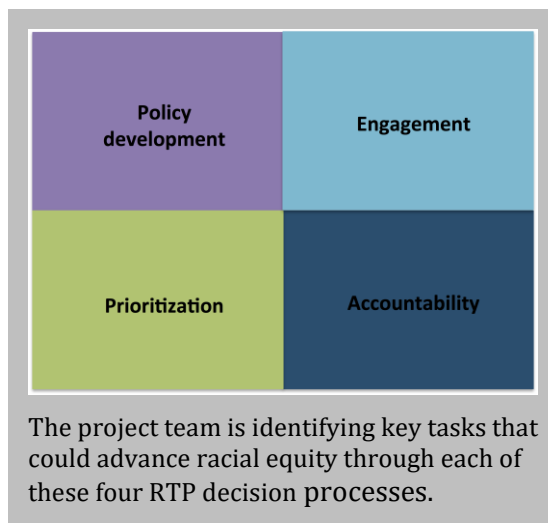
To consider these questions, team reviewed how Metro approached equity in the 2018 RTP update and other recent regional transportation processes and discussed successes and opportunities for further improvement to identify potential changes to the RTP process. Staff also reviewed the [Federal Executive Order on Advancing Racial Equity](#), new [Federal Planning Emphasis Areas](#), the [Oregon American Planning Association \(APA\) Racial Equity Glossary](#) and the Climate-Friendly Equitable Communities (CFEC) draft [Equitable Outcomes Statement](#) and [draft rules on equity analysis and engagement](#) being developed through the statewide [CFEC rulemaking](#) process.

To date, the team has identified the need to: update terms and equity-related definitions throughout the RTP to be consistent with Metro’s equity strategy and inclusive style guide, update designated RTP Equity Focus Areas (EFAs) using 2020 census data, define what constitutes an equity project in the 2023 RTP and refine equity evaluation methods. The team would like to engage Metro’s Committee on Racial Equity (CORE) in this work.

Emerging Transportation Trends Study – The project team continued background research to identify how the COVID-19 pandemic and other recent disruptions could impact meeting the overarching RTP priorities. The Metro Council, JPACT, and MPAC have received briefings and provided feedback on this study. The study findings and recommendations will help set a foundation for updating the RTP.

Other background work underway – The project team has started background research in support of the update, including:

- The **Regional Freight Delay and Commodities Flow Study** stakeholder advisory committee began meeting in January. The study is anticipated to help inform data and policy analysis



related to freight delay and e-commerce trends in the RTP. This study is anticipated to be completed in July 2023.

- **Data collection and background policy analysis** has started help support Council, MPAC and JPACT policy discussions related to: **regional transportation trends, regional congestion pricing policy, regional mobility policy, a strategy for safe and healthy urban arterials, RTP revenue sources and finance plan**, approaches for updating the **Climate Smart Strategy**, conducting a **regional transportation needs and disparities assessment**, and **advancing the region's state of practice for measurement** of mobility, transportation equity and greenhouse gas emissions.
- A work plan for **updating the Regional High Capacity Transit (HCT) Strategy** is under development. The updated strategy will establish a vision for Bus Rapid Transit (BRT) that provides equitable access to rapid transit across the region.
- **Scan of other planning activities** of local, regional and state efforts have been completed or are underway since 2018 that will inform the 2023 RTP update. Regional efforts identified in Chapter 8 of the RTP include:
 - Better Bus (formally Enhanced Transit) Program (ongoing; a briefing on this will be scheduled for a future meeting)
 - Designing Livable Streets and Trails Guide (completed in 2019)
 - Jurisdictional Transfer Framework (completed in 2020)
 - Regional Trail System Plan Map Update (completed in 2021)
 - Transportation System Management and Operations (TSMO) Strategy Update (completed in 2021)
 - Regional Emergency Transportation Routes Update (Ph. 1 completed in 2021; Ph. 2. anticipated completion in 2023)
 - Active Transportation Return On Investment (anticipated completion in Spring 2022)

Engagement Activities – The project team continued to seek input from local, regional, state and federal partners, community-based organizations, business groups and members of the community. Activities included:

- **Briefings and presentations to technical and policy regional advisory committees and county-level coordinating committees** on the 2023 RTP process.
- **Four language-specific focus groups** conducted as part of updating Metro's Limited English Proficiency Plan. Participants included historically underrepresented community members (people of color, people with low-income and people with limited English proficiency). A summary report will be posted on the project website when available.
- **One community leaders forum.** Metro invited more the 60 community representatives from culturally-specific, environmental justice and transportation-focused community-based organizations from across the region. Thirteen community leaders participated. The [final forum report](#) is provided in the meeting materials.
- **Participation in a Tribal Summit on Climate Leadership.** The summit provided an opportunity for the Metro Council and senior staff to learn about the challenges Tribes are facing regarding climate change and the Tribes' respective priorities for addressing these challenges. The summit also aimed to explore opportunities for partnership and collaboration with the Tribes in support of Metro's efforts to advance the region's six desired outcomes and other goals and priorities of the agency, including implementation of the [2040 Growth Plan](#), [Metro's Strategic Plan for Advancing Racial Equity, Diversity and Inclusion](#) and [Climate Smart Strategy](#).
- **Interviews** of more than 40 local, regional and state public officials and staff, and Portland-area business groups and community-based organizations. The interviews identified issues and ideas that Metro should consider for the 2023 RTP. A [summary of the stakeholder interviews](#) is

provided in the meeting materials. The final report will be available soon and posted on the project website.

Remaining scoping phase engagement activities

Scoping engagement activities will continue through early March. The project team will continue to seek feedback on the vision and priorities for the future transportation system, topics to be the focus of the technical work and policy discussions and the values and outcomes to guide the process. Remaining activities include:

- **On-line survey** to learn about the transportation trends and challenges affecting how people travel in the region and their vision and goals for the future transportation system. The survey is anticipated to launch in the next week and run for about three weeks.
- **Briefings and presentations to regional advisory committees**, including Metro's Committee on Racial Equity (CORE), TPAC, MTAC, JPACT, MPAC and county-level coordinating committees (policy and staff).
- **Consultation meetings** with resource agencies and Federal and State agencies on February 23 and March 1, respectively. The project team is working with Metro's Tribal liaison to identify opportunities for consultation with Tribes as part of ongoing meetings.

Next steps for shaping the 2023 RTP Work Plan and Engagement Plan

A schedule of the scoping engagement activities and Metro Council and regional advisory committee discussions is provided in the meeting materials. Upcoming discussions and activities include:

- **February to March 2022** Metro Council and regional advisory committees discuss values and priority outcomes and draft work plan and engagement plan; engage the public in an online survey and consultation with resource agencies and federal and state agencies.
- **March 2022** JPACT and Metro Council consider approval of work plan and engagement strategy (by Resolution).

What packet material do you plan to include?

1. Draft Values and Outcomes for the 2023 RTP
2. Community Leaders Forum Summary
3. Stakeholder Interviews Summary
4. Key Tasks and Focus Areas for the 2023 RTP Update
5. 2023 RTP Update Factsheet
6. Scoping Timeline

DRAFT Values and Outcomes for the 2023 Regional Transportation Plan

The purpose of this document is to convey values and desired outcomes for the 2023 Regional Transportation Plan (RTP) update. The RTP defines the outcomes for regional transportation in the Portland metropolitan region for the next 25 years.

The RTP is a blueprint to guide investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight. The plan identifies current and future transportation needs, investments to meet those needs and what funds the region expects to have available to over the plan period to build priority investments. The plan is updated every 5 years, and the next update is due in 2023.

Metro staff drafted the values and outcomes below based on input received during the 2023 RTP scoping phase. Since October 2021, Metro staff facilitated discussions of the Metro Council, regional advisory committees and county coordinating committees, conducted stakeholder interviews and held a community forum and focus groups to inform the draft values and outcomes below.

The values and outcomes will be reviewed and discussed by the Metro Council, Metro’s Committee on Racial Equity (CORE), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC). These committees will play an important role in the final adoption of the RTP in 2023.

VALUE: RACIAL EQUITY

OUTCOMES

- Recognize and reverse patterns of historic, systemic racism and inequities related to transportation in the region.
- Strive to eliminate transportation system inequities and advance equity rather than just mitigating or doing no harm.
- Prioritize and center the voices of people and organizations representing Black, Indigenous and people of color (BIPOC) communities and other marginalized and underserved communities to achieve equity for all.
- Build an equitable transportation system that connects all people to their destinations.

ACTIONS

- Center the needs and priorities of BIPOC and other marginalized and underserved communities throughout the planning and policymaking process – from setting goals and priorities to policy development to collecting and analyzing data to prioritizing projects to evaluating success.
- Work with decision-makers on a common definition of equity and clear understanding of what investments are needed and where to advance racial equity and implement the regional transportation equity policies.
- Update equity data and analysis methods using Equity Focus Areas (EFAs) to identify areas of concentration of BIPOC and other marginalized and underserved communities to be prioritized for investment.
- Ensure that community partners have input and influence both how equity data is presented in the RTP and how results are interpreted and communicated.
- Develop new policies and best practices for anti-displacement for integration into the plans and projects in the RTP.
- Develop strategies for community stability to address potential displacement of low-income and BIPOC communities.

DRAFT Values and Outcomes for the 2023 Regional Transportation Plan

VALUE: CLIMATE LEADERSHIP AND RESILIENCE

OUTCOMES

- Ensure continued reduction in greenhouse gases by meeting or exceeding the statewide targets for the region.
- Support future development and affordable housing in transit corridors and centers designated in the 2040 Growth Concept, where services are located and more travel options are available.
- Lead the transition to a low-carbon transportation system by planning for and invest in low-carbon travel options and supporting infrastructure and services.
- Use pricing tools as a means to reduce greenhouse gas emissions, including the tools identified in Metro's *Regional Congestion Pricing Study (RCPS)* Report.
- Incorporate low-carbon technology into policies, plans and projects, including electric vehicles, electric bikes, electric scooters and other emerging technology to help meet emission reduction targets.
- Increase resilience of the transportation system to the effects of climate disruption and other disasters.

ACTIONS

- Update the Climate Smart Strategy to incorporate the latest data, best practices and strategies for reducing greenhouse gas emissions in our region.
- Update vehicle miles traveled (VMT) reduction target to align with meeting state greenhouse gas reduction targets.
- Improve climate data, methods and analysis tools to advance the region's ability to evaluate progress in meeting state greenhouse gas reduction targets.
- Invest in multi-modal projects that reduce greenhouse gas emissions, including but not limited to transit, biking and walking, shared trips and other types of low-carbon mobility options.
- Update the Regional High Capacity Transit (HCT) Strategy and vision for Bus Rapid Transit (BRT) to provide equitable access to rapid transit across the region.
- Develop policies on congestion pricing to provide a framework in the RTP that informs individual projects and plans that include congestion pricing or tolling.
- Consider emerging trends in technology in updating the Climate Smart Strategy.
- Revisit and refine the Climate Smart Strategy policies and fully incorporate the updated policies in the RTP, including:
 - Implement adopted local and regional land use plans.
 - Make transit convenient, frequent, accessible and affordable.
 - Make biking and walking safe and convenient.
 - Make streets and highways safe, reliable and connected.
 - Use technology to actively manage the transportation system.
 - Provide information and incentives to expand the use of travel options.
 - Make efficient use of vehicle parking and reduce the amount of land dedicated to parking.
 - Support Oregon's transition to cleaner, low carbon fuels and more fuel-efficient vehicles.
 - Secure adequate funding for transportation investments the support the Climate Smart Strategy.
- Incorporate best practices to reduce greenhouse gas emissions and improve the safe and efficient movement of goods and people.

DRAFT Values and Outcomes for the 2023 Regional Transportation Plan

VALUE: SAFE AND HEALTHY STREETS

OUTCOMES

- Aim to eliminate fatal and serious injury crashes by 2035 by identifying priorities for improving safety and comfort for people traveling on the region’s urban arterials.
- Prioritize investments in universal design and high-quality, connected, and safe pedestrian, bicycle, and transit networks, focusing on increasing safety in high-risk locations and on high injury corridors in Equity Focus Areas.
- Adopt policies and frameworks to allow for transfer of state-owned urban arterials to local jurisdictions, when and where appropriate, using the best practices and findings of Metro’s Jurisdictional Transfer Assessment (JTA) Study.

ACTIONS

- Update High Injury Corridors to identify corridors to be prioritized for investment to complete all gaps in regional bicycle and pedestrian networks and ensure safe and convenient access to transit stops and stations.
- Identify best practices and strategies for investing in the region’s urban arterials, many of which are High Injury Corridors.
- Develop a strategy for urban arterials in the region that aims to address their complex needs, including the need for investment in safety and related bicycle, pedestrian and transit infrastructure using urban design best practices and standards.

VALUE: MOBILITY

OUTCOMES

- Maintain the transportation system that already exists in a state of good repair.
- BIPOC and other marginalized and underserved communities have equitable access to safe, reliable and affordable travel options, job opportunities, and key community places (such as medical, school, grocery, social and community services).
- Provide accessible, safe, affordable, and equitable transportation options to better connect people with opportunities and to the destinations they want to reach (e.g., education, jobs, services, shopping, places of worship, parks and open spaces, and community centers).
- Congestion is managed on the throughway system by implementing a comprehensive urban mobility strategy that includes congestion pricing and other demand management and system management tools and expanding safe, reliable and affordable travel options.
- Connect affordable transportation options to affordable housing to increase access to low-income persons.
- Identify opportunities to increase affordable transportation access to low-income and middle-income jobs, especially in the service industry.

ACTIONS

- Adopt a new multimodal mobility policy and standard, as developed in the Regional Mobility Policy Update, that provides a new approach to measuring the movement of people and goods and adequacy of the transportation system.
- Incorporate findings from the Regional Freight Delay Study, taking into account new trends and changes in urban freight, such as the increase of front-door delivery.
- Consider the growth in freight at ports and intermodal facilities, and the increasing number of distribution centers in our region in evaluating regional mobility.
- Examine how existing Transit Oriented Development programs can align with and support affordable housing programs.

DRAFT Values and Outcomes for the 2023 Regional Transportation Plan

VALUE: ACCOUNTABILITY AND TRANSPARENCY

OUTCOMES

- Engage the community and a diverse range of stakeholders through a transparent and inclusive decision-making process within meaningful opportunities for input.
- Communicate the RTP's emphasis on equity, and particularly on the projects that can help eliminate transportation disparities, to partners early and throughout the process.
- Support community partners in shaping the 2023 RTP, including those elements that are led by partner agencies, and strengthen requirements for agency partners to collect and respond to community feedback when developing and prioritizing projects.
- Develop and use data, tools, and best practices that can support future local and regional planning and investment decisions.
- Communicate the interrelationships between the three priority outcomes of climate, safety and equity – marginalized communities have identified climate and safety as equity issues, because they disproportionately experience the impacts. Prioritize the many investments that address all of these priorities.
- Prioritize transformational change (decision-making processes throughout the RTP update) over merely relying on transactional change (the final decision).

ACTIONS

- Build on the extensive community input provided during 2018 RTP update, Get Moving 2020 process and the 2023 RTP scoping phase to shape the 2023 RTP policies, analysis, investment priorities, and public engagement.
- Report out progress on RTP at all stages of decision-making to allow for public participation and input.
- Monitor and report progress toward 2023 RTP values and outcomes at key project milestones.



2023 Regional Transportation Plan scoping

Community leaders' forum summary

November 17, 2021

Forum objectives:

- Raise awareness of the proposed 2023 Regional Transportation Plan (RTP) process with community leaders and receive feedback.
- Reflect community transportation priorities and values identified through Get Moving 2020, the 2018 RTP and other recent transportation planning efforts.
- Listen to community leaders to understand if the priorities remain relevant and if new priorities have recently emerged.
- Share the Metro Council and JPACT priorities for the 2023 RTP.
- Share the transportation trends study and receive input and insights on these trends.
- Understand how community-based organizations want to engage in the 2023 RTP process and ideas for engaging the communities they work with.



Introduction

Metro is updating the Regional Transportation Plan (RTP). The plan is a tool that guides investments in all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout greater Portland. From September 2021 to early 2022 the RTP project team is developing the work plan and engagement plan that will guide the 2023 RTP. During the scoping phase, the work plan and engagement plan will be shaped by technical work and input from regional and local decision makers, community and business leaders, and members of the public.

On November 17, 2021, from 3 – 5 pm, Metro hosted a virtual community leaders' forum to discuss the 2023 RTP. Metro invited more than 60 representatives from culturally-specific, environmental-justice and transportation-focused community based organizations to participate in the forum. Thirteen community leaders participated in the forum, representing the following organizations:

- 1,000 Friends of Oregon
- AARP
- Asian Pacific American Network of Oregon (APANO)

- Getting There Together
- Next Up
- OPAL
- Oregon Walks (2)
- The Street Trust (2)
- TriMet Committee on Accessible Transportation
- Unite Oregon (2)

Urgent community transportation needs

- **Safety and accessibility:** People need to be able to get where they need to go in environments that are welcoming and safe.
- **Transit:** Transit riders, and especially transit dependent community members, face access, affordability and equity barriers.
- **Displacement:** Investments in residential and commercial stabilization must precede investments in transportation infrastructure.

This document summarizes the forum and the discussion themes. Participants in the community leaders forum were invited to review this summary and provide feedback. Feedback from Next Up staff who were not able to attend the full forum are included as Attachment A. The RTP project team will consider this input in the development of the 2023 work plan and engagement plan.

The forum included opening remarks from Metro Councilor Craddick, presentations from the RTP project team, small group discussions in Zoom breakout rooms and a large group discussion, (See Attachment A for the agenda and attachment B for the presentations.)

The forum was focused on two, related topics: the 2023 RTP and emerging transportation trends. The project team provided a brief presentation about the RTP process, regional priorities in the 2018 RTP and the input received to-date from decision makers on the 2023 RTP. Following the presentation participants provided their input on community priorities and urgent needs related to for transportation. They also discussed their ideas for ongoing involvement of their organizations and communities they work with in the 2023 RTP.

Following the small group RTP discussions, participants reconvened and reported highlights from their conversations. The project team then gave a brief presentation about the emerging transportation trends study that will inform the 2023 RTP. Following the presentation, forum participants were asked, with a Zoom poll and follow up discussion, which trends are most impactful to communities and if anything was missing from the trends presented.

The discussions are distilled and organized in this summary by the discussion questions. Discussion questions included:

- What are community transportation needs and priorities?
- How does your organization want to be involved in the 2023 RTP process?
- Which of these trends most impact the communities that you work with? Is there anything missing?

Discussion summary

What are community transportation needs and priorities?

Forum participants agreed that the 2018 RTP priorities of equity, safety, climate and congestion management remain important priorities for the 2023 RTP. Generally, the discussions focused on issues related to and strategies that support multiple priorities. As an example, a participant commented that congestion relief needs to support other RTP goals. Expanding freeways works against the other goals.

The discussions about priorities helped clarify specific issues that should be emphasized within these priorities. A few themes emerged including: safety and accessibility, transit, displacement, and overarching comments about how community values should be integrated into the RTP.

Safety and accessibility: people need to be able to get where they need to go in environments that are welcoming and safe.

Safety and accessibility were the most frequently discussed community concerns. Safety concerns impact community members' ability to get where they need to go.

- Transit dependent people often experience insufficient and/or non-existent crosswalks and street lighting in their neighborhoods.
- Gaps in sidewalks and narrow sidewalks do not accommodate people with walkers, wheelchairs and strollers.
- Transit doesn't feel like a welcome and safe space for people, especially: people with hidden disabilities and people of color.
- There's a growing concern about personal safety. People feel vulnerable, especially older adults when they are by themselves.
- Approaches to improving safety include

safety by design and prioritizing projects that benefit multiple underserved or vulnerable community groups.

Transit: there is a need for increased transit access, connections and affordability.

Transit was a prominent focus in the forum discussions.

- Paratransit, which is required under Americans with Disabilities (ADA) regulations, does not provide equitable access for people who cannot use fixed route transit. People who use paratransit must schedule their trip by 5 PM the day before.
- More transit frequency, routes and connections are needed.
- A fareless transit system would support equity goals in many ways. An increase in ridership supports environmental justice goals more broadly.
- What does a solution like bus rapid transit look like on Tualatin Valley Highway in 10 or 20 years?

Displacement: Investments in residential and commercial stabilization must precede investments in transportation infrastructure.

Conversations about displacement emphasized the need for resources to fund community anti-displacement strategies *before* investments in transportation infrastructure are made.

- Investments in community stability are needed before new infrastructure; this includes residential and business stability.
- There have been good plans but without funding we can't keep people from being displaced. Make sure that commercial and housing affordability is guaranteed.
- Leverage housing bond money with transportation investments.

Community values

Some of the discussion was focused ideas and questions about the values that drive policies and investment decisions.

- We need to change status quo of auto dependency and strong leadership is needed to change the status quo.
- This RTP needs to lock in long-term changes that address climate change.
- With the Infrastructure Investment and Jobs Act in Oregon there is a lot of Federal funding available for megaprojects. The RTP needs to be specific about priorities and include accountability for that funding.
- There are projects in the region, like Tualatin Valley Highway with costs around \$100 million, and other projects that are priced at \$1 Billion. How are those decisions being made? What are the opportunity costs involved in those decisions?

How does your organization want to be involved in the 2023 RTP process?

Metro staff asked community leaders to share how their organizations might want to be involved in the development of the 2023 RTP over the next two years and their ideas for engaging community members in the process. Forum participants provided input specific to their organization and ideas for effectively engaging community members.

Organization-specific recommendations on engagement

- TriMet Committee on Accessible Transportation: the RTP team should come to CAT and share the RTP process and provide materials.
- Metro could support activating community events planned by community organizations. The Street Trust will have

some events in spring 2022.

- Unite Oregon/ SW Corridor Equity Coalition: The Southwest Corridor Leadership Cohort has trainings. Metro could provide an overview of the RTP and how to be involved and engaged throughout the process.
- Oregon Walks has a Plans and Projects Advisory Committee that could be engaged in the RTP.
- OPAL, Bus Riders Unite (BRU), and Youth Environmental Justice Alliance (YEJA) members will likely want to be involved in the RTP process.
- The Our Streets campaign will be an important partner for community involvement in the RTP.

Overarching recommendations on engagement

- Metro needs to make the RTP more approachable for community members to engage. Unpack the jargon. Community groups do not have the bandwidth to translate wonky technical and policy language; Metro needs to provide that. More approachable language also may need to be translated into languages other than English for Limited English Proficiency community members.
- Communicate what has been accomplished since the last RTP. What progress has been made on the goals set out by the 2018 RTP?
- Make data available to community organizations would be helpful, along with translation.
- It will be important for Metro to work with community partners on storytelling.
- Support participants' transportation and childcare (if in person), provide adequate time and notices, address technology access issues, and provide stipends for

participation.

- Support community groups to participate in the RTP process by helping expand capacity in community groups.
- There are less well known community groups who need to be reached- including culturally-specific and youth organizations such as NAYA and Beyond Black.
- Get in touch with organizations who are really serving the community where they are.

Which of these trends most impact the communities that you work with?

The project team presented on the Emerging transportation trends study Metro is working on with a consultant, Fehr & Peers. The goals of the study are to develop a common understanding of trends that we've all been experiencing individually and identify potential changes to RTP policies, projects, and assumptions. The project team is considering a number trends for further study, including the following. (Description of the trends are included in Attachment B.)

- transit ridership.
- increased concerns about racist policing and pandemic-era anti-Asian racism.
- teleworking
- electric vehicles and e-bikes
- shopping online.
- boom in recreational bicycling
- limited resources and outdated processes.
- increase in traffic deaths

Participants used a Zoom poll to indicate which of the trends being considered for the study most impacts the communities they work with. More than half of the ten participants responding to the poll selected: transit ridership, concerns about

racist policies and pandemic-era anti-Asian racism and limited resources at public agencies. Participant input on the trends of most concern is summarized below.

1. Transit ridership (8/10)

- Transit ridership/communities – has the pandemic impacted access to transit or ridership.
- How would it be different to support transit riders; where the transit board is reflective of the people actually using transit in the region?
- Transit is viewed as a consumer good instead of a public good.

2. Concerns about racist policing and pandemic-era anti-Asian racism (7/10)

- Racist policing is a top community concern.

3. Limited resources at public agencies (6/10)

- Transit dependent folks and frontline workers have been using transit during the entire pandemic. Rather than framing the discussion as how do we get ridership back, frame the discussion as how do we supporting current riders.
- Community relies on public agencies to help with bus fares. Houseless people are greatly affected because agencies don't have funds/resources to provide assistance/passes to ride transit.

Participants were also asked if there were trends **missing from the list**. Six of the ten participants answered yes, two responded maybe, and two responded no. Participants suggested considering the following trends:

- Disasters associated with the climate crisis.
- Addressing changes in how people's personal and physical vulnerability and/or exposure to acts of violence or physical injury is changing, walking or in a car, or otherwise.

Additional comments on trends for further study:

- Consider teleworking from an equity perspective; recognize that we are creating a class divide. Now, those who need to travel get paid less money. Whose transportation needs are we serving as a region?
- Users of the system are exhibiting different/dangerous behaviors (driving faster/recklessly).
- Traffic enforcement is a complicated discussion but speaking anecdotally it feels like there is not enforcement happening for road safety.

Other feedback related to the trends study included:

- Use BIPOC rather than "people of color"

Next steps for the 2023 Regional Transportation Plan

October 2021 to January 2022 Metro Council, regional advisory committees and stakeholders discuss values, priorities and desired outcomes; engage stakeholders through community leaders forum, interviews, online survey, consultation with Tribes and federal and state agencies to inform work plan and engagement strategy

February to March 2022 Metro Council and regional advisory committees discuss draft work plan and engagement strategy

March 2022 JPACT and Metro Council consider approval of work plan and engagement strategy (by Resolution)

Community Leaders Forum Summary

Attachment A

Reflections on Community Leaders' Summary

- The word “climate” is thrown in only 3 times in a really broad way, doesn’t address how this plan would actually address the impacts of climate change
- When talking about things like the implementation of street lights, which was a 2019 top concern of residents living in East Portland, it should be addressed as a climate justice issue → as weather becomes more dramatic and unpredictable, infrastructure to keep people safe is critical and it cannot wait to be funded
- Accountability!! how is feedback being used → the organizations listed have done incredible work but they are all pretty well-known, funded orgs so curious how Metro is reaching out to residents not associated with reputable organizations (specifically in areas like East Portland and Clackamas county) to get honest answers about what people are hoping to see
 - would love to see smaller organizations who have various groups of individuals be represented
 - There is a need to clearly define accountability - in terms of “Federal Funding for megaprojects” who is Metro being accountable to and in what ways - Who is being considered? Who is benefiting? and Who has the potential to be harmed?
- Climate issues not included in trend poll
- Accessibility beyond ADA should be addressed, so having people that are disabled be a part of the research into what “accessible” transit is
 - Making the process easier for disabled people to get the accommodations they deserve when riding public transit
 - Analyzing the steps it takes to be verified as disabled
- Curious about the language in terms of fareless ridership → is this a possibility to be addressed further in a plan like this? Not sure where we are at with Youth Pass beyond PPS right now?
- “BIPOC” do not all have the same transit/traffic experiences, this language should be more direct and specific groups should be supported in specific ways that meet asks from communities
 - Instead of relying on an acronym, name the communities you’re directly talking about. Would this impact Black communities or Latine communities specifically? If it impacts all communities of color, name them, Black, Indigenous, Latine, Asian, Pacific Islander, South Asian, and North African communities.
 - Mentioning specific ways climate change affects communities and the safety plans/infrastructure that needs to be put in place to support those communities
- Including more wording on how climate change is an equity issue

- Include language about steps metro must be taking to cut carbon emissions like reducing VMT and investing in broader reaching public transit and not increased fossil fuel infrastructure
- Partnering with other communities/local governments to increase intercity transit and collaborate on other region's transportation plans
- Include wording that holds the region accountable to studying other solutions to congestion issues- ie immediately consider adding light rail not an extra lane for cars
- Not just adding infrastructure but maintaining it (ie bike lanes during weather events worsened by climate change)

2023 Regional Transportation Plan scoping

Summary of stakeholder interviews

In December 2021 Metro contracted with JLA Public Involvement to conduct 40 interviews with local, regional, and state public officials and staff, business groups and community-based organizations. The interviews identified issues and ideas that Metro should consider for the 2023 Regional Transportation Plan (RTP).



Future Trends

Stakeholders weighed in on changes they have observed and long-term trends to consider during the RTP process.

Uncertainty. Everything we think we know about transportation is shifting radically and the future is unclear.

New travel patterns. Work-from-home has changed the nature of the daily commute. Many people are now traveling at different times of the day and week and are increasingly dependent on freight and home delivery services. Meanwhile, other types of jobs do not offer work-from-home options.

More driving, more congestion. More people are buying cars than ever. There is a sense that (given the choice) people will continue to drive because it is the easy choice.

More danger. Vehicle and pedestrian fatalities are up. Fear of COVID and violence is affecting how people travel and use public spaces.

Shifting costs. Transportation funding is poorly understood and unsustainable. Funding mechanisms will need to evolve and impacts on low-income people will need to be considered.

Transit. Transit is seen as essential for reducing congestion, improving transportation equity, and reducing greenhouse gas emissions. Investments and strategies that rebuild ridership will be an important near-term goal.

Climate. It will be critical to figure out how to accelerate the transition to electric vehicles and pay for related infrastructure.

New priorities. COVID and telework has prompted the “Great Resignation” and people are reevaluating infrastructure priorities. Many have discovered the importance of safe, walkable neighborhoods.

New technologies. Considerations should include hybrid work infrastructure, electric and autonomous vehicles, e-bikes and scooters, travel data/information technology, ride-share, and alternative fuels.

Vision

Stakeholders provided their feedback on the existing Regional Transportation Plan vision.

“Everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy, and affordable transportation system with travel options.”

An ambitious and solid foundation. The vision Statement still makes sense as an aspirational and ambitious goal for the region’s future. The vision was praised as clearly stated, comprehensive, positive, and consistent with the vision statements of other groups.

Some described the vision as “idealistic” and “utopian” but felt that it was appropriate for a vision to be broad and to aspire to lofty goals. Others felt that the vision may be trying to achieve too much and realizing the vision will depend on factors outside of the transportation system.

Stakeholder suggested changes to the Vision: consider more emphasis on...

Accessibility. Improved access and affordability should be a primary goal. Transportation access is closely related to concerns about having an equitable system.

Equity. The Vision should speak more directly to equity and include specific language that addresses historically marginalized and oppressed communities.

Climate. The Vision needs to include more explicit focus on climate and resilience.

Economic prosperity. The Vision should reflect how transportation drives the regional economy and supports manufacturing and freight.

Travel options. The Vision should be inclusive of all modes of transportation and recognize that different regions have different needs.

Transit. Transit is critical to achieving the Vision and will require greater focus to become a safer and more reliable transportation option.

Priority Areas

The 2018 RTP prioritized equity, safety, climate, and congestion. Stakeholders discussed whether these priority areas still make sense?

While all the priorities were seen as important and interrelated, **safety** and **equity** were most consistently rated as higher priorities relative to climate and congestion:

“The system should be safe, or it is not a good system.”

“It is important to address disparities with people of color, urban, and rural communities to ensure they are not overlooked.”

Equity

Stakeholders provided their thoughts on what makes an equitable process for selecting projects and what an equitable transportation system looks like.

An equitable system. While there was no universal definition, most offered a variation of the following:

“Equity means that we have a transportation system that serves everyone, regardless of income and geography.”

Most agreed that such a system should be affordable, safe, accessible, convenient, and provide equal opportunity for users. However, the perceptions of who should be the primary beneficiaries of an equitable system varied. Suggested focus included “everyone”, “people of color”, “underserved areas”, and “the most vulnerable users.”

Equitable projects should focus on improving safety, particularly with regard to last-mile connectivity, improving transit accessibility, and multimodal travel options. Projects should yield objectively beneficial outcomes for specific areas ... not just vague regional benefits.

Equitable process should not presuppose outcomes in advance. A truly equitable process should center diverse voices who are closest to the problems and empower them to make their own decisions. Such a process could involve using data to identify underserved areas, going to those places and nurturing relationships with individuals and organizations who are trusted community ambassadors, agreeing on how Metro can support the process, providing information, education, and compensation for time as required, and then standing back to let the people lead.

Throughout, Metro must be a good listener and foster an open, collaborative process that develops a thorough understanding of local needs. At the end, Metro should circle back to let people know they were heard, to build trust and maintain ongoing relationships with the community.

Critical Partnerships. Metro has a solid reputation for engaging with community-based organizations (CBOs) and Black, Indigenous and People of Color communities, but some regional cities and business groups have felt left out of recent transportation conversations. Existing relationships with CBOs should not be taken for granted or overused. Partnerships should not be infrequent, only when Metro wants something. Commitment to partnership means being transparent about the role and decision-making power of participants, and not asking for time if it will not make a difference. It also means honoring prior input.

Hopes

Stakeholders described what they hope will be different in two years because of the 2023 RTP process?

Improved reputation for Metro.

Partnerships. More coordination and better relationships between agencies and communities.

A better RTP. The RTP should be an exciting, useful tool that honors diverse voices and lays out a clear plan with metrics for success.

Visible change. Demonstrate tangible accomplishments and successes.

A picture of what’s coming. We must understand the new normal.

Renewed optimism. People should feel listened to and are hopeful that solutions are coming.

Overview of Key Tasks and Areas of Focus for 2023 Regional Transportation Plan Update

	Phase 1 – Scoping October 2021 to March 2022	Phase 2 – Data and Policy Analysis April to August 2022	Phase 3 – Revenue and Needs Analysis September to December 2022	Phase 4 – Investment Priorities January to June 2023	Phase 5 – Plan Adoption Process July to November 2023
Engagement	<p>Key strategies:</p> <ul style="list-style-type: none"> Interactive online engagement; community partnerships; community storytelling; language translation and interpretation; community leaders forums; small group stakeholder meetings including county-level coordinating groups; expert panels Presentations and discussions at regularly scheduled TPAC, JPACT, MTAC, MPAC, and Metro Council meetings and workshops Metro Councilor engagement with constituents 				
Key Tasks and Areas of Focus for 2023 RTP Update	<ul style="list-style-type: none"> Scoping and Background Research <ul style="list-style-type: none"> Racial Equity Framework Emerging Transportation Trends Study Vision and Priority Outcomes (review/update) Stakeholder interviews Language-specific focus groups Community Leaders Forum On-line community survey Consultation meetings RTP Work Plan Development <ul style="list-style-type: none"> Values and Outcomes Draft Work Plan Draft Engagement Plan Legislation <ul style="list-style-type: none"> Resolution Staff Report 	<ul style="list-style-type: none"> Goals, Objectives and Targets Updates <ul style="list-style-type: none"> Emerging Transportation Trends Rec'ds RTP Goals, Objectives and Targets (update) Data, Methods and Tools Updates <ul style="list-style-type: none"> 2020 MPO boundary Climate Analysis Expert Panel Mobility Policy Expert Panel High Injury Corridor Designations 2020 Equity Focus Areas Emerging Transportation Trends Regional Freight Delay and Commodities Flow Federal System Performance Report Other tools, methods and analysis updates Key Policy Updates: <i>New policies and updates to existing Ch. 3 policies to reflect new information from work completed since 2018</i> <ul style="list-style-type: none"> Regional Mobility Policy* Regional Congestion Pricing Policy* Safe and Healthy Urban Arterials Strategy* <ul style="list-style-type: none"> Jurisdictional Transfer Framework Rec'ds Livable Streets Design and Green Infrastructure Policy Review (update) Regional Emergency Transportation Routes (ETR) Findings and Rec'ds Active Transportation Return on Investment (ATROI) Study Findings Climate Smart Strategy* <ul style="list-style-type: none"> Climate Smart Strategy Progress Report Climate Smart Strategy and Policies (update) Updates per CFEC Rulemaking (TBD) High Capacity Transit (LRT/BRT) Strategy* <ul style="list-style-type: none"> Vision and Policies (update) Other Policy Updates: <i>Updates to existing Ch. 3 policies to reflect new information from work completed since 2018</i> <ul style="list-style-type: none"> Federal Emphasis Areas Policy Updates RTP System Maps Review (update) Transportation Equity Policy Review <ul style="list-style-type: none"> Affordability and anti-displacement policy Regional Travel Options Policy Review TSMO Policy Review 	<ul style="list-style-type: none"> Regional Transportation Revenue Analysis <ul style="list-style-type: none"> Equitable Finance Strategies Research (Fines, Fees and Fares)* Revenue Forecast for operations, maintenance, preservation (OMP) & capital <ul style="list-style-type: none"> Federal State Local (cities and counties) Port of Portland TriMet SMART ODOT tolling/congestion pricing assumptions Draft Financial Plan Draft Financial Targets for Call for RTP Project and Program Priorities Regional Needs and Disparities Analysis <ul style="list-style-type: none"> Ph. 2 policy updates and community feedback inform identifying needs (gaps/deficiencies) and disparities across RTP outcomes: <ul style="list-style-type: none"> Equity Climate Safety Mobility Process for Updating RTP Project and Program Priorities <ul style="list-style-type: none"> Near-term (2024-2030) Long-term (2031-2045) 	<ul style="list-style-type: none"> Call for RTP Project and Program Priorities <ul style="list-style-type: none"> Process for updating RTP Project and Program Priorities to be defined in Ph. 3 <ul style="list-style-type: none"> RTP Project Hub (update) Project Title VI and public engagement certification checklist (update) Evaluation Process <ul style="list-style-type: none"> Community feedback Partner feedback Project and Program Analysis <ul style="list-style-type: none"> TBD: corridor vs. sub-area level analysis of project list Environmental analysis System-Level Analysis <ul style="list-style-type: none"> Equity analysis Climate analysis Safety analysis Mobility analysis Draft RTP Project and Program Priorities Recommendation <ul style="list-style-type: none"> Near-term (2024-2030) Long-term (2031-2045) 	<ul style="list-style-type: none"> 2023 RTP <ul style="list-style-type: none"> Executive Summary Public review draft Adoption draft 2023 RTP Project and Program Priorities Recommendation <ul style="list-style-type: none"> Near-term (2024-2030) Long-term (2031-2045) Plan Appendices <ul style="list-style-type: none"> Public review draft Adoption draft 45-day Public Comment Period <ul style="list-style-type: none"> On-line community survey Public hearings Public Comment Log & Rec'd Actions Public Comment Report Legislation and Findings <ul style="list-style-type: none"> Ordinance and Staff Report Statewide Goals Findings Federal Findings

* Policy briefs for these topics will be developed to frame options for how to incorporate new and updated policies in the 2023 Regional Transportation Plan.



Pending Time and Capacity		<ul style="list-style-type: none"> • Updates to address Climate Friendly Equitable Communities (CFEC) rulemaking - TBD 		<ul style="list-style-type: none"> • Climate resilience evaluation • Emergency transportation evaluation • Wildlife crossing evaluation 	<ul style="list-style-type: none"> • Functional plan amendments (TBD minor or major)
Deferred to the Future		<ul style="list-style-type: none"> • CFEC Parking Policy (scope in Ch. 8) • Wildlife Crossing Policy • Climate Adaptation and Resilience Policy (2040 Refresh, scope in Ch. 8) 			<ul style="list-style-type: none"> • Access to Transit Plan (Needs/Gaps) Study (scope in Ch. 8)



2023 REGIONAL TRANSPORTATION PLAN UPDATE

Transportation shapes our communities and our everyday lives. Access to transit, biking and walking connections, and streets and highways where traffic flows allows us to reach our jobs, schools and families. It connects us to the goods and services we depend on and helps keep nature and recreation opportunities within reach. Investment in the transportation system to provide safe, healthy, accessible and reliable options for getting around is important for the region’s long-term prosperity and our quality of life.

As the federally-designated Metropolitan Planning Organization (MPO), Metro is responsible for leading and coordinating updates to the [Regional Transportation Plan](#) every five years to address the needs of our growing and changing region. The RTP uses an outcomes-based planning framework that is used to guide planning and investment in the region’s transportation system. The plan was last updated in 2018. The next update is due by Dec. 6, 2023, when the current plan expires.

During 2022 and 2023, Metro will work closely with local jurisdictions, port districts, transit providers and federal and state agencies to update the RTP through the year 2045. This document provides background about the RTP and timeline for the update.

WHAT IS THE REGIONAL TRANSPORTATION PLAN?

The RTP is the greater Portland area’s long-range blueprint for guiding planning and investments in the region’s transportation system for all forms of travel – motor vehicle, transit, biking, and walking – and the movement of goods and freight. The 2018 RTP established four overarching priorities – equity, safety, climate and congestion – eleven goals and supporting objectives, performance targets and policies. Together these elements guide planning and investment decisions to meet the transportation needs of the people who live and work in greater Portland.

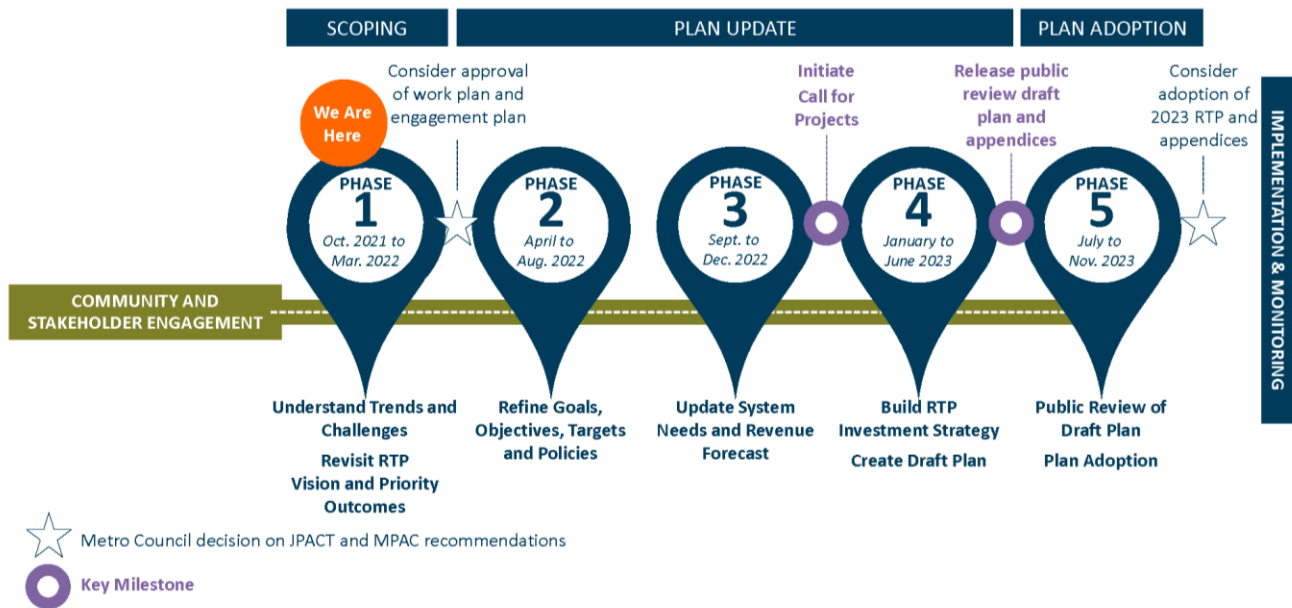
The plan identifies current and future regional transportation needs, investment priorities to meet those needs, and local, regional, state and federal transportation funds the region expects to have available to make those investments. The plan contains:

- **a long-term vision** for the region’s transportation system and **four overarching priorities**;
- **eleven goals and supporting objectives and performance targets** that identify what outcomes the region wants to achieve and indicators to measure progress;
- **policies** that guide decisions and actions in pursuit of our desired outcomes;
- **a financial plan** that identifies how the region will pay for investments; and
- **an investment strategy** that includes major local, regional and state transportation investment priorities that meet transportation needs and help accomplish the vision and desired outcomes identified in the plan.

Figure 1. Elements of the Regional Transportation Plan



WHAT IS THE ANTICIPATED TIMELINE FOR THE UPDATE?



Scoping

Oct. 2021 to March 2022

- Seek Council, JPACT and MPAC feedback on values, desired outcomes and policy topics to address.
- Engage local, regional, state and community partners and the public to inform the overall scope of the update and values that will guide the development of the updated plan.

Decision: JPACT and the Metro Council consider approval of work plan and public engagement plan (by Resolution). *(anticipated in March 2022)*

Plan Update¹

April 2022 to June 2023

- **Data and Policy Analysis:** Update vision, goals and policies by August 2022 to inform/guide regional needs and disparities analysis and project list updates.
- **Revenue and Needs Analysis:** Update revenue forecast and complete needs analysis by December 2022 to support updating investment priorities.

Milestone: Call For Projects released. *(anticipated in January 2023)*

- **Investment Priorities:** Update project list priorities, evaluate performance and seek community feedback on updated priorities from Jan. to June 2023.

- **Draft Plan and Investment Strategy:** Prepare public review draft plan and investment strategy.

Milestone: Public review draft 2023 RTP and appendices released for 45-day public comment period. *(anticipated in July 2023)*

Plan Adoption

July to November 2023

- **~July 1 to Aug. 14, 2023:** 45-day public comment period with hearings, briefings to regional policy and technical advisory committees and county coordinating committees and other stakeholders, and Consultation activities with tribes and state, federal and resource agencies.
- **Sept. and Oct.:** MTAC and TPAC consider public comment and recommendations to MPAC and JPACT.
- **Oct. and Nov.:** MPAC and JPACT consider public comment and recommendations to the Metro Council.
- **Nov. 30:** Metro Council considers final action.

Decision: JPACT and the Metro Council consider adoption of the plan (by Ordinance). *(anticipated in November 2023)*

¹ Engagement activities for this phase will be identified during the scoping phase.



2023 REGIONAL TRANSPORTATION PLAN

Key Dates for Developing Work Plan and Engagement Strategy to Guide Update

October 2021 to February 2022

Outcome: Seek feedback on values, priority policy outcomes and engagement to guide update.

Date	Who
October 12	Metro Council (work session)
October 21	Joint Policy Advisory Committee on Transportation (JPACT)
November 3	East Multnomah County Transportation Committee TAC
November 4	Washington County Coordinating Committee TAC
November 10	Transportation Policy Alternatives Committee (TPAC)
November 10	Metro Policy Advisory Committee (MPAC)
November 17	Metro Technical Advisory Committee (MTAC)
November 17	Community Leaders Forum
November	Four language-specific focus groups for community members in coordination with update to Metro's Limited English Proficiency Plan
November 15	East Multnomah County Transportation Committee (policy)
November 15	Washington County Coordinating Committee (policy)
November 16	Clackamas County TAC
November 17	Clackamas County C-4 subcommittee (policy)
November 19	Tribal Summit on Climate Leadership and Urban Planning
Nov. 2021 to Feb. 2022	Stakeholder interviews with greater Portland area business groups and community-based organizations and local, regional and state public officials
January to February 2022	<ul style="list-style-type: none"> • TPAC and MTAC discussions on values, vision and priorities (Jan. 6 and Jan. 19) • Public online survey on priorities (~3 weeks in February) • Committee on Racial Equity (CORE) discussion on values, vision and priorities (Feb. 17) • Consultation meetings with Resource Agencies and Federal & State Agencies (Feb. 23 and March 1)

February to March 2022

Outcome: Seek JPACT and Metro Council approval of the work plan and engagement plan.

Date	Who
February 15	Metro Council feedback on values and outcomes for RTP
February 16	TPAC/MTAC workshop introduce values and outcomes for RTP and key tasks/areas of focus
February 17	JPACT feedback on values and outcomes for RTP
February 23	MPAC feedback on values and outcomes for RTP
March 4	TPAC recommendation to JPACT
March 16	MTAC recommendation to MPAC
March 17	JPACT recommendation to Metro Council
March 23	MPAC recommendation to Metro Council
March 31	Metro Council considers action on MPAC and JPACT recommendations

5.4 I-205 Tolling Discussion

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, February 17, 2022

JPACT Worksheet

Agenda Item Title: I-205 Tolling Discussion

Presenters: Brendan Finn, Della Mosier, and Mandy Putney, ODOT

Contact for this worksheet/presentation: Kim Ellis, kim.ellis@oregonmetro.gov

Purpose/Objective

- Continue discussion of the I-205 Toll Project and prepare to take action on Ordinance No. 21-1467 and Resolution No. 21-5234 in March.
- NO ACTION WILL BE TAKEN AT THIS MEETING.

Outcome

JPACT members:

- discuss the draft I-205 Toll Project Policy and Project Development Commitments and Metro Council/JPACT engagement opportunities prepared by the Oregon Department of Transportation (ODOT)
- identify areas of concern for further work and direct the Transportation Policy Alternatives Committee (TPAC) to draft potential amendments to Ordinance No. 21-1467 and its exhibits for consideration and action by JPACT in March

What has changed since JPACT last considered this issue/item?

- On Jan. 26, the Metro Policy Advisory Committee (MPAC) discussed the proposed amendment to the 2018 Regional Transportation Plan (RTP) and raised several concerns:
 - Future opportunity for local input and ability to influence the project
 - Importance of “getting this right” as the region’s first effort to implement congestion pricing and desire for a system-wide approach
 - Understanding the broader significance of tolling as a new revenue source in the region
 - Lack of information on how the funds would be used
 - Concern about the risk of the larger Regional Mobility Pricing Project not moving forward to complement this project
 - Data on the performance and implications of the project is just beginning to be available
 - More clarity will be needed on how diversion to local streets will be addressed and monitored
 - Importance of completing I-205 Improvements Project
- On Feb. 2, ODOT prepared draft I-205 Toll Project Policy and Project Development Commitments and Tolling Timeline for discussion by TPAC.
- On Feb. 4, TPAC discussed Ordinance No. 21-1467 and voted to delay action to March. TPAC also recommended that JPACT delay action to March to allow time for consideration of the list of commitments prepared by ODOT.
- On Feb. 8, ODOT staff identified additional revisions to Exhibit A to Ordinance No. 21-1467 in response to TPAC’s discussion.

What packet material do you plan to include?

1. Draft I-205 Toll Project: Policy and Project Development Commitments (2/2/22)
2. ODOT Tolling Timeline
3. Metro/JPACT Engagement Opportunities Timeline
4. Ordinance No. 21-1467
5. Exhibit A to Ordinance No. 21-1467
6. Exhibit B to Ordinance No. 21-1467
7. Staff Report to Ordinance No. 21-1467
8. Coordinated Timeline for Proposed I-205 Toll Project Amendments (2/9/22)

I-205 Toll Project: Policy and Project Development Commitments

Connection between the Regional Mobility Pricing Project and I-205 Toll Project

- ODOT will determine the cost, opportunities, and impacts associated with tolling on I-205 and the Regional Mobility Pricing Project by 2023. ODOT will share our recommendation to implement that option (or not) with JPACT, Metro Council, and the Region 1 Area Commission on Transportation.
- Identifying how both projects will work together to manage congestion and address VMT, Greenhouse Gas Emissions (GHG), and air quality.
- Be clear about how the decision-making on I-205 will be informed by the Regional Mobility Pricing Project (RMPP), so that the I-205 section is not “left alone” if the RMPP fails to gain approval.

Centering equity and climate

- Use the Oregon Toll Program’s Equity Framework to guide the I-205 Toll Project.
- Climate and equity needs are connected and solutions must be developed to address both at the same time.
- There must be non-tolled travel options available to avoid further burdening people experiencing low-incomes who are struggling to meet basic needs (food, shelter, clothing, health care).

Supporting transit and multimodal transportation and addressing diversion

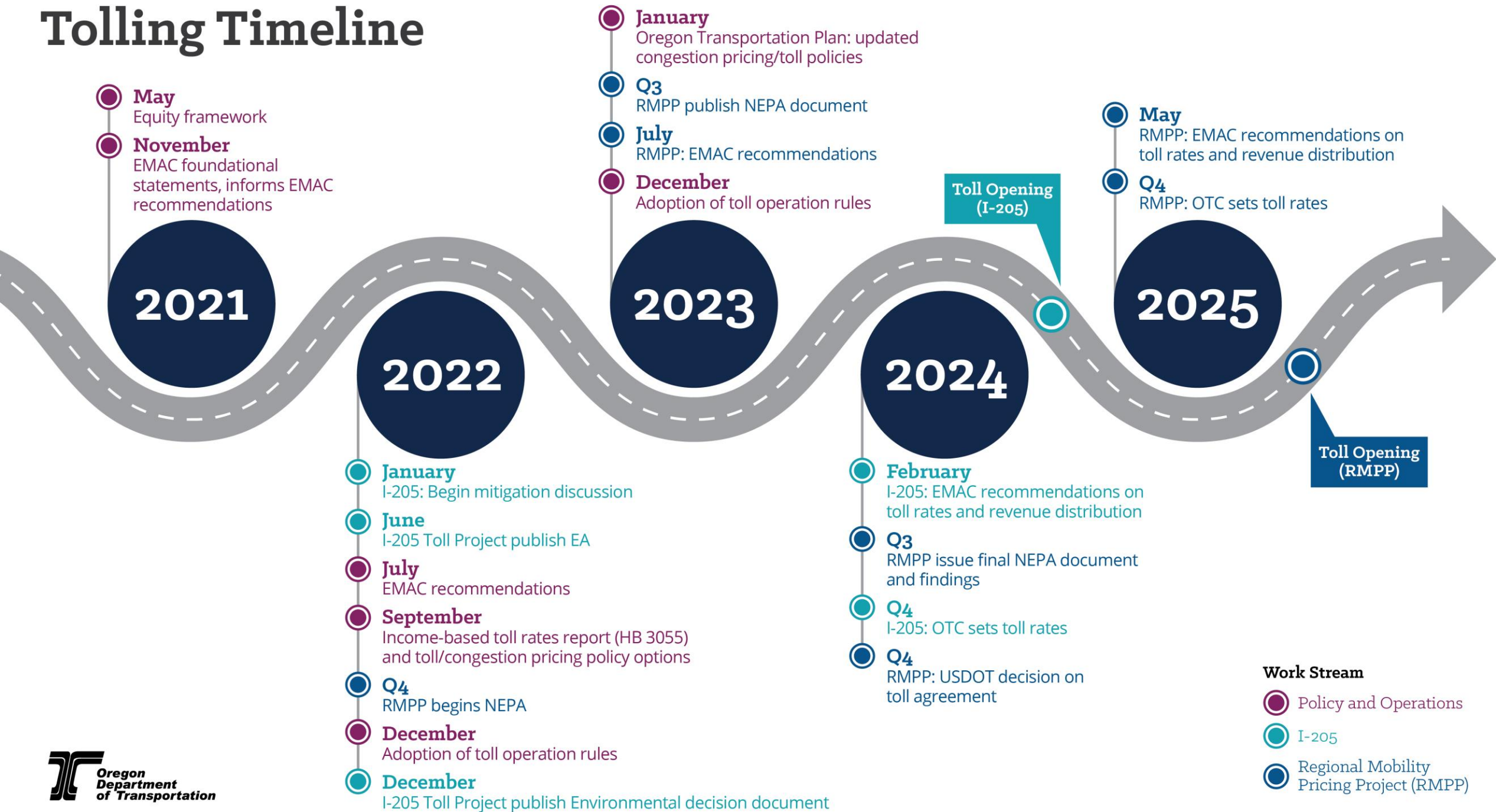
- ODOT will work in coordination with a Transit Multimodal Work Group (TMWG), composed of transit and multimodal transportation service providers, to ensure that reliable, emissions-reducing, and a competitive range of transportation options are provided to advance climate, safety, and mobility goals, and prioritize benefits to Equity Framework¹ communities.
- ODOT is continuing to evaluate the potential for diversion as our planning work continues, and our consultant teams are actively working with Metro modelers and other experts from across the region to ensure we identify potential impacts, propose and adopt appropriate mitigation measures and timelines in our Final Environmental Assessment (EA).

Including JPACT, R1 ACT, and Metro Council voices in the process

- Toll projects and policies will continue to be developed in coordination with regional partners to build an equitable and successful transportation system, for the region and the state.

¹ As defined by the Oregon Toll Program’s [Equity Framework](#), people experiencing low-income or economic disadvantage; Black, Indigenous, and People of Color (BIPOC); older adults and children; persons who speak non-English languages, especially those with limited English proficiency; persons living with a disability; and other populations and communities historically excluded and underserved by transportation projects.

Tolling Timeline



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2018)	ORDINANCE NO. 21-1467
REGIONAL TRANSPORTATION PLAN TO)	
INCLUDE THE PRELIMINARY ENGINEERING)	Introduced by Chief Operating Officer
PHASE OF THE I-205 TOLL PROJECT, AND TO)	Marissa Madrigal in concurrence with
CLARIFY THE FINANCIAL CONNECTION OF)	Council President Lynn Peterson
THE I-205 TOLL PROJECT TO THE I-205)	
IMPROVEMENT PROJECT)	

WHEREAS, the Regional Transportation Plan (RTP) is the federally-recognized metropolitan transportation plan for the greater Portland region, and must be updated every five years; and

WHEREAS, the RTP fulfills statewide planning requirements to implement Statewide Planning Goal 12 (Transportation), as implemented through the Transportation Planning Rule and the Metropolitan Greenhouse Gas Reduction Targets Rule; and

WHEREAS, the RTP is a central tool for implementing the Region 2040 Growth Concept, and constitutes a policy component of the Regional Framework Plan; and

WHEREAS, the most recent update to the RTP was completed on December 6, 2018, following approval by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or policies or to substantially modify existing projects or policies in the RTP; and

WHEREAS, amendments to the RTP must be reviewed for consistency with the priority outcomes, goals, objectives and policies in the RTP, including verification of fiscal constraint, consistent with the process and procedures defined in Chapter 8 of the RTP; and

WHEREAS, the public must be provided an opportunity to review and comment on proposed amendments to the RTP, consistent with the policies and procedures in Metro’s Public Engagement Guide; and

WHEREAS, the greater Portland region has experienced significant growth and demographic changes, that are forecasted to continue into the future; and

WHEREAS, the region’s significant growth has resulted in increasing congestion, particularly on the greater Portland area’s throughways; and

WHEREAS, ongoing efforts to address congestion in the region include directing growth in designated centers and corridors served by high-quality transit in combination with investments in system and demand management strategies, improving transit service and reliability, increasing bicycle and pedestrian connections and adding roadway capacity in targeted ways; and

WHEREAS, the 2018 RTP found that these strategies are not sufficient for addressing growing congestion and that the region must also manage demand; and

WHEREAS, congestion pricing, wherein drivers are charged directly for their use of roadways, bridges, or parking, is used in congested regions around the world to improve mobility, reduce pollution

and greenhouse gas emissions, and to raise revenue to fund investments in their transportation systems;
and

WHEREAS, the 2018 RTP identifies congestion pricing as a high priority, high impact strategy to address congestion in ways that also advance achievement of the region's climate, equity, and safety goals; and

WHEREAS, the Metro Council and JPACT 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; and

WHEREAS, the Oregon Department of Transportation (ODOT) is studying options for a variable rate toll on all lanes of Interstate 205 (I-205) between Stafford Road and Oregon Route 213 (OR 213), known as the I-205 Toll Project, and the tolls would raise revenue to complete financing for the planned I-205 Improvement Project and manage congestion on this section of I-205; and

WHEREAS, ODOT is preparing to move the I-205 Toll Project forward in the National Environmental Policy Act (NEPA) review process and, as part of this process, requested an amendment to the 2018 RTP; and

WHEREAS, the requested RTP amendment would add a preliminary engineering phase for the I-205 Toll Project to the RTP financially constrained project list, and clarify the financial connection of the I-205 Toll Project to the I-205 Improvement Project in Chapter 8 of the RTP; and

WHEREAS, the ODOT I-205 Toll Project has been coordinated with other ODOT planning and project development efforts, including the Regional Mobility Pricing Project and the I-205 Improvements Project, and will continue to be coordinated in the future; and

WHEREAS, the planning work to date has been conducted with input from several state, regional and local committees, elected bodies and commissions, such as the Transportation Policy Alternatives Committee (TPAC), the Metro Technical Advisory Committee (MTAC), the Metro Policy Advisory Committee (MPAC), the Oregon Transportation Commission, the Region 1 Area Commission on Transportation (RIACT), ODOT's Equitable Mobility Advisory Committee (EMAC), and County Coordinating Committees (staff and policymakers) in the greater Portland area; and

WHEREAS, Metro held a 45-day public comment period on the requested amendment from October 1 to November 15, 2021; and

WHEREAS, the Metro Council held a public hearing on November 4, 2021 to accept public testimony and comments regarding ODOT's requested RTP amendment; and

WHEREAS, approval of the requested amendment to the 2018 RTP will allow the I-205 Toll Project to continue to move forward in the NEPA review process and allows a separate amendment to the 2021-2024 Metropolitan Transportation Improvement Program (MTIP) to move forward for consideration by JPACT and the Metro Council to program funding for the preliminary engineering phase for the I-205 Toll Project, now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The 2018 Regional Transportation Plan is hereby amended, as indicated in attached Exhibit A, attached and incorporated into this ordinance.

2. The "Summary of Comments Received and Recommended Actions," attached as Exhibit B, is incorporated by reference and any amendments reflected in the recommended actions are incorporated in Exhibit A.
3. The Findings of Fact and Conclusions of Law in Exhibit C, attached and incorporated into this ordinance, explain how this amendment complies with the Regional Framework Plan, statewide planning laws and the Oregon Transportation Plan and its applicable components.

ADOPTED by the Metro Council this ___ day of ____, 2022.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney



Exhibit A to Ordinance No. 21-1467
2018 REGIONAL TRANSPORTATION PLAN
(RTP) AMENDMENT

2/8/22

1. Amend 2018 RTP Chapter 8 (Table 8.3 and Section 8.1.3.8) to add the following information about the I-205 Toll Project as shown in ~~strikethrough~~ and underscore:

Table 8.3 Completed and Current Major Project Development

Project	Status
Interstate 5/Columbia River Crossing Project	LPA approved in July 2008. Record of decision signed by FHWA in December 2011. Project development work discontinued in 2013 in Washington and 2014 in Oregon. Joint Washington and Oregon Legislative Action Committee discussions begin in 2017.
Sunrise Project and Sunrise Jobs and Transportation Act Project	LPA approved in July 2009. Record of decision for Phase 1, Units 1, 2 and 3 signed by FHWA in February 2011. Phase 1 related projects were completed in June 2016. Environmental approval received for improvements on OR 224 at Rusk Road. Phase 2 and Phase 3 may require future NEPA reevaluation for improvements east of SE 122nd Ave, given changes in the built environment since 2010.
Division Transit Project	LPA approved in June 2017.
Southwest Corridor Project	LPA approved in Nov. 2018.
I-5 Rose Quarter Improvement Project	Environmental Assessment anticipated to be published in 2019. Design anticipated to begin in 2019.
MAX Red Line Improvements Project	LPA approval anticipated in January 2019. Documented Categorical Exclusion approval anticipated in 2019.
OR 217 Project	OR 217 Southbound: <ul style="list-style-type: none"> • Categorical Exclusion anticipated by October 2019. • OR 217 Northbound: Categorical Exclusion anticipated by April 2020.
I-205 South Corridor Widening and Seismic Improvements Project	Categorical Exclusion approved in December 2018. <u>As identified in HB 3055 (and ORS Chapter 383), toll revenue will be needed to complete construction of this project. A separate Environmental Assessment (EA) for the I-205 Toll Project began in August 2020; expected completion in December 2022. EA will identify benefits, impacts and mitigation commitments.</u>
Basalt Creek Parkway	IGA to plan for Basalt Creek signed by partners in 2011. Basalt Creek Transportation Refinement Study to define alignment



Exhibit A to Ordinance No. 21-1467

2018 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENT

2/8/22

	completed in 2013 and adopted as an amendment to IGA. Categorical Exclusion anticipated in 2019.
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8.3.1.8 I-205 South Corridor Widening and Seismic Improvements Project

Preliminary design work is underway to widen I-205 between OR 213 and Stafford Road and improve the I-205/Abernethy Bridge to ensure it remains functional after a catastrophic earthquake. ~~The design work was funded through HB 2017; however, construction funding for this project has not been identified.~~ Construction financing for Phase 1A, including Abernethy Bridge and adjacent intersections, is identified in HB 3055 (2021 Session). Variable Rate Tolls priced to manage travel demand as well as provide revenue will be used to fund the rest of the project (Phase 1B, 1C, 1D and Phase 2).

The I-205 South project widens I-205 to add a third lane in each direction between Stafford Road and OR 213 and an auxiliary lane across the Abernethy Bridge in each direction. The I-205/Abernethy Bridge project provides for seismic upgrades of the Abernethy Bridge and includes seismic retrofit or replacement of eight additional bridges in the corridor. The project also adds Active Traffic Management System improvements, such as Traveler Information Signs, throughout the corridor and a new parallel multi-use path as designated in the Chapter 3 RTP bicycle and pedestrian system maps.

The proposed I-205 Toll Project would toll I-205 near the Abernethy and Tualatin River Bridges (see Figure 8.13b) to raise revenue for construction of the planned I-205 Improvements Project and manage congestion between Stafford Road and Oregon Route 213 to give travelers a better and more reliable trip. Significant impacts caused by tolling will need to be addressed as part of this project through mitigation, which will be described in the Environmental Assessment under the National Environmental Policy Act process.

As identified in HB 3055, money in the [State Tollway Account] Toll Program Fund may be used by the department to make improvements or fund efforts on the tollway and on adjacent, connected or parallel highways to the tollway to reduce traffic congestion as a result of the tollway project, improve safety as a result of a tollway project and reduce impacts of diversion as a result of a tollway project.

Section 146 further clarifies that 4) To the extent necessary and permitted by state and federal law and Article IX, section 3a, of the Oregon Constitution, the commission shall ensure tolls assessed pursuant to subsection (3) of this section or tolls assessed as part of the Interstate 5 Boone Bridge and Seismic Improvement Project: (a) Reduce traffic congestion by managing demand on the tollway and by improving operations on the tollway; (b) Reduce traffic congestion as a result of the tollway, not only on the tollway but also on adjacent, connected or parallel highways to the tollways, regardless of ownership; (c) Improve safety not only on the tollway but also on adjacent, connected or parallel highways to the tollways, regardless of ownership; and (d) Minimize and mitigate impacts to historically and currently underrepresented and disadvantaged communities. (5) Any unit of government assessing tolls on highways for which the unit of government is the road authority, pursuant to ORS 810.010, shall collaborate with other units of government to: (a) Determine whether assessing tolls may result in traffic, equity, safety or climate impacts as a result of assessing tolls; (b) Determine appropriate investments or efforts that may minimize or reduce any potential impacts; and (c) Periodically review any investments or efforts identified and implemented under this subsection”.



Exhibit A to Ordinance No. 21-1467

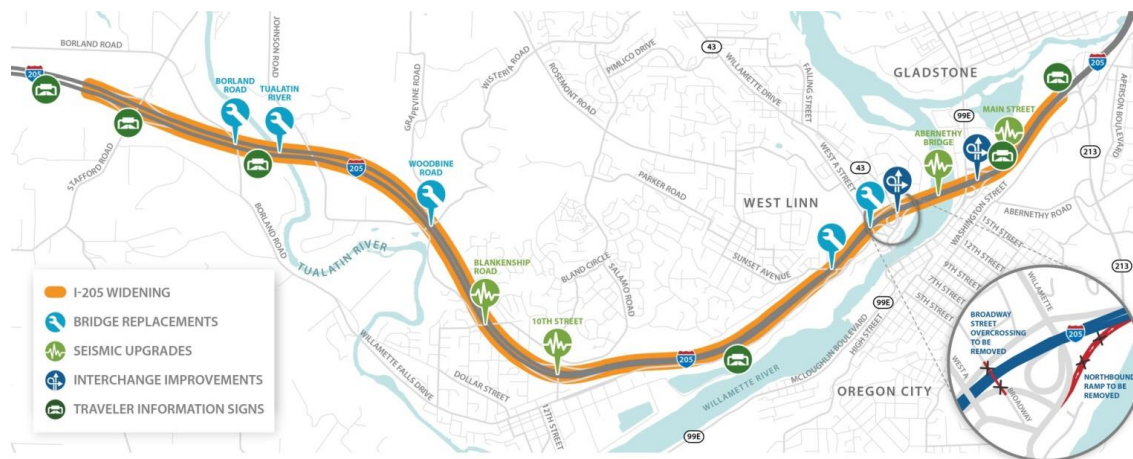
2018 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENT

2/8/22

Additionally, Section 169 of HB 3055 outlines requirements for and Equitable Income-Based Toll Report: '(1) As used in this section, 'toll' and 'tollway' have the meanings given those terms in ORS 383.003. "(2) Before the Department of Transportation assesses a toll, the department shall implement a method for establishing equitable income-based toll rates to be paid by users of tollways. "(3) At least 90 days before the date the Oregon Transportation Commission seeks approval from the Federal Highway Administration to use the income-based toll rates developed under subsection (1) of this section, the department shall prepare and submit a report on the method developed to the Joint Committee on Transportation and the Oregon Transportation Commission. The department may also submit to the Joint Committee on Transportation any recommended legislative changes. The report shall be provided to the Joint Committee on Transportation, in the manner provided under ORS 192.245, on or before September 15, 2022.' More information about the I-205 Toll Project can be found at <https://www.oregon.gov/odot/tolling/Pages/I-205-Tolling.aspx>.

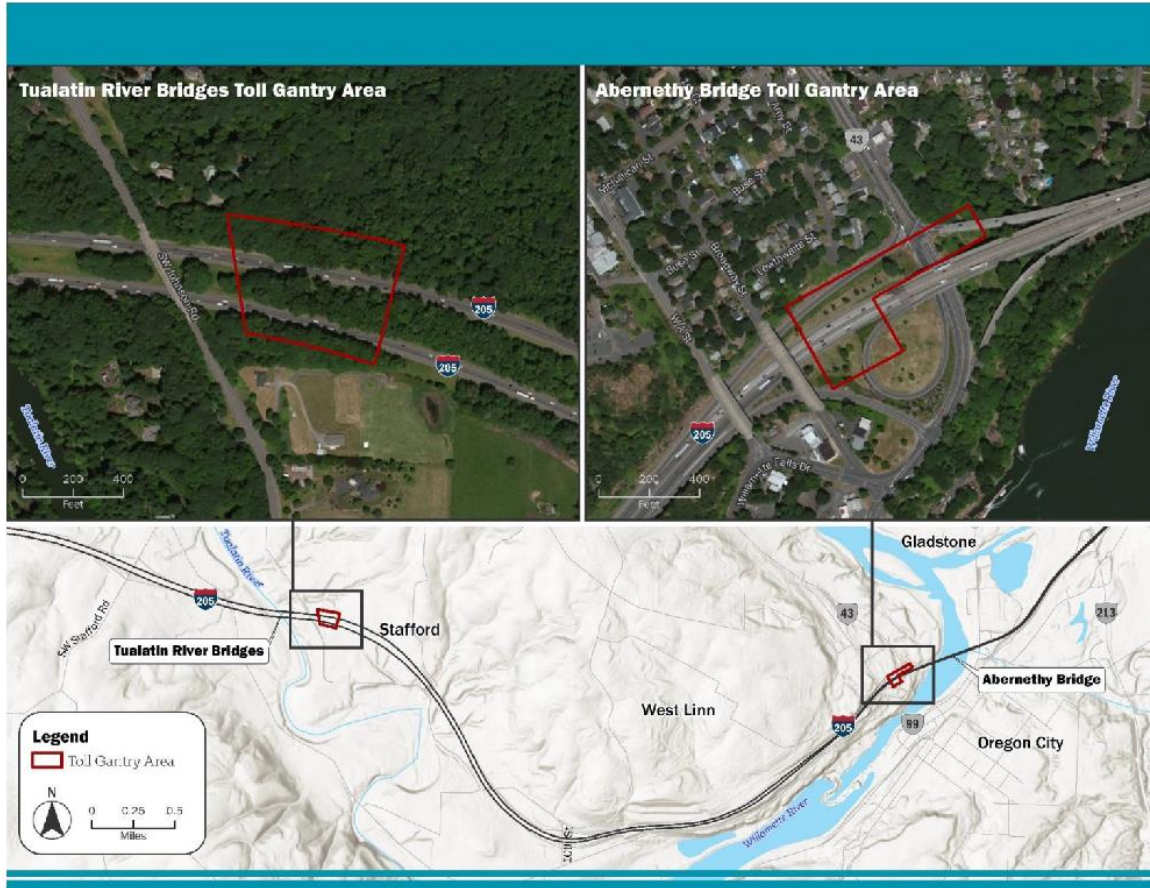
The Oregon Transportation Commission approved a Cost to Complete Report for the project that was shared with the Oregon Legislature in January 2018, as mandated by HB 2017. The Cost to Complete Report defines the project scope and recommends a project delivery method and phasing plan to complete the project by 2025, which is no longer possible. Read the report and find more project information at www.i205corridor.org.

Figure 8.13a I-205 South Widening and Seismic Improvements Project Area Map



Source: ODOT

Figure 8.13b I-205 Toll Project Draft Map



Source: ODOT



Exhibit A to Ordinance No. 21-1467
2018 REGIONAL TRANSPORTATION PLAN
(RTP) AMENDMENT

2/8/22

2. Amend 2018 RTP Appendix A to add I-205 Toll Project (Preliminary Engineering Phase) as follows:

RTP ID	Project Name	Start Location	End Location	Description	Estimated Cost (2016 dollars)	Time Period	Financially Constrained project list
<u>12099 (new project)</u>	<u>I-205 Tolling Project (PE)</u>	<u>Oswego Hwy (OR 43) Interchange</u>	<u>Stafford Rd Interchange</u>	<u>The Project would toll all lanes of I-205 on or near the Abernethy Bridge and Tualatin River Bridge. The Project’s purpose is to raise revenue to fund construction of the I-205 Improvements Project and manage congestion between Stafford Road and Oregon Route 213 (OR 213). The PE phase includes completion of environmental analysis under the National Environmental Policy Act (NEPA) and initial design for toll infrastructure. The NEPA process for the I-205 Toll Project will analyze the benefits and impacts of tolling on I-205 between Stafford Road and Oregon Route 213 (OR 213), and describe mitigation commitments.</u>	<u>\$23,534,759</u>	<u>2018-2027</u>	<u>Yes</u>

Exhibit B to Ordinance No. 21-1467
Summary of Comments Received and Recommended Actions

Table 5-1 RTP Amendment-Specific Comments

#	Respondent Affiliation	Opinion	Comment Summary	Response
1	Resident	Oppose	<p>“I am opposed to this proposed RTP amendment. While I support congestion pricing as a tool to reduce VMT and to improve the environment, ... Expanding freeways is not a smart investment. It leads to more driving, people living and working further away, and exacerbates existing inequities by limiting the options of poor and other underserved populations. It is time to put the brakes on the plans to expand I-205. Implement congestion pricing first. Invest in high quality transit. Encourage people to drive less. In other words, please do all you can to help save our planet.”</p> <p>(See the table of online survey responses in Appendix D for complete comments.)</p>	<p>Thank you for this comment and we share your concerns related to inequities and the need for transportation options. The project area experiences a high crash rate and is a traffic bottleneck that leads to back ups on I-205 and on local streets near the highway. The nine bridges in this section of I-205 are not built to current seismic standards and also need to be rebuilt or retrofitted. In addition to congestion pricing, ODOT is investing in multimodal infrastructure as part of a comprehensive approach to improving mobility. The I-205 Improvements Project, once fully built, will include enhancements to bicycle and pedestrian infrastructure. ODOT is investing in transit improvements through the Statewide Transportation Improvement Fund. Additional transit and multimodal options also are under consideration and could be funded by toll revenue. No proposed change.</p>

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2	Resident	Oppose	<p>“I have read the document. This is not an amendment that serves the public. This was not passed by the public. The ballot measure was passed to improve roads, and the funding the measure generated was intended by the voters to be put directly into the road improvements. ... It is fiscally irresponsible to kick the payment of this toll project (which drivers don’t even want) to drivers of the future, and dishonest to say that the toll is for this project alone. Once a toll is in place, it will not go away. If Metro needs more money, it should propose a tax to increase revenue directly to voters. ... If the project is begun as described, I will not use 205 during the construction work. Instead I will use the back roads I use currently when there is some issue on 205. ... There will be many drivers who join me, and we will see our neighborhood roads such as Borland, 10th St, 65th, 99W, the Sellwood bridge and Tacoma St, etc suddenly have much higher use and wear. ... Please consider abandoning this tolling project. With integrity, please consider bringing such a project before voters with transparency and honesty.”</p> <p>(See the table of online survey responses in Appendix D for complete comments.)</p>	<p>Thank you for this comment. The State of Oregon is exploring tolling as part of a comprehensive approach to better manage congestion in the Portland metro area. In 2017, the Oregon Legislature approved House Bill 2017, known as Keep Oregon Moving, which committed hundreds of millions of dollars to projects that will manage congestion and improve the transportation system statewide, including highway improvement projects, freight rail, transit improvements, and bicycle and pedestrian facilities. The bill, along with clarification from the 2021 Legislature, directed the Oregon Transportation Commission to pursue and implement tolling I-5 and I-205 in the Portland metro area for congestion management and transportation improvements.</p> <p>The Oregon Toll Program has two goals; funding necessary roadway improvements in the short term, and managing congestion in the long term. The traditional sources of funding ODOT has depended on to pay for transportation infrastructure improvement projects, like the gas tax, have not kept up with the needs and demands of our transportation system. Once our immediate revenue needs are met for the I-205 improvements project, revenue will continue to be used in the corridor for further improvements, and tolling will be used to continue to manage congestion.</p> <p>We know that some drivers currently use neighborhood streets to avoid congestion on highways. Changes to rerouting page 2 of 12</p>
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Exhibit B to Ordinance No. 21-1467
Summary of Comments Received and Recommended Actions

#	Respondent Affiliation	Opinion	Comment Summary	Response
				<p>non-tolled local streets could take place with drivers looking to avoid a toll; other drivers might opt for a more reliable highway trip. As highway travel becomes more reliable, and transit service more accessible, a positive result of variable rate tolling would be to reduce existing rerouting. Overall, the objective of variable rate tolling is to improve mobility by managing the highway for freight and longer-distance trips so that local streets can better serve shorter, local trips. No proposed change.</p>

Exhibit B to Ordinance No. 21-1467
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3	The Street Trust	Conditional Support	<p>“The Street Trust does NOT support roadway tolling as an instrument for funding infrastructure that increases drive-alone trips. ... We encourage Metro leadership to only support an amendment to the RTP once you have established, with certainty that the tolling revenue will be used to increase seismic resilience; increase access to walking, biking, and transit; and will reduce vehicle miles traveled and greenhouse gas emissions. ... Only once this regional, system-wide traffic demand management system has been implemented should we consider the right (and right-sized) infrastructure investments to increase mobility for our state and region. In many cases, expensive road widening projects may not be necessary.”</p> <p>(See entry in the Comment Log below for more detailed comments and the attached letter from André Lightsey-Walker in Appendix B for complete comments.)</p>	<p>Thank you for this comment. When fully constructed, the I-205 Improvements Project will make the first earthquake-ready interstate structure across the Willamette River, rebuild or retrofit eight other bridges, and improve options for biking and walking in the corridor. ODOT has a goal to support multimodal transportation choices, and one of the main goals of the Oregon Toll Program is to reduce vehicular congestion on the road. Revenue from the Oregon Toll Program can be dedicated to projects or services needed to address the significant, negative effects of tolling. We will collaborate with transit providers to support access and enhancements to transit and other transportation services in the I-205 corridor, especially for historically and currently excluded and underserved communities.</p> <p>Additionally, ODOT will continue to coordinate with the Transit and Multimodal Working Group, as well as the Equity and Mobility Advisory Committee, to identify strategies for integrating transit and multimodal travel into the Project.</p> <p>The Oregon Toll Program will evaluate the potential effects on greenhouse gas emissions during project planning phases and will incorporate project features to help Oregon meet its climate-change goals. So far, we know that variable rate (which will be used on I-205) tolling may encourage some drivers to shift to modes of travel (such as carpooling, taking public transit,</p>
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Exhibit B to Ordinance No. 21-1467
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#	Respondent Affiliation	Opinion	Comment Summary	Response
				or biking) that generate fewer greenhouse gas emissions. Whether this reduces overall transportation greenhouse gas emissions also depends on how many individual drivers divert to alternative, less efficient routes to avoid tolls. No proposed change.

Exhibit B to Ordinance No. 21-1467
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#	Respondent Affiliation	Opinion	Comment Summary	Response
4	Resident	Conditional Support	<p>“ODOT plans to add 14 lane-miles of freeway to this region and planet, in addition to seismic strengthening of the Abernethy Bridge and other related work. ... Metro needs to direct ODOT to properly analyze the project, and consider alternatives that take into account the VMT suppression from tolling and provide a robust transit alternative. Not because NEPA requires this, but because this is the only way to move toward compliance with regional and statewide greenhouse gas reduction goals. Metro should not move forward with an RTP amendment, and should withhold subsequent MTIP approval until ODOT agrees to do the needed analysis of alternatives. ... One alternative to consider is a frequent express bus connecting various points between Clackamas Town Center and Beaverton Transit Center along I-205, I-5, and Hwy 217, funded by ODOT. ... A less satisfactory alternative would be to modify the freeway in the non-tolled stretches to allow Bus on Shoulder operation to bypass congestion. When frequent express bus service is time-competitive with auto travel, and is well-integrated with an improved regional transit system, the need for expanding freeways might be reduced.”</p> <p>(See entry in the Comment Log below for more detailed comments and the attached testimony from Doug Allen in Appendix B for complete comments.)</p>	<p>Thank you for this comment. We recognize that climate change is an urgent issue. We are using modeling practices consistent with other transportation projects in the region and comparing what happens with and without the tolling project in 2045. These results will be available in the Environmental Assessment published for review and comment in 2022. The Oregon Toll Program will evaluate the potential effects on greenhouse gas emissions during project planning phases and will incorporate project features to help Oregon meet its climate-change goals. Greenhouse gas emissions and VMT are already included as performance measures in the environmental assessment (NEPA analysis) and the Transportation Methodology Memo (September 2021). Regional VMT will also be provided from the regional travel demand modeling results. Please note that tolling is a complex project with many factors involved, so greenhouse gas emissions and VMT are only two of many variables in our traffic models and decision making.</p> <p>ODOT will continue to coordinate with the Transit and Multimodal Working Group, as well as the Equity and Mobility Advisory Committee, to identify strategies for integrating transit and multimodal travel into the Project.</p> <p>No proposed change.</p>

Exhibit B to Ordinance No. 21-1467
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5	Multnomah County	Conditional Support	<p>“Multnomah County supports ODOT’s efforts to build a seismically resilient transportation system. ... At the same time, [there are] additional steps that we think should be taken to ensure the project can meet the needs of the region. [We] strongly encourage ODOT to consider the impact of the tolling project on low income households and individuals to ensure that the tolling system does not have a disproportionate impact on those users of the transportation system.”</p> <p>“In addition, the County offers two clarifications on the language in the amendment proposal:</p> <ol style="list-style-type: none"> 1. ODOT asserts that tolling will improve air quality by decreasing congestion. We support the use of traffic and air quality modeling to confirm this, including high resolution dispersion modeling to determine impacts adjacent to the project. 2. The project description in the proposed amendment narrowly defines the purpose of the tolling as only funding the I-205 Improvements Project and managing congestion. However, according to House Bill 3055, the project will also include mitigation measures on adjacent, connected, or parallel highways to address diversion and improve safety. The tolling projects will also result in ongoing revenue that will continue after the I-205 Improvements Project is completed. The project description should acknowledge the broader funding authority.” <p>(See entry in the Comment Log below for more detailed comments and the attached letter from</p>	<p>Thank you for this comment. Creating an equitable toll system is a priority for the Oregon Department of Transportation. We’re working with the Equity and Mobility Advisory Committee (EMAC) to identify and equitably distribute the potential burdens and benefits of tolling. Using the Oregon Toll Program Equity Framework, we will consider the barriers that historically excluded and underserved communities face so that the design of the toll projects improves access to jobs, goods, services, and key destinations. ODOT is also directed by HB 3055 to include an income-based tolling solution; the logistics of such a program are still being examined, and an income-based toll report is due in 2022.</p> <p>Over the next year, ODOT will need the help of local and regional governments and stakeholders to craft how equitable, income-based tolling will work in Oregon.</p> <p>Transportation modeling indicates that the daily vehicle mile traveled (VMT) will be reduced within the project API selected for the air quality analysis which includes non-highway traffic. Emissions modeling was conducted using EPA’s Motor Vehicle Emission Simulator model (MOVES) which uses VMT, speeds, and vehicle mix to calculate emissions of each of FHWA’s nine priority mobile source air toxic pollutants decreased as a result of the project. FHWA’s guidance for a quantitative MSAT analysis was followed.</p>
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Exhibit B to Ordinance No. 21-1467
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		<p>Multnomah County in Appendix B for complete comments.)</p>	<p>Dispersion modeling is done for certain projects that require a carbon monoxide or particulate matter hotspot analysis to meet conformity requirements. These analyses are meant to demonstrate that the project will not cause a new violation or worsen an existing violation of the National Ambient Air Quality Standards (NAAQS). The project is located in an area that is in attainment with all the NAAQs and therefore dispersion modeling is not required and the project is not expected to cause a new exceedance of the NAAQS.</p> <p>There is no approved methodology to perform this type of dispersion modeling for mobile source air toxics, and there are no standards to determine if modeling results are considered an adverse impact.</p> <p>Amend the RTP to read: <u>“Preliminary design work is underway to widen I-205 between OR 213 and Stafford Road and improve the I-205/Abernethy Bridge to ensure it remains functional after a catastrophic earthquake. Construction financing for Phase 1A including Abernethy Bridge and adjacent intersections is identified in HB 3055 (2021 Session). Variable Rate Tolls priced to manage travel demand as well as provide revenue will be used to fund the rest of the project (Phase 1B, 1C, 1D and Phase 2).”</u></p> <p>Regarding the project description, amend to read: <u>“The Project would toll all lanes of I-205 on</u></p>
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Exhibit B to Ordinance No. 21-1467
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#	Respondent Affiliation	Opinion	Comment Summary	Response
				<p><u>or near the Abernethy Bridge and Tualatin River Bridge. The Project's purpose is to raise revenue to fund construction of the I-205 Improvements Project and manage congestion between Stafford Road and Oregon Route 213 (OR 213). The PE phase includes completion of environmental analysis under the National Environmental Policy Act (NEPA) and initial design for toll infrastructure."</u></p>

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6	Clackamas County	No Indication	<p>“We offer these comments and questions purely to encourage transparency and to gain clarity of what specifically ODOT is proposing. These comments are not an indication of support for the proposed amendment. First, we would like to know if ODOT anticipates adding additional funds to the PE phase for this project.</p> <p>We also would like to know if ODOT would be required to bring forward future RTP and MTIP amendments for the construction phase of the I-205 Toll Project. Second, Clackamas County transportation staff offer the following technical edits to clarify the proposed RTP Amendment language.</p> <ul style="list-style-type: none"> • Revise language in Table 8.3 as follows: <i><u>As identified in HB 3055 (and ORS.383), toll revenue will is expected to be needed to complete construction of this project. A separate Environmental Assessment for the I-205 Toll Project began in August 2020; expected completion in December 2022.</u></i> • Clarify that Phase 1A includes more than just the Abernethy Bridge and update funding language to match previous recommendation. Also make a stronger connection to HB 3055 language in amendments to 8.3.1.8 by adding a second paragraph that explains the I-205 Toll Project as outlined below. <p><i>Construction financing for Phase 1A (including Abernethy Bridge) is identified in HB 3055 (2021 Session). Variable Rate Tolls priced to manage travel demand as well as provide revenue will are expected to be used to fund the rest of the project (Phase 1B, 1C, 1D, and Phase 2).</i></p>	<p>Thank you for this comment. At this time ODOT does not anticipate adding additional funds to the PE phase for this project. Future RTP and MTIP documents will need to include the Construction (CN) phase for implementing tolling infrastructure.</p> <p>Amend language in Table 8.3 as follows: <i><u>“As identified in HB 3055 (and ORS.383), toll revenue is expected to be needed to complete construction of this project. A separate Environmental Assessment for the I-205 Toll Project began in August 2020; expected completion in December 2022.</u></i></p> <p>Amend the RTP to read: <i><u>“...Construction financing for Phase 1A (Abernethy Bridge) is identified in HB 3055 (2021 Session). Variable Rate Tolls priced to manage travel demand as well as provide revenue are expected to be used to fund the rest of the project (Phase 1B, 1C, 1D, and Phase 2).”</u></i></p> <p>Amend the RTP to add: <i><u>“The proposed I-205 Toll Project would toll I-205 near the Abernethy and Tualatin River Bridges (see figure 8.13b) to raise revenue for construction of the planned I-205 Improvements Project and manage congestion between Stafford Road and Oregon Route 213 to give travelers a better and more reliable trip. Significant impacts caused by tolling will need to be addressed as part of this project through mitigation. More information about the I-205 Toll Project can be</u></i></p>
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Exhibit B to Ordinance No. 21-1467
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- Make a stronger connection to HB 3055 language in amendments to 8.3.1.8 by adding a second paragraph that explains the I-205 Toll Project as outlined below.

The proposed I-205 Toll Project would toll I-205 near the Abernethy and Tualatin River Bridges (see figure 8.13b) to raise revenue for construction of the planned I-205 Improvements Project and manage congestion between Stafford Road and Oregon Route 213 to give travelers a better and more reliable trip. Potential diversion onto local roads caused by tolling will need to be addressed as part of this project. More information about the I-205 Toll Project can be found at <https://www.oregon.gov/odot/tolling/Pages/I-205-Tolling.aspx>.

- Remove the draft description on the RTP Project List and replace it with a description that more narrowly identifies what specifically will be accomplished within the PE Phase of the I-205 tolling project. One concept could look something like:

Conduct preliminary engineering and NEPA review for the I-205 Toll Project. The NEPA process for the I-205 Toll Project will analyze the impacts of tolling on I-205 between Stafford Road and Oregon Route 213 (OR 213).

(See entry in the Comment Log below for more detailed comments and the attached letter from

found at <https://www.oregon.gov/odot/tolling/Pages/I-205-Tolling.aspx>.”

Amend the project description on the RTP Project List as follows: “The Project would toll all lanes of I-205 on or near the Abernethy Bridge and Tualatin River Bridge. The Project’s purpose is to raise revenue to fund construction of the I-205 Improvements Project and manage congestion between Stafford Road and Oregon Route 213 (OR 213). The PE phase includes completion of environmental analysis under the National Environmental Policy Act (NEPA) and initial design for toll infrastructure. The NEPA process for the I-205 Toll Project will analyze the impacts of tolling on I-205 between Stafford Road and Oregon Route 213 (OR 213).”

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Summary of Comments Received and Recommended Actions

#	Respondent Affiliation	Opinion	Comment Summary	Response
			Clackamas County in Appendix B for complete comments.)	
7	Washington County Board of Commissioners	Support	<p>“I am writing to express support from the Washington County Board of Commissioners for Regional Transportation Plan amendments for the I-205 Improvement Project and I-205 Toll Project. ... On behalf of the Board, I must also add that we wish there were other ways to fund this important project without tolling. However, we accept that our support for HB 2017 included a commitment to initiate tolling in the region. We also recognize that a successful toll program can improve travel speed and reliability on our major throughways and must address equity, include mitigation for diversion and include attractive travel options to driving.</p> <p>(See entry in the Comment Log below for more detailed comments and the attached letter from Washington County in Appendix B for complete comments.)</p>	<p>Thank you for this comment. Creating an equitable toll system is a priority for the Oregon Department of Transportation. We’re working with the Equity and Mobility Advisory Committee (EMAC) to identify and equitably distribute the potential burdens and benefits of tolling.</p> <p>ODOT will continue to coordinate with the Transit and Multimodal Working Group, as well as the Equity and Mobility Advisory Committee, to identify strategies for integrating transit and multimodal travel into the Project.</p> <p>We recognize the importance of assessing potential diversion impacts to local communities. To do so, we are applying performance measure(s) related to protecting quality of life for local communities and will report on these finding in an Environmental Assessment in 2022. In the I-205 Corridor User Analysis (February 2021), we studied existing diversion patterns along the corridor to assess how these patterns could change with implementation of tolling. No proposed change.</p>

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 21-1467 FOR THE PURPOSE OF AMENDING THE 2018 REGIONAL TRANSPORTATION PLAN TO INCLUDE THE PRELIMINARY ENGINEERING PHASE OF THE I-205 TOLL PROJECT, AND TO CLARIFY THE FINANCIAL CONNECTION OF THE I-205 TOLL PROJECT TO THE I-205 IMPROVEMENT PROJECT

Date: January 27, 2022
Department: Planning, Development & Research

Prepared by: Kim Ellis, Principal
Transportation Planner

ISSUE STATEMENT

The Regional Transportation Plan (RTP) is the state- and federally-required long-range transportation plan for the Portland metropolitan area that guides planning and investment for all forms of travel – motor vehicle, transit, biking, and walking – and the movement of goods and freight. The plan was last updated in 2018; the next update is due by Dec. 6, 2023, when the current plan expires.

In 2019, the Oregon Department of Transportation (ODOT) initiated studying options for a variable rate toll on all lanes of Interstate 205 (I-205) between Stafford Road and Oregon Route 213 (OR-213), known as the [I-205 Toll Project](#). Tolls would raise revenue to complete financing for the planned [I-205 Improvements Project](#) and manage congestion on this section of I-205. In summer 2020, ODOT launched an education and engagement period for the I-205 Toll Project to receive input on the draft purpose and need for the project, the toll alternatives to be studied, and key issues for analysis as required by the National Environmental Policy Act (NEPA). ODOT is now preparing to move the I-205 Toll Project forward in the NEPA review process. As part of this process, ODOT requested an amendment to the 2018 RTP. The expectation is that amendments to the RTP follow the same adoption process as RTP updates, consistent with Metro's Public Engagement Guide and RTP amendment procedures. The amendment process schedule is provided in **Attachment 1**.

IDENTIFIED POLICY OUTCOMES

The requested amendment will:

- add the preliminary engineering phase for the [I-205 Toll Project](#) to the 2018 RTP financially constrained project list to conduct NEPA activities needed to:
 - design tolling operations to reach 30% design for the toll zone and gantry for this segment of the I-205 corridor; and
 - address key issues of concern raised about the toll project, consistent with HB 3055 and the NEPA review process.
- clarify the financial connection of the I-205 Toll Project to the I-205 Improvement Project in Chapter 8 of the 2018 RTP.

ACTION REQUESTED

Approve Ordinance No. 21-1467.

POLICY OPTIONS FOR CONSIDERATION

1. Approve Ordinance No. 21-1467 as recommended.
2. Approve Ordinance No. 21-1467 with modifications.
3. Do not approve Ordinance No. 21-1467.

RECOMMENDED ACTION

Approve Ordinance No. 21-1467.

Metro staff has reviewed the information submitted by ODOT in **Attachment 2** and finds that the requested amendment to the 2018 RTP to add the preliminary engineering phase of the I-205 Toll Project is regionally significant and appears consistent with the 2018 RTP regional priority policy outcomes, goals, objectives and policies; statewide planning goals; and federal fiscal constraint requirements. Furthermore, the process for public review and consideration of the requested amendment followed Metro's adopted Public Engagement Guide and RTP amendment procedures. The amendment appears consistent with the 2018 RTP and related public engagement procedures for amendments to the RTP.

STRATEGIC CONTEXT AND FRAMING COUNCIL CONSIDERATION

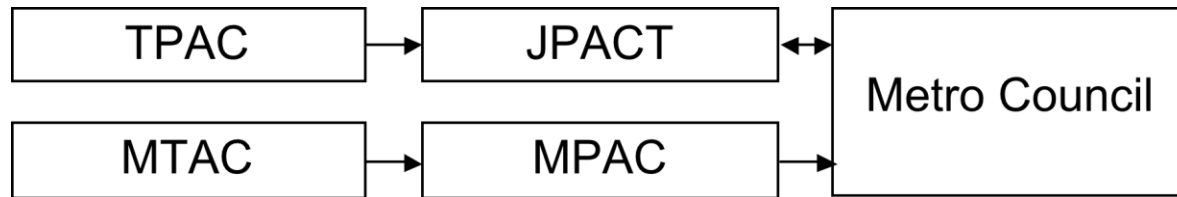
In 2018, JPACT and the Metro Council adopted a significant update to the RTP following three years of engagement that included more than 19,000 touch points with community members, community and business leaders, and local, regional and state jurisdictional partners. Reflecting the extensive engagement that shaped the plan, the 2018 RTP established a vision and regional transportation policy direction for planning and investment in the greater Portland transportation system. In addition to adequately maintaining the transportation system, investments aim to improve outcomes toward desired performance for the following priority policy outcomes:

- Equity
- Safety
- Climate
- Congestion relief

As the federally-designated metropolitan planning organization (MPO) for the Portland metropolitan area, Metro is responsible for developing and maintaining the RTP. As the regional government responsible for regional land use and transportation planning under state law, Metro is also responsible for developing and maintaining a regional transportation system plan (TSP), consistent with the Regional Framework Plan, statewide planning goals, the Oregon Transportation Planning Rule (TPR), the Metropolitan Greenhouse Gas (GHG) Reduction Rule, the Oregon Transportation Plan (OTP), and by extension the Oregon Highway Plan (OHP) and other state modal plans.

The Metro Council and JPACT jointly share responsibility for developing and adopting an updated RTP every five years to maintain compliance with federal and state requirements. Adoption or amendment of the RTP is a land use action under the statewide land use planning program. As such, the Metro Policy Advisory Committee (MPAC) serves in an advisory role to the Metro Council. The regional decision-making framework is shown in **Figure 1**.

Figure 1. Regional Transportation Plan (RTP) Decision-Making Framework



Amendments to the RTP are considered in between scheduled updates when a sponsoring agency requests changes to the funding, phasing, mode, function or general location of a project in the plan. There are several general sources for RTP amendment requests, including:

- (1) ODOT requests that require an amendment to the RTP for specific projects or the phasing of existing projects due to a funding decision by the Oregon State Legislature or other action by the Oregon Transportation Commission;
- (2) city or county requests involving transportation projects in local transportation system plans (TSPs), area plans, concept plans or studies adopted through a public process;
- (3) transit agency requests to align transit plans or projects adopted through a public process and the RTP; and
- (4) amendments resulting from a NEPA review process, corridor refinement planning as defined in the Oregon TPR, or other studies that involve additions or deletions to the RTP financially constrained project list or a significant change in the mode, function or general location of a project on the RTP financially constrained project list.

The expectation is that amendments to the RTP follow the same adoption process as RTP updates. As described in [Chapter 8](#) (Section 8.4) of the RTP, such amendments require adoption by the JPACT and the Metro Council by Ordinance, accompanied by findings that demonstrate consistency with:

- regional priority policy outcomes, goals, objectives and policies;
- statewide planning goals;
- federal fiscal constraint requirements; and
- Metro’s adopted Public Engagement Guide and RTP amendment procedures.

Attachment 1 provides a more detailed schedule of the process and timeline for considering the requested RTP amendment and a subsequent MTIP amendment. Key dates and milestones included:

- **Oct. 1 to Nov. 15, 2021** – Metro held a 45-day public comment period. Comments were accepted through an online comment form, email, mail, phone, and a public hearing held by the Metro Council on Nov. 4, 2021. A report documenting all comments received during the comment period is provided in **Attachment 3**.
- **November 2021 to Jan. 2022** – Metro and ODOT staff reported back public comments received to the Metro Technical Advisory Committee (MTAC), the Transportation Policy Advisory Committee on Transportation (TPAC), the Metro Policy Advisory Committee (MPAC), JPACT and the Metro Council. The briefings provided opportunity for discussion of the amendment and consideration of public comments received as well as concerns raised by committee members and Councilors.

Concerns raised by committee members and Councilors included: the coordination and timing of this project relative to ODOT's Regional Mobility Pricing Project, future opportunity for input to influence the project, and the timing of consideration of the amendment relative to Oregon Transportation Commission (OTC) consideration of Investment in Infrastructure and Jobs Act (IIJA) funding scenarios.

- **Feb. to March 2022** – Continued discussion and consideration of final recommendations from TPAC and MPAC, and action by JPACT and the Metro Council.

ANALYSIS/INFORMATION

Known opposition: Public comments in opposition to tolling, the I-205 Toll Project and this proposed amendment are summarized in the public comment report provided in **Attachment 3**.

Legal Antecedents:

- **Ordinance No. 18-1421** (For the Purpose of Amending the 2014 Regional Transportation Plan to Comply with Federal and State Law and Amending the Regional Framework Plan), adopted by the Metro Council on Dec. 6, 2018.
- **House Bill 3055** (2021), enacted on July 7, 2021.
- **House Bill 2017** (2017), enacted on Aug. 18, 2017.

Anticipated Effects: Approval of the RTP amendment will allow the I-205 Toll Project to continue to move forward in the NEPA review process that is underway. Projects and programs must be in the RTP's financially constrained system in order to be eligible for federal and state funding, and to receive federal approvals during the NEPA review process. If approved, the 2018 RTP financially constrained project list amendment allows a separate amendment to the [2021-2024 Metropolitan Transportation Improvement Program](#) (MTIP) to move forward for consideration by JPACT and the Metro Council. The MTIP amendment, if approved, programs funding for the preliminary engineering phase for the I-205 Toll Project.

ODOT is committed to continuing public engagement on the I-205 Toll Project through 2022 (See the [I-205 Toll Project Public Involvement Plan](#)) and to addressing key concerns raised consistent with HB 3055 and the NEPA review process, including:

- Reducing traffic congestion and managing demand;
- Documenting the impacts of diversion of traffic onto local streets and bridges and identifying transit and multimodal investments needed to reduce the impacts of diversion;
- Improving safety;
- Meeting the state's greenhouse gas emissions reduction goals;
- Minimizing impacts to historically and currently underrepresented and disadvantaged communities; and
- Establishing equitable income-based toll rates to be paid by users of tollways.

The Metro Council and JPACT will continue to look for commitments from ODOT to address these concerns as the NEPA process for the I-205 Toll Project continues.

Coordinated Timeline for Proposed I-205 Toll Project Amendments

September 2021 to March 2022

This document summarizes key milestones and decisions for consideration of proposed [I-205 Toll Project](#) amendments to the [2018 Regional Transportation Plan](#) (RTP) and the [2021-24 Metropolitan Transportation Improvement Program](#) (MTIP).

- RTP Amendment for I-205 Toll Project is in **blue**
- MTIP Amendment for I-205 Toll Project is in **green**
- Public notices and comment periods are in shaded grey
- Action items (votes) in **bold***

2021 Dates	What
Sept. 16	<i>Advance public notice of opening of public comment period for RTP Amendment (published 15 days in advance of public comment period)</i>
Oct. 1	<i>DLCD Form 1 and proposed amendment submitted to DLCD via email</i>
Oct. 1 to Nov. 15	<i>45-day public comment period on proposed RTP amendment for I-205 Toll Project published by Metro at oregonmetro.gov/</i>
Oct. 1	TPAC – Introduce RTP amendment for I-205 Toll Project
Oct. 21	JPACT – Introduce RTP amendment for I-205 Toll Project
Oct. 27	MPAC – Introduce RTP amendment for I-205 Toll Project
Nov. 4	Metro Council (Meeting) – Introduce RTP amendment for I-205 Toll Project <i>Public hearing as part of public comment period/1st Read of Ordinance No. 21-1467 on RTP amendment for I-205 Toll Project</i>
Nov. 15	<i>Close of 45-day public comment period on RTP amendment for I-205 Toll Project</i>
Nov. 17	MTAC – Introduce RTP amendment for I-205 Toll Project and discussion of public comments and draft legislation for proposed RTP amendment
Nov. 30 to Jan. 6	<i>30-day public comment period on proposed MTIP amendment for I-205 Toll Project published by Metro</i>
Dec. 3	TPAC – Discussion of public comments and draft legislation for proposed RTP amendment for I-205 Toll Project TPAC – Introduce MTIP amendment for I-205 Toll Project
Dec. 8	MPAC – Discussion of public comments and draft legislation for proposed RTP Amendment for I-205 Toll Project
Dec. 14	Metro Council (Work Session) – Discussion of public comments and draft legislation for proposed RTP amendment for I-205 Toll Project Metro Council (Work Session) – Introduce MTIP amendment for I-205 Toll Project
Dec. 16	JPACT – Discussion of public comments and draft legislation for proposed RTP amendment for I-205 Toll Project JPACT – Introduce MTIP amendment for I-205 Toll Project

* Actions are shown as proposed for discussion and consideration with actions at the discretion of each body to approve, deny or defer

2022 Dates	What
Jan. 6	<i>Close of 30-day public comment period on MTIP amendment for I-205 Toll Project</i>
Jan. 19	MTAC – Discussion to provide feedback on proposed RTP amendment for I-205 Toll Project for consideration by MPAC
Jan. 20	JPACT – Discussion of public comments and draft legislation for proposed RTP amendment for I-205 Toll Project JPACT – Discussion on MTIP amendment for I-205 Toll Project
Jan. 26	MPAC – Discussion on RTP amendment for I-205 Toll Project
Feb. 4	TPAC – Discussion on RTP amendment for I-205 Toll Project TPAC – Discussion on MTIP amendment for I-205 Toll Project
Feb. 17	JPACT – Discussion on RTP amendment for I-205 Toll Project
March 4*	TPAC – Discussion and consider action on RTP amendment for I-205 Toll Project TPAC – Discussion and consider action on MTIP amendment for I-205 Toll Project
March 17*	JPACT – Discussion and consider action on RTP amendment for I-205 Toll Project JPACT – Discussion and consider action on MTIP amendment for I-205 Toll Project
March 23*	MPAC – Discussion and consider action on RTP amendment for I-205 Toll Project
April 14*	Metro Council (Meeting) – Discussion or consider action on RTP amendment for I-205 Toll Project; 2nd Read of Ordinance No. 21-1467 on RTP amendment for I-205 Toll Project Metro Council – Discussion or consider action on MTIP amendment for I-205 Toll Project
<i>If approved, PAPA Adoption Notice with final action submitted to DLCD within 20 days after RTP amendments adopted by the Metro Council; there is an opportunity for appeal period.</i>	

** Actions are shown as proposed for discussion and consideration with actions at the discretion of each body to approve, deny or defer*



January 13, 2022

Oregon Transportation Commission
Oregon Department of Transportation
355 Capitol Street NE, MS11 Salem, OR 97301-3871

RE: Joint Clackamas County Chair and Cities of Clackamas County Letter of Concern re: I-205 Toll Project

Chair Van Brocklin and Commissioners,

We write today as leaders of the communities who will be the most impacted by implementation of the proposed I-205 toll project. We recognize that you are working at the direction of the legislature to develop a toll program for I-205 and I-5, primarily due to the lack of dedicated funds to the project. We also believe that the passage of the IJA creates a unique opportunity to work in partnership with the region to develop a cohesive, coordinated approach with aligned implementation timelines instead of seeking approval for the I-205 Toll Program ahead of the development of the Regional Mobility Pricing Project.

Our jurisdictions support a functional regional interstate system that prioritizes equity, safety, a vibrant economy, healthy and active communities, climate action, disaster resilience, and the reliable movement of people and goods. The existing bottleneck on I-205 between Stafford Road and OR 99E results in significant congestion, unnecessary safety issues, and diversion into local communities. Governor Brown and the Oregon Legislature heard these concerns from Oregonians across the state, leading to the legislature prioritizing the I-205 bottleneck project as part of HB 2017.

The current proposal to toll I-205 does not meet the needs or resolve the diversion currently affecting our communities and will likely do more harm to the environment and quality of life in Clackamas County by redistributing traffic and emissions in areas unprepared for it. While we appreciate and support the upcoming construction of Phase 1A of the I-205 Capital Improvements Project, which

includes needed seismic improvements to the Abernethy Bridge, our concerns about the impacts of diversion continue to grow.

We recognize that ODOT will be modeling the system and analyzing the impacts in early 2022, but we are not convinced that the impacts are possible to mitigate due to already existing high volumes of diversion resulting from lack of infrastructure and a complicated geography. Additional diversion threatens the safety of those most vulnerable and the economic potential of our communities.

To be clear, if the toll project creates additional diversion beyond what we are already experiencing today, then it does not accomplish one of the goals that the capital improvements project set out to achieve for Clackamas County, the region, and the state.

We request the OTC and ODOT respond to the following requests and actively work with our communities to resolve the underlying concerns before asking for changes to regional and statewide plans.

First, we request that the OTC provide an explicit commitment that all impacts of tolling, especially diversion, will be mitigated to protect the health of our communities and the economic viability of our region. To advance this commitment, we request that ODOT establish an agreement including a formal structure and process with impacted local jurisdictions that will identify and prioritize mitigation projects, monitor performance, and make ongoing investment decisions. This should occur before we are asked to support currently proposed changes to regional and statewide plans.

As proposed by ODOT, the I-205 Toll Project will toll all lanes in an effort to raise revenue and reduce congestion on the freeway. This proposal will only serve to increase the problem of diversion in local communities, especially if I-205 is tolled ahead of the rest of the region.

We have seen no evidence that the proposed toll project will help to resolve the original diversion that was to be solved with the bottleneck project and no evidence that the toll project will mitigate additional diversion resulting from tolling. The RMMP Summer 2021 Engagement Report highlights that many community members plan on rerouting their trips to avoid tolls. Preliminary modeling data shows widespread diversion impacts that will be difficult, if not impossible, to mitigate. Early analysis projects diversion impacts in the areas of the county with higher percentages of low income, seniors, and Latinx households. Yet, despite this lack of information and concerning early information, our communities are being asked to go along with the I-205 toll project as a sole source of revenue, approve regional and statewide plans, and trust this process will simply work out. This expectation is unacceptable. Trust is not built on faith, but rather transparency, predictability, and dialog.

Second, we ask that the OTC not move forward with tolling or congestion pricing on I-205 prior to full system implementation of regional congestion pricing.

Despite repeated requests and input to ensure that tolling is implemented on the region's highway system at roughly the same time, ODOT's current proposal would toll the I-205 corridor as soon as 2024 while tolling in the rest of the region is slated for 2025 or later, if at all.

The current approach appears piecemeal and it remains unclear how the toll project would be integrated with the broad plan for congestion pricing in the region. Further, it places a unique economic

hardship on our communities – and only our communities – for an uncertain amount of time and, we feel, puts at risk the likelihood of success for a regional toll program.

Finally, we ask that the OTC direct the use of some of the federal infrastructure funds to construct Phase 1A of the I-205 Capital Improvements project to allow the region time to develop a cohesive, coordinated approach to congestion pricing and to allow implementation to occur at the same time.

We applaud and appreciate ODOT's forward thinking in joining us and many other regional partners in submitting a letter to the federal delegation back in June of 2021 (attached) which asserted that federal funding for Phase 1A will allow an opportunity to diversify the funding for the project and prevent the need to toll the project ahead of the development and implementation of a comprehensive regional pricing program.

While we recognize there are many transportation needs across the state, the recent passage of the Infrastructure Investments and Jobs Act (IIJA) provides an estimated \$1.2 billion in new revenue to ODOT and is a timely resource to help pay for the projects of statewide significance identified in HB 2017, including I-205 and Rose Quarter. Additionally, IIJA reauthorizes a variety of nationwide grants that could reduce or even negate the need to toll the I-205 project ahead of congestion pricing. HB 3055 provided flexibility of the penny gas tax created in HB 2017 and expanded ODOT's bonding authority. At a minimum, the flexible penny in combination with the expanded bonding capacity and the federal funding should be utilized to finance construction of these projects which will allow time for the region to develop a coordinated approach to congestion pricing and tolling with comprehensive analysis and aligned implementation timelines.

We look forward to your response to our urgent requests, particularly regarding diversion.

Thank you for your consideration.

Sincerely,



Tootie Smith, Chair
Clackamas County Board of Commissioners



Tammy Stempel, Mayor
City of Gladstone



Rachel Lyles Smith, Mayor
City of Oregon City



Tom Ellis, Mayor
City of Happy Valley



Sean Drinkwine, Mayor
City of Estacada



Jules Walters, Mayor
City of West Linn



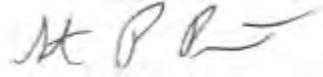
Frank Bubenik, Mayor
City of Tualatin



Mark Gamba, Mayor
City of Milwaukie



Joe Buck, Mayor
City of Lake Oswego



Stan Pulliam, Mayor
City of Sandy



Scott Keyser, Mayor
City of Molalla



Julie Fitzgerald, Mayor
City of Wilsonville



Traci Hensley, Council President
City of Canby

CLACKAMAS COUNTY VALUES
ON PROPOSED TRANSPORTATION FUNDING SOLUTIONS
FOR THE INTERSTATE SYSTEM IN THE PORTLAND METROPOLITAN AREA

4.15.2021

Clackamas County supports a functional regional interstate system that prioritizes equity, safety, a vibrant economy, healthy and active communities, climate action, disaster resilience, and the reliable movement of people and goods.

We acknowledge that additional funding is needed to construct these projects and other improvements on the interstate system. Clackamas County has identified the following values that should be reflected in any approved funding solutions.

To ensure a safe, equitable regional interstate system, funding solutions should...

- Support timely allocation of funds to construct the projects of statewide significance from HB2017
- Ensure that revenue be reinvested in projects identified by an inclusive public process led by ODOT and coordinated with the local governments
- Elevate engagement with people who have been historically left out of policy discussions, such as low income families and people of color
- Establish viable alternative transportation options that support the functionality of the interstate system, such as an accessible transit system, in areas with inadequate service
- Support necessary improvements to accommodate the region's current and projected growth

To support a vibrant economy & ensure the reliable movement of people and goods, funding solutions should...

- Ensure that no tolling or congestion pricing occurs on any one part of the system prior to full system implementation to avoid economic disadvantages or unfair burdens on people (communities, businesses, and the movement of commerce)
- Maintain a transportation system for urban and rural residents that is dependable and predictable to attract new businesses and industry, and provides reliable travel times for commuters and employers
- Enhance opportunities for Disadvantaged Business Enterprise (DBE) in capital projects and incorporate Construction Career Pathways (C2P2) strategies to promote diversity in skilled construction occupations

To prioritize disaster resiliency and climate action, funding solutions should...

- Provide safe, efficient evacuation routes during natural disasters, such as wildfires and earthquakes, by upgrading vulnerable bridges and other transportation infrastructure to be earthquake ready
- Balance transportation improvements with the County's goal to be carbon neutral by 2050 by working to improve regional air quality and mitigate impacts of vehicle pollution on public health and the environment

To support healthy and active communities, funding solutions should...

- Mitigate impacts on local facilities caused by diversion/rerouting of trips (all modes)
- Embed safety, health and equity into project designs and program policies (all modes)
- Improve connections and travel options to places of work, school, medical care, and recreation

This document is not an endorsement or acceptance of any proposal to implement tolling or congestion pricing on I-205, as we believe it will have a disproportionate and detrimental effect on Clackamas residents, businesses, and visitors.

RESOLUTION 22-04

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKE OSWEGO CALLING FOR COMPLETION OF THE REGIONAL MOBILITY PRICING PROJECT PRIOR TO A DECISION ON TOLLING I-205 AND FOR CONSTRUCTION OF THE ABERNETHY BRIDGE WITH OTHER FUNDS

WHEREAS, after the passage of HB 2017 in 2017, Oregon Department of Transportation (ODOT) began planning to replace the Abernethy Bridge and widen I-205 from four lanes to six lanes from the Willamette River to the Stafford Road exit. HB 2017 also kicked off the Regional Mobility Pricing project and tied the widening of I-205 to tolling; and

WHEREAS, replacement of the Abernethy Bridge with a structure that can withstand a major earthquake is needed to make Oregon and the Portland metropolitan area more resilient and prepared for disaster; and

WHEREAS, funding can be made available to complete replacement of the Abernethy Bridge without imposing tolls on I-205; and

WHEREAS, funding for other phases of the I-205 project, including adding additional freeway lanes and improving other bridges on I-205, depends on the imposition of tolls. ODOT has applied to amend the Regional Transportation Plan (RTP) to include tolling as part of the I-205 project; and

WHEREAS, in addition to I-205, tolls are being considered as part of the Regional Mobility Pricing Project, the Interstate Bridge Replacement Project, and the Road User Fee Task Force. These overlapping projects are causing substantial public confusion; and

WHEREAS, we support efforts to replace the gasoline tax with user fees that reduce congestion, encourage use of alternative modes, reduce greenhouse gas emissions, and ensure all users are fairly charged and generate revenue for maintenance and enhancement of our transportation system; and

WHEREAS, there is near universal public opposition to tolling I-205, and imposing tolls in the may cement public opposition rather than improve the public's understanding of the need for new revenue for transportation; and

WHEREAS, ODOT's modeling shows that a substantial number of trips and hours of congestion will move from I-205 to county roads and local streets; and

WHEREAS, diversion remains unaddressed by the I-205 Tolling project. Many of the roads that will experience diversion are already congested, have inadequate transit service, and lack bicycle and pedestrian facilities; and

WHEREAS, diversion will substantially harm Regional and Town Centers in Oregon City, West Linn, Tualatin, and Lake Oswego, which are important to the Region in managing future population and employment growth and creating vibrant communities. The health of these centers is the first goal of the RTP; and

WHEREAS, ODOT has failed to apply their own Equity Framework to analyze the impact of tolling on historically marginalized communities, particularly the elderly, low income residents, and Latinx households who will be impacted by expected diversion; and

WHEREAS, ODOT's application to amend the RTP asks our region to find that tolling is consistent with regional goals and objectives before critical modeling work, coordination with transit providers, analysis of environmental benefits, and funding for mitigation measures is complete.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Lake Oswego that:

Section 1. The region should complete the Regional Mobility Pricing Project before implementing tolling on any single section of highway.

Section 2. Prior to amending the RTP, ODOT should convene a working group to develop a plan for capital and programmatic projects needed to deal with the impacts that communities, neighborhoods, and residents will experience from diversion from a toll on I-205.

Section 3. ODOT should evaluate funding the construction of Phase 1A of the I-205 project, the construction of a seismically sound Abernethy Bridge.

Section 4. ODOT, Metro, and the Cities and Counties of the region should recognize the widespread and substantial public opposition to tolling, and should invest in an extensive public campaign and interagency coordination to increase public acceptance of user fees and congestion pricing.

Section 5. The 2023 update of the Regional Transportation Plan should explicitly address the question of whether road user fees may be used as a funding source for future capital projects. The RTP should also set policy for the elements that need to be in place prior to implementation of user fees and congestion pricing, such as an equity framework, programs for low income residents, policies for analyzing diversion, adequate transit service, infrastructure for carpooling and vanpooling, and safe and connected bicycle and pedestrian infrastructure.

Section 6. Effective Date. This Resolution shall take effect upon passage.

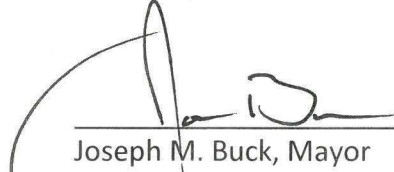
Considered and adopted at the regular meeting of the City Council of the City of Lake Oswego on the 18th day of January, 2022.

AYES: Mayor Buck, Manz, Mboup, Wendland, Nguyen, Verdick, Rapf

NOES: None

EXCUSED: None

ABSTAIN: None



Joseph M. Buck, Mayor

ATTEST:



Kari Linder, City Recorder

APPROVED AS TO FORM:



Jason Loos, City Attorney

RESOLUTION NO. 22-06

A RESOLUTION CALLING FOR COMPLETION OF THE REGIONAL MOBILITY PRICING PROJECT PRIOR TO A DECISION ON TOLLING I-205 AND FOR CONSTRUCTION OF THE ABERNETHY BRIDGE PROJECT WITH OTHER FUNDS

WHEREAS, after the passage of HB 2017 in 2017, Oregon Department of Transportation (ODOT) began planning to replace the Abernethy Bridge and widen I-205 from four lanes to six lanes from the Willamette River to the Stafford Road exit. HB 2017 also kicked off the Regional Mobility Pricing Project and tied the widening of I-205 to tolling; and

WHEREAS, replacement of the Abernethy Bridge with a structure that can withstand a major earthquake is needed to make Oregon and the Portland metropolitan area more resilient and prepared for disaster; and

WHEREAS, funding can be made available to complete replacement of the Abernethy Bridge without imposing tolls on I-205; and

WHEREAS, funding for other phases of the I-205 project, including adding additional freeway lanes and improving other bridges on I-205, depends on the imposition of tolls. ODOT has applied to amend the Regional Transportation Plan (RTP) to include tolling as part of the I-205 project; and

WHEREAS, in addition to I-205, tolls are being considered as part of the Regional Mobility Pricing Project, the Interstate Bridge Replacement Project, and the Road User Fee Task Force. These overlapping projects are causing substantial public confusion; and

WHEREAS, we support efforts to replace the gasoline tax with user fees that reduce congestion, encourage use of alternative modes, reduce greenhouse gas emissions, and ensure all users are fairly charged and generate revenue for maintenance and enhancement of our transportation system; and

WHEREAS, there is near universal public opposition to tolling I-205, and imposing tolls on this project alone may cement public opposition rather than improve the public's understanding of the need for new revenue for transportation; and

WHEREAS, ODOT's modeling shows that a substantial number of trips and hours of congestion will move from I-205 to county roads and local streets; and

WHEREAS, diversion remains unaddressed by the I-205 Tolling Project. Many of the roads that will experience diversion are already congested, have inadequate transit service, and lack bicycle and pedestrian facilities; and

WHEREAS, diversion will substantially harm Regional and Town Centers in Oregon City, West Linn, Tualatin, and Lake Oswego, which are important to the Region in managing future population and employment growth and creating vibrant communities. The health of these centers is the first goal of the RTP; and

WHEREAS, ODOT has failed to apply their own Equity Framework to analyze the impact of tolling on historically marginalized communities, particularly the elderly, low-income residents, and Latino households who will be impacted by expected diversion; and

WHEREAS, ODOT's application to amend the RTP asks our region to find that tolling is consistent with regional goals and objectives before critical modeling work, coordination with transit providers, analysis of environmental benefits, and funding for mitigation measures is complete.

NOW, THEREFORE, OREGON CITY RESOLVES AS FOLLOWS:

Section 1. The region should complete the Regional Mobility Pricing Project before implementing tolling on any single section of highway.

Section 2. Prior to amending the RTP, ODOT should convene a working group to develop a plan for capital and programmatic projects needed to deal with the impacts that communities, neighborhoods, and residents will experience from diversion from a toll on I-205.


Section 3. ODOT should evaluate funding the construction of Phase 1A of the I-205 project, the construction of a seismically sound Abernethy Bridge, with other sources of funding.

Section 4. ODOT, Metro, and the Cities and Counties of the region should recognize the widespread and substantial public opposition to tolling and should invest in an extensive public campaign and interagency coordination to increase public acceptance of user fees and congestion pricing.

Section 5. The 2023 update of the Regional Transportation Plan should explicitly address the question of whether road user fees may be used as a funding source for future capital projects. The RTP should also set policy for the elements that need to be in place prior to implementation of user fees and congestion pricing, such as an equity framework, programs for low-income residents, policies for analyzing diversion, adequate transit services, infrastructure for carpooling and vanpooling, and safe and connected bicycle and pedestrian infrastructure.

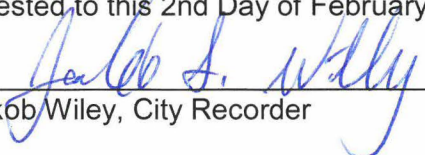
Section 6. Effective Date. This Resolution shall take effect upon passage.

Approved and adopted at a regular meeting of the City Commission held on the 2nd day of February 2022.




Rachel Lyles Smith, Mayor

Attested to this 2nd Day of February 2022



Jakob Wiley, City Recorder

Approved as to legal sufficiency:



City Attorney

RESOLUTION NO. 5595-22

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TUALATIN
ESTABLISHING RECOMMENDATIONS FOR THE I-205 TOLLING PROJECT

WHEREAS, after the passage of HB 2017 in 2017, the Oregon Department of Transportation (ODOT) began planning to replace the Abernethy Bridge and widen I-205 from four lanes to six lanes from the Willamette River to the Stafford Road exit; and

WHEREAS, funding can be made available to complete replacement of the Abernethy Bridge without imposing tolls on I-205; and

WHEREAS, ODOT's modeling shows that a substantial number of trips and hours of congestion will move from I-205 to county roads and local streets; and

WHEREAS, diversion remains unaddressed by the I-205 Tolling Project. Many of the roads that will experience diversion are already congested, have inadequate transit service, and lack bicycle and pedestrian facilities; and

WHEREAS, ODOT has failed to apply their own Equity Framework to analyze the impact of tolling on historically marginalized communities, particularly the elderly, low income residents, and Latino households who will be impacted by expected diversion; and

WHEREAS, ODOT's application to amend the Regional Transportation Plan (RTP) asks the Portland Metropolitan Region to find that tolling is consistent with regional goals and objectives prior to completing critical modeling work, coordination with transit providers, analysis of environmental benefits, and funding for mitigation measures.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. The Portland Metropolitan Region should complete the Regional Mobility Pricing Project before implementing tolling on any single section of highway.

Section 2. Prior to amending the RTP, ODOT should convene a working group to develop a plan for capital and programmatic projects needed to deal with the impacts that communities, neighborhoods, and residents will experience from diversion from a toll on I-205.

Section 3. ODOT should evaluate funding the construction of Phase 1A of the I-205 project, the construction of a seismically sound Abernethy Bridge, with funds other than from tolling, including from the Infrastructure Investments and Jobs Act (IIJA).

Section 4. The 2023 update of the Regional Transportation Plan should explicitly address the question of whether road user fees may be used as a funding source for future capital projects. The RTP should also set policy for the elements that need to be in place prior to implementation of user fees and congestion pricing, such as an equity framework, programs for low income residents, policies for analyzing diversion, adequate transit service, infrastructure for carpooling and vanpooling, and safe and connected bicycle and pedestrian infrastructure.

Section 5. This resolution is effective upon adoption.

Adopted by the City Council this 24th Day of January, 2022.

CITY OF TUALATIN, OREGON

BY Frank Bubenik
Mayor

ATTEST:

BY Sherilyn Lombos
City Recorder

Signature: 

Email: fbubenik@tualatin.gov

Signature: 
Sherilyn Lombos (Jan 28, 2022 08:42 PST)

Email: slombos@tualatin.gov

RESOLUTION NO. 2022-02

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST LINN CALLING FOR COMPLETION OF THE REGIONAL MOBILITY PRICING PROJECT PRIOR TO A DECISION ON TOLLING I-205 AND FOR CONSTRUCTION OF THE ABERNETHY BRIDGE PROJECT WITH OTHER FUNDS.

WHEREAS, after the passage of HB 2017 in 2017, Oregon Department of Transportation (ODOT) began planning to replace the Abernethy Bridge and widen I-205 from four lanes to six lanes from the Willamette River to the Stafford Road exit. HB 2017 also kicked off the Regional Mobility Pricing project and tied the widening of I-205 to tolling; and

WHEREAS, replacement of the Abernethy Bridge with a structure that can withstand a major earthquake is needed to make Oregon and the Portland metropolitan area more resilient and prepared for disaster; and

WHEREAS, alternative sources of funding appear adequate to replace the Abernethy Bridge without imposing tolls on I-205; and

WHEREAS, funding for other phases of the I-205 project, including adding additional freeway lanes and improving other bridges on I-205, depends on the imposition of tolls. ODOT has applied to amend the Regional Transportation Plan (RTP) to include tolling as part of the I-205 project; and

WHEREAS, in addition to I-205, tolls are being considered as part of the Regional Mobility Pricing Project, the Interstate Bridge Replacement Project, and the Road User Fee Task Force. These overlapping projects are causing substantial public confusion; and

WHEREAS, we support efforts to replace the gasoline tax with user fees that reduce congestion, encourage use of alternative modes, reduce greenhouse gas emissions, and ensure all users are fairly charged and generate revenue for maintenance and enhancement of our transportation system; and

WHEREAS, there is significant public opposition to tolling I-205, and imposing tolls on this project alone may cement public opposition rather than improve the public's understanding of the need for new revenue for transportation; and

WHEREAS, ODOT's modeling shows that a substantial number of trips and hours of congestion will move from I-205 to county roads and local streets; and

WHEREAS, diversion remains unaddressed by the I-205 Tolling Project. Many of the roads that will experience diversion are already congested, have inadequate transit service, and lack bicycle and pedestrian facilities; and

WHEREAS, diversion will substantially harm Regional and Town Centers in Oregon City, West Linn, Tualatin, and Lake Oswego, which are important to the Region in managing future population and employment growth and creating vibrant communities. The health of these centers is the first goal of the RTP; and

WHEREAS, ODOT has failed to apply their own Equity Framework to analyze the impact of tolling on historically marginalized communities, particularly the elderly, low income residents, and Latinx households who will be impacted by expected diversion; and

WHEREAS, ODOT's application to amend the RTP asks our region to find that tolling is consistent with regional goals and objectives before critical modeling work, coordination with transit providers, analysis of environmental benefits, and funding for mitigation measures is complete.

NOW, THEREFORE, THE CITY OF WEST LINN RESOLVES AS FOLLOWS:

SECTION 1. The region should complete the Regional Mobility Pricing Project before implementing tolling on any single section of highway.

SECTION 2. Prior to amending the RTP, ODOT should convene a working group to develop a plan for capital and programmatic projects needed to deal with the impacts that communities, neighborhoods, and residents will experience from diversion from a toll on I-205.

SECTION 3. ODOT should evaluate funding the construction of Phase 1A of the I-205 project, the construction of a seismically sound Abernethy Bridge, with other sources of funding including funds from the federal Infrastructure Investment and Jobs Act.

SECTION 4. ODOT, Metro, and the Cities and Counties of the region should recognize the widespread and substantial public opposition to tolling, and should invest in an extensive public campaign and interagency coordination to increase public awareness and understanding of potential incoming user fees and congestion pricing.

SECTION 5. The 2023 update of the Regional Transportation Plan should explicitly address the question of whether road user fees may be used as a funding source for future capital projects. The RTP should also set policy for the elements that need to be in place prior to implementation of user fees and congestion pricing, such as an equity framework, programs for low income residents, policies for analyzing diversion, adequate transit service, infrastructure for carpooling and vanpooling, and safe and connected bicycle and pedestrian infrastructure.

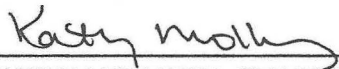
SECTION 6. Effective Date. This Resolution shall take effect upon passage.

This resolution was PASSED and ADOPTED this 18th day of January, 2022, and takes effect upon passage.



JULES WALTERS, MAYOR

ATTEST:



KATHY MOLLUSKY, CITY RECORDER

APPROVED AS TO FORM:



CITY ATTORNEY

Values, Outcomes and Actions (VOA): I-205 Tolling Project and Regional Mobility Pricing Project

Purpose: Clarify the values, outcomes and actions wanted from a statewide congestion pricing program and the initial projects therein.

Background: The Oregon Department of Transportation (ODOT) is developing a Toll Program and the first two congestion pricing projects proposed by ODOT are the Regional Mobility Pricing Project and I-205 Toll Project. Each of these projects are working towards federal approval or milestone decisions by 2024.

In terms of policy framework, the current Regional Transportation Plan (RTP) calls for the use of congestion pricing to manage demand and reduce greenhouse gases. In 2021, Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) adopted the findings and recommendations of Metro's Regional Congestion Pricing Study based on two years of modeling, data analysis and input from an expert panel. Congestion pricing has been shown to address issues of mobility, greenhouse gas emissions, equity, and safety where it has been applied. The success of a project or program is largely based on how it is developed and implemented. JPACT and Metro Council directed Metro staff to incorporate the findings and recommendations from Metro's study into the 2023 RTP.

Metro appreciates the work by our ODOT partners to improve congestion in the Portland Metro region by implementing congestion pricing. In general, Metro Council supports the use of congestion pricing to manage traffic demand and reduce greenhouse gases. However, Metro believes that we need a stronger policy framework and more evaluation of the issues before moving forward. Our regional partners on the JPACT and MPAC committees have been clear that they want to see congestion pricing implemented on I-5 and I-205 as part of a larger long-term plan for system-wide congestion management.

For the purpose of this document, congestion pricing is defined as a strategy that charges drivers for driving on a particular roadway or for driving or parking in a particular area. There are various tools to implement congestion pricing, including tolling (where a road owner charges a fee to drive on a certain roadway, bridge, or corridor) and a road user charge, also referred to as a vehicle miles traveled fee (where drivers pay a fee for every mile they travel).

Below are Metro Council's Values, Outcomes and Actions desired for ODOT's tolling projects, which align with Metro's Regional Transportation Plan and the recommendations in Metro's Regional Congestion Pricing Study.

Value: Reduce Congestion and Manage Demand.

- **Outcome: Integrate the I-205 Tolling project with ODOT's Regional Mobility Pricing Project (RMPP) in terms of timing and approach to develop a comprehensive regional tolling and congestion pricing plan.** A system-wide approach is supported by the findings and recommendations from Metro's Regional Congestion Pricing Study and an Expert Panel Review, and is aligned with the ODOT's Office of Urban Mobility's strategy in the Portland Metro region. The implementation of the I-205 Tolling project should be in sync with ODOT's Regional Mobility

Discussed at Metro Council Work Session on 2/8/22.
Revised draft (2/11/22) based on Metro Council requests
For JPACT discussion on 2/17/22

Pricing Project. State decisions around congestion pricing costs, revenues, and reinvestment decisions should happen at a regional scale and follow regional priorities as pricing programs have benefits and impacts across the region.

Actions

- Integrate the I-205 Toll project into the Regional Mobility Pricing Project so that the system starts at approximately the same time across the region
- Use a consistent and standard approach to setting variable toll rates across the region; including a program for low-income users
- Apply tolling to all lanes of traffic
 - Use data and modeling to manage the system and the demand throughout the system
 - Use data and modeling to identify benefits, impacts, and mitigations at a local and regional level
- Share information on estimated revenues and proposed allocation of revenues, and work with regional partners to develop local oversight of revenue allocation.
- Local oversight over the revenues and an agreement with local jurisdictions on oversight of local projects.

Value: Address Traffic Safety on Local Streets.

- **Outcome: Prioritize safety on local streets by minimizing diversion from the Interstate to local roads.** Based on modeling data, there is a high likelihood that ODOT's I-205 Tolling Project and other ODOT tolling projects could cause substantial diversion from the Interstate system onto local streets owned by the counties and cities. ODOT needs to have a clear plan in place to manage traffic diversion, including coordination with transit agencies to provide robust transit options. In addition, State law HB 3055 makes clear that ODOT is to address safety issues on local streets and that tolling revenues could be used on a wide-range of multi-model projects to create a comprehensive approach to managing traffic diversion.

Actions

- Set aside funds to manage diversion on local streets. State law (HB 3055) allows ODOT to use the revenue from tolling for traffic safety and diversion, and explicitly on roadways that are parallel or adjacent to any interstate highway tolled by the State.
- Identify specific, local projects that will be funded with the tolling revenue along the I-205 corridor and along I-5 as part of the RMMP
- Create a Transit Action Plan for the "impact area" of the tolling projects, coordinating with TriMet and SMART, and identify the specific capital investments in transit that ODOT will make to increase access to transit in the tolling locations
- Use traffic data to continue identifying and mitigating diversion to local streets after tolling projects are implemented.
- Provide transparency in terms of the estimated revenue and proposed allocation of that revenue.

Discussed at Metro Council Work Session on 2/8/22.
Revised draft (2/11/22) based on Metro Council requests
For JPACT discussion on 2/17/22

Value: Reduce Greenhouse Gases.

- **Outcome: Create a pricing system that is truly responsive to travel demand to reduce greenhouse gases.** There is an opportunity to combine the RMPP with the I-205 Toll project to create an efficient, regional system. Congestion pricing has the potential to improve travel times and reduce greenhouse gas emissions, if done correctly and comprehensively. Ongoing monitoring of performance is necessary to adjust and optimize a region-wide program once implemented.

Actions

- Set up operations to manage the I-205 Tolling Program, the RMPP, and variable rate tolling on the I-5 Bridge Replacement project as one comprehensive, dynamic congestion pricing system.
- Measure and monitor vehicle miles travelled on the Interstate and local roadways, taking into account potential and observed diversion caused by tolling.
- Increase multi-modal options; fund with tolling revenue

Value: Address Equity and Reduce Impacts to Low-Income Drivers

- **Outcome: Equity and affordability should be built into the project from the outset.** A tolling project should build equity, safety, and affordability into the project definition so a holistic project that meets the need of the community is developed rather than adding “mitigations” later. Per the recommendation of ODOT’s Equity and Mobility Advisory Committee on Tolling, ODOT should use the tolling revenue to provide travel benefits to low-income users, pay for multi-modal needs in the project area, and minimize harm to Black, Indigenous and People of Color (BIPOC) communities.

Actions

- Use a co-creation process with local communities to make decisions on tolling project goals, toll rates, and revenue allocation.
- When setting up tolling rates, create a special program and/or discounts for low-income users of the transportation system that consider the costs of transportation to users compared to their relative incomes
- When allocating revenues, invest in low-income and BIPOC communities who are disproportionately impacted by the costs of the toll.
- Work with partners to provide toll-free transportation options such as transit
- Conduct modeling, data analysis, and mapping to understand where impacts and benefits are concentrated and use that information to inform where mitigations and discounts should be targeted; in addition, conduct analysis of cost burdens on users compared to travel-time benefits
- Set up a program to diversify the workforce for the toll operation, considering the Construction Career Pathways framework that has been adopted by Metro and other local agencies.

Materials following this page were distributed at the meeting.



Metro



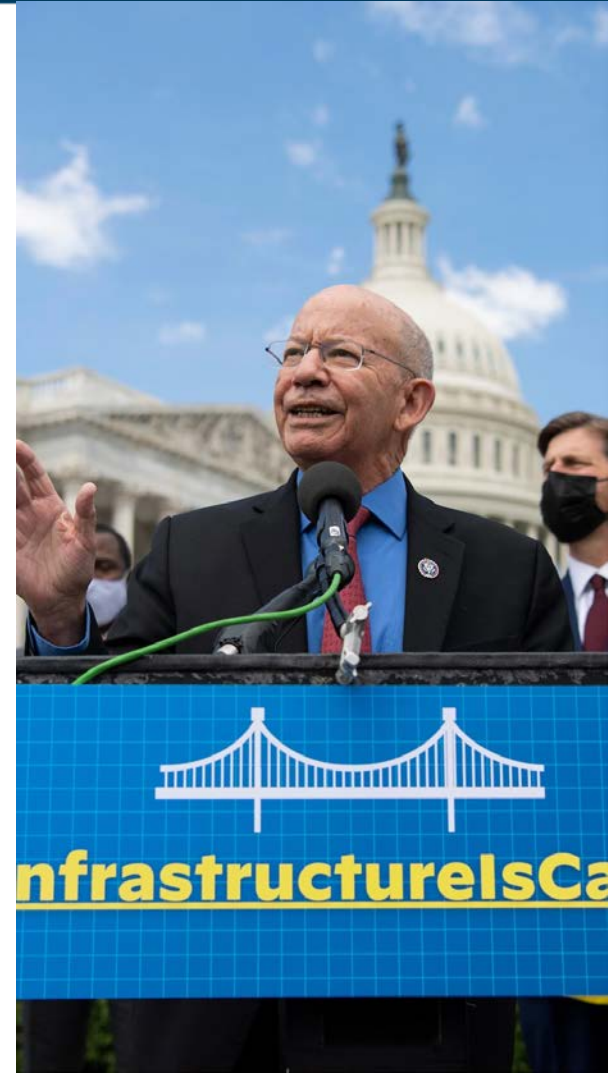
Infrastructure Investment and Jobs Act (IIJA) and Regional Transit Projects

Transportation Investments

\$106.9 billion for public transit, an increase of \$41.1 billion (63 percent) above current levels. This includes:

- \$33.5 billion is provided for 5307 Urbanized Formula Grants;
- \$18.4 billion for 5337 State of Good Repair Formula Grants;
- \$4.6 billion for 5311 Rural Formula;
- \$3.9 billion for Growth/Density Formula
- \$3.2 billion for Bus Formula;
- \$2.3 billion for Competitive Bus Grants; and
- \$1.9 billion for 5310 Elderly/Disabled Formula.

Oregon is projected to receive a total of \$795.8 million in FTA formula funding over the 5-years, including a total of \$548.6 million for the Portland/Vancouver area



Regional Priorities Letter

- Directed to our congressional delegation and FTA
- Project-specific
- A “heads up” so our delegation can know what is coming and be ready to support us

Regional Federalized Projects

- Capital (not operations)
- Specific
- Planning already in progress
- Align with federal grants



Next Up

- Federal Rulemaking
- OTC Decision-making
- Honoring Rep. DeFazio
- JPACT Field Day

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Metro

Emerging transportation trends: initial results

JPACT

February 17, 2022

Study purpose

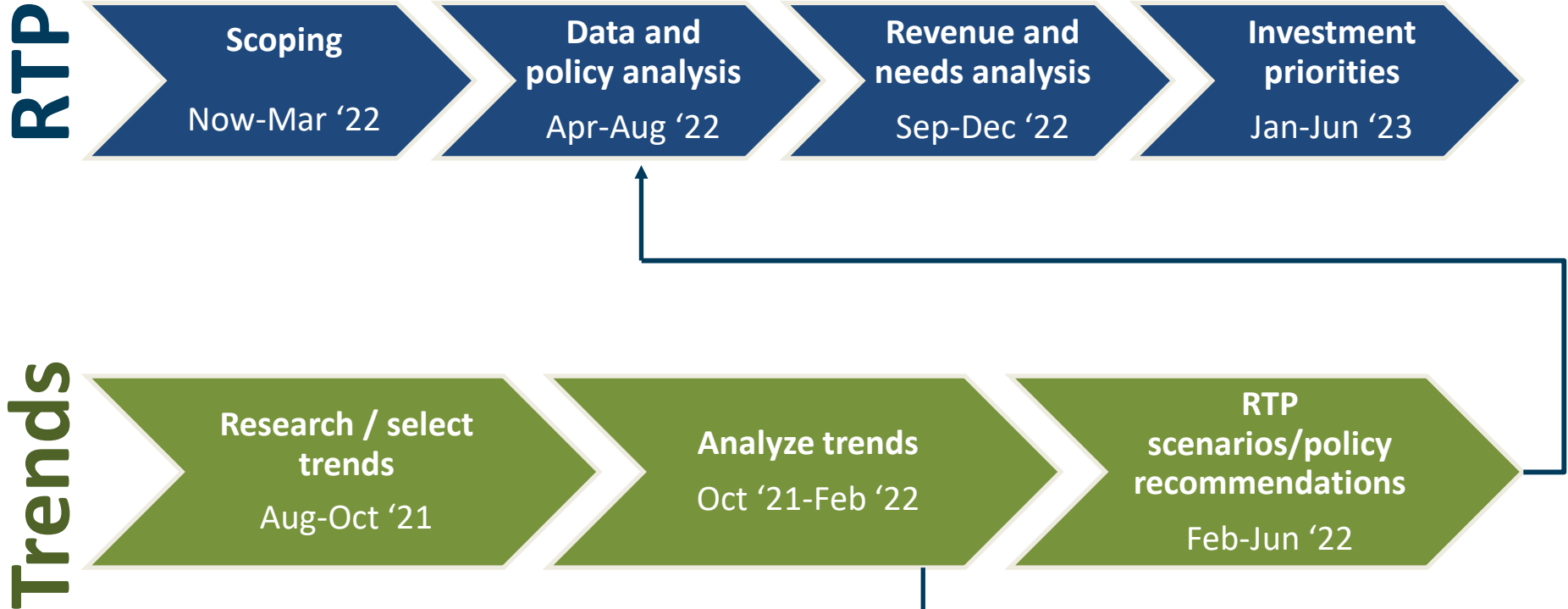
Scope: Major transportation trends due to the pandemic and other recent disruptions

Time frame: now-June '22

Goals:

- Develop common understanding of changes that we've all been experiencing individually
- Understand potential risks of "business as usual"
- Identify potential changes to policy and analysis to consider during the 2023 RTP update
- Will be followed by other Emerging Trends work

Timeline



We are here: Sharing results from the initial analysis of trends

Emerging trends and equity

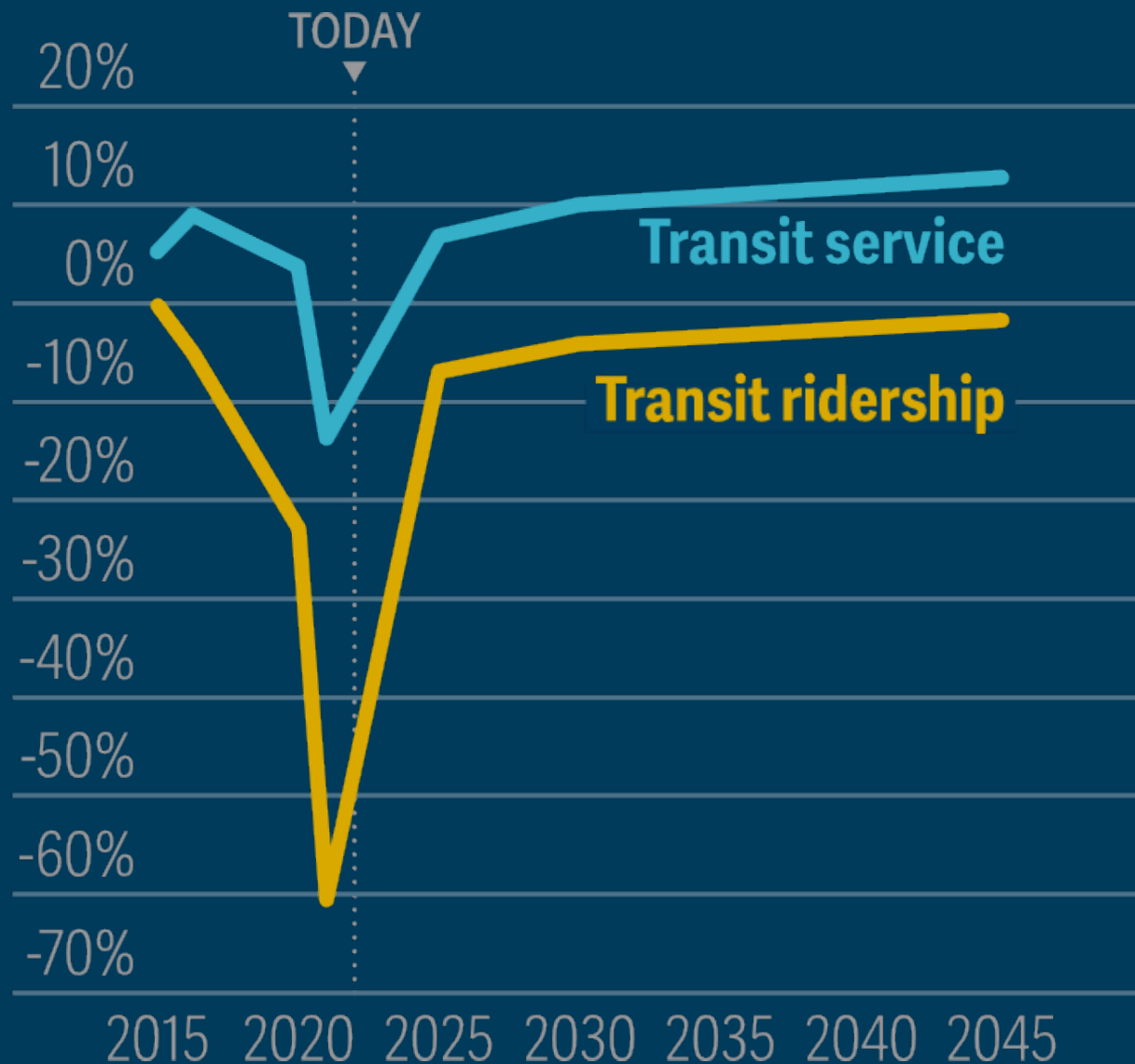
The pandemic widened gaps in health, employment, and education for BIPOC and low-income people.

Affluent people have more time and resources to adapt to the pandemic and other disruptions.

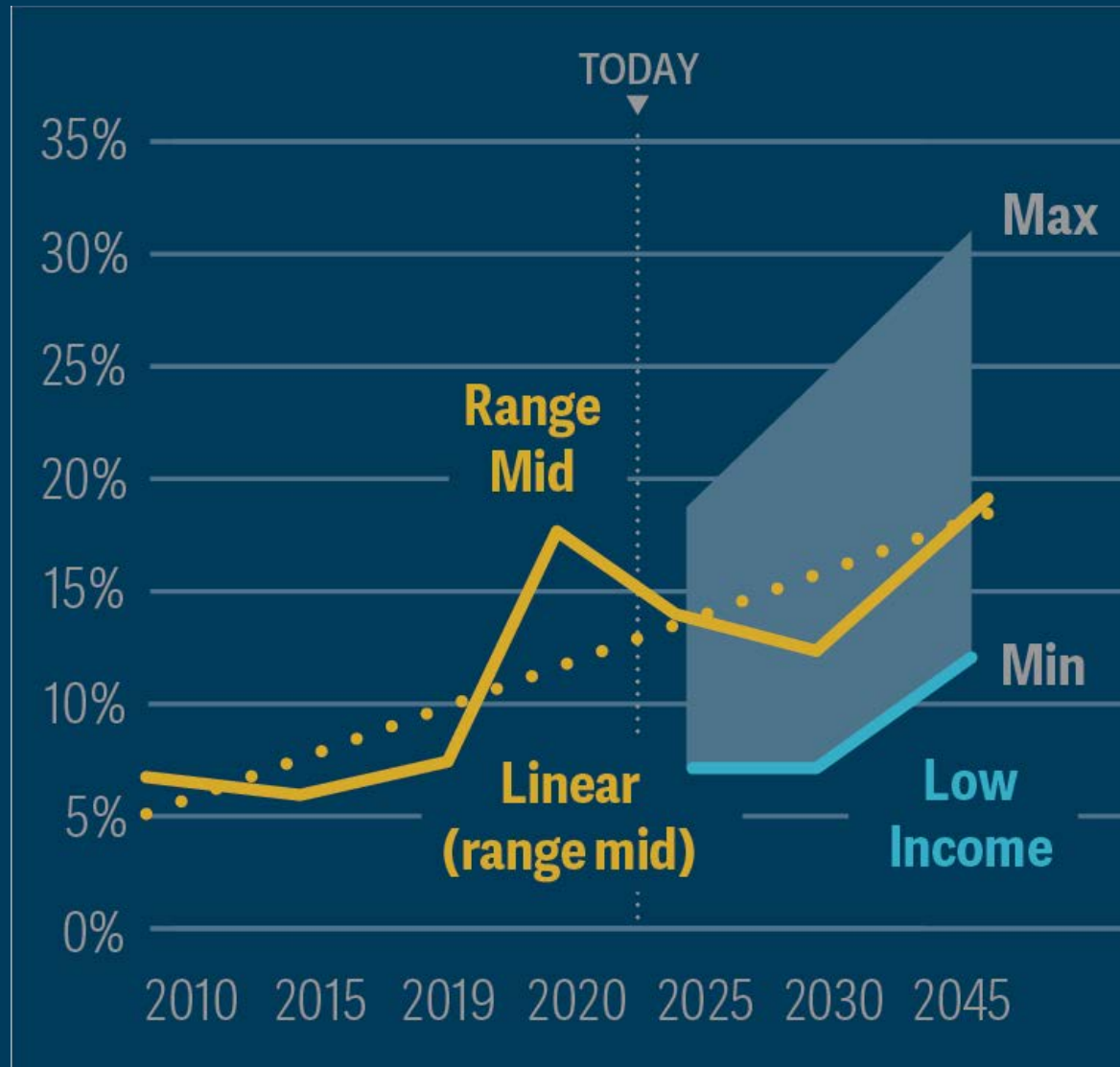
Transit agencies have prioritized equity when adapting to the pandemic, but it has been a challenging time for public transportation.

In order to meet our equity goals, taking transit needs to be as convenient, safe, and affordable as driving.

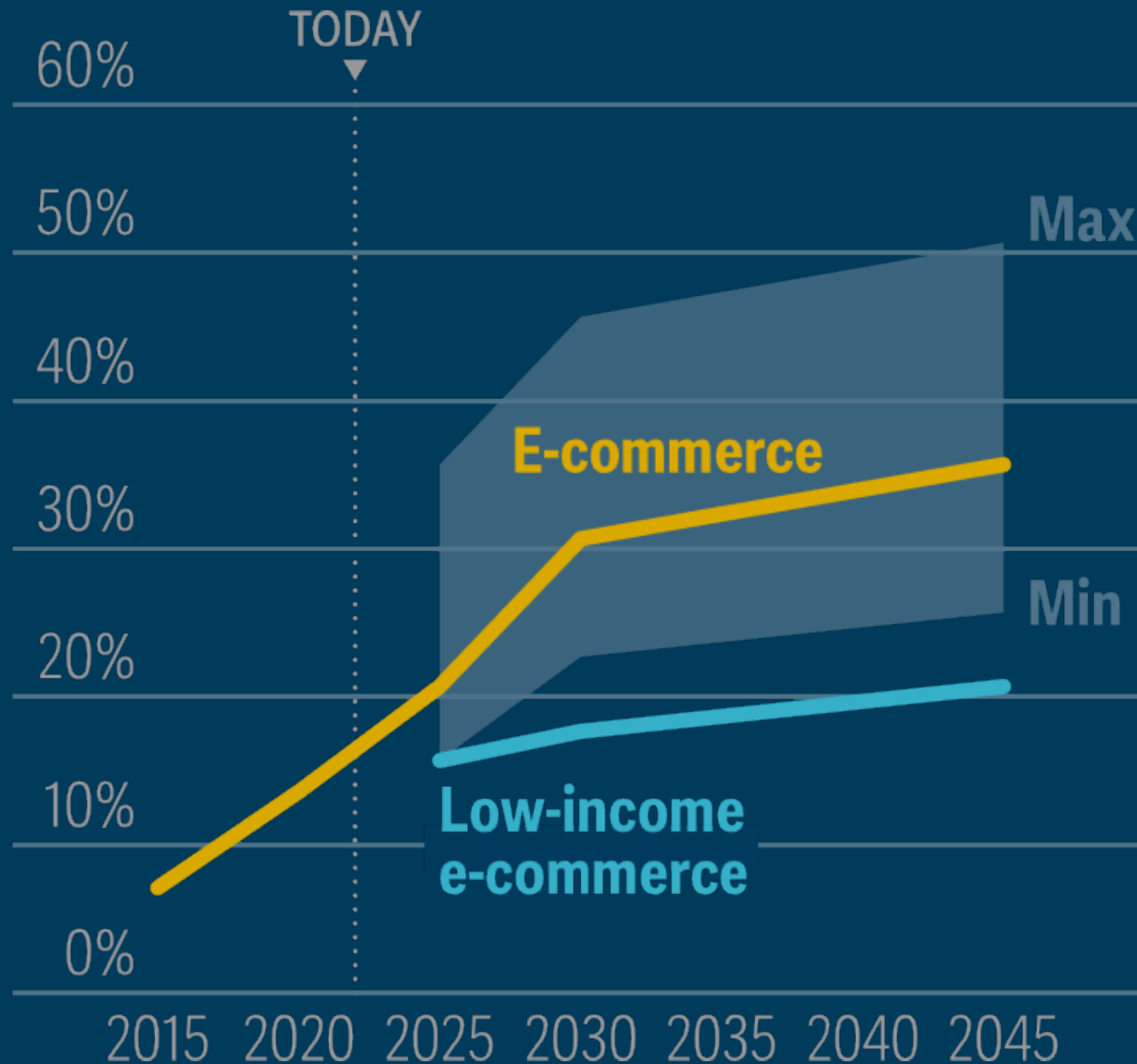
Transit service and ridership, 2015-45



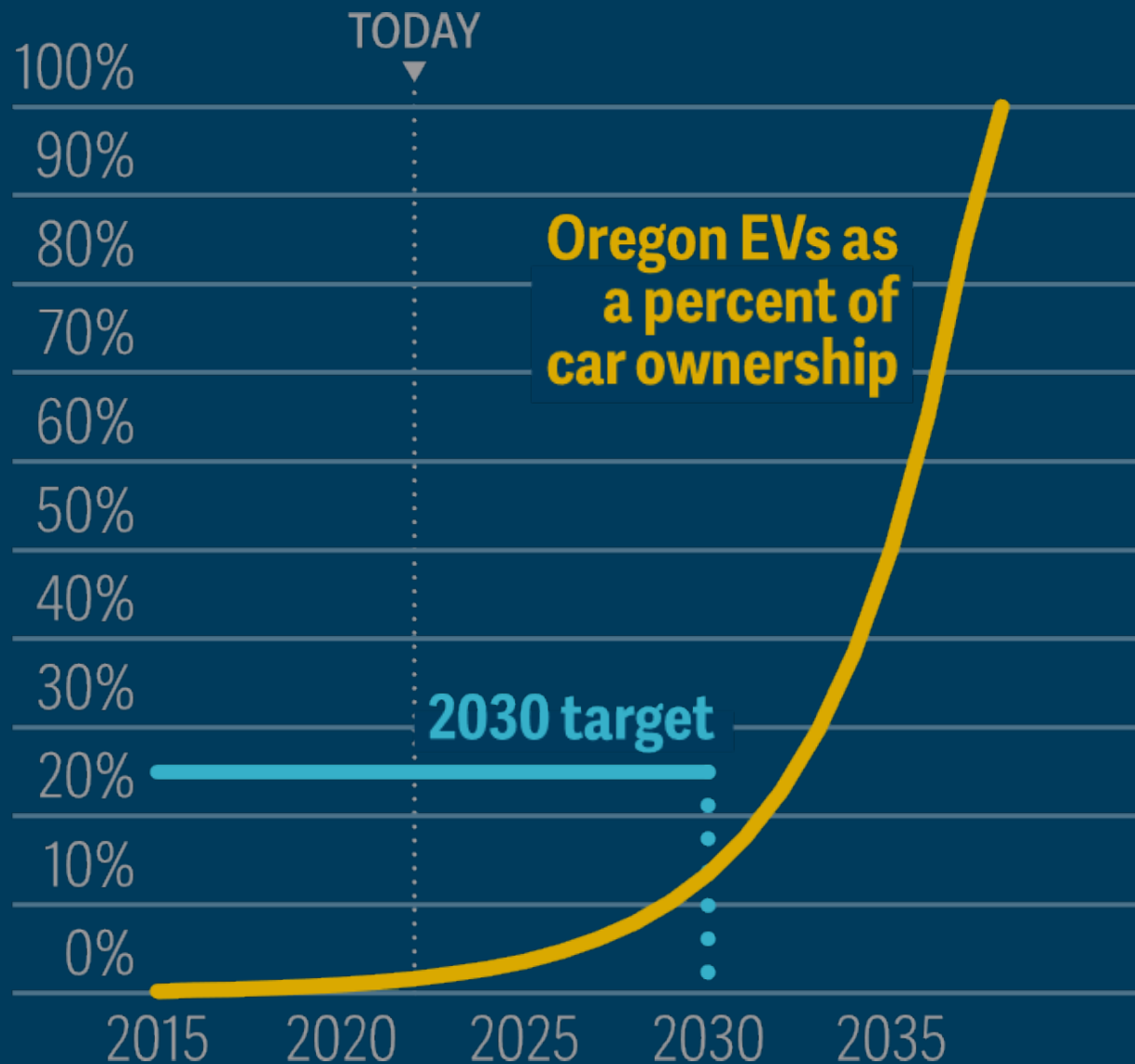
Telework rates in Oregon, 2010-45



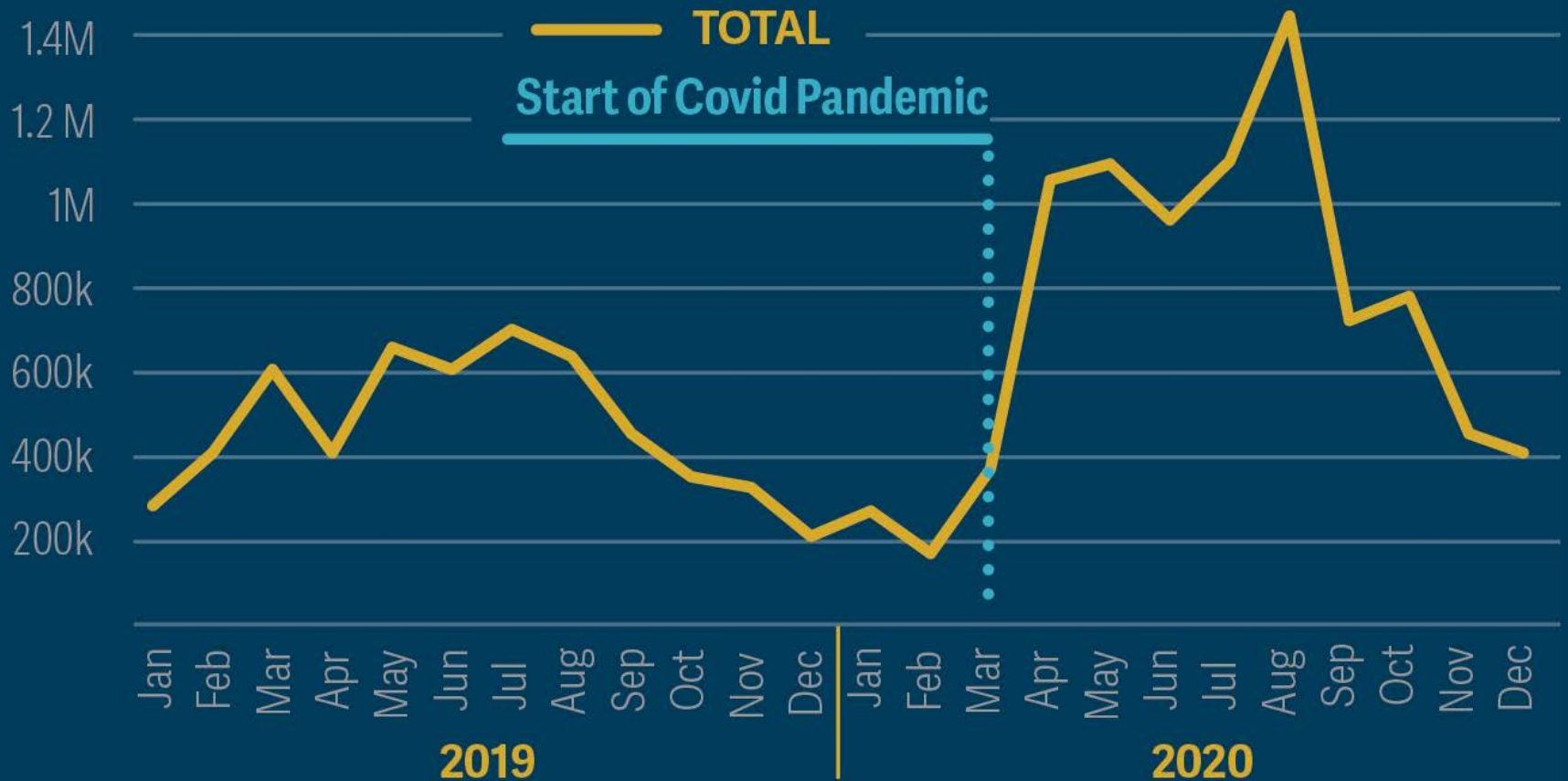
US retail sales conducted online, 2015-45



% of OR vehicles that are EVs, 2015-45



2019-20 Strava bike trips



We analyzed some trends qualitatively

Unsafe streets: Fatal crash rates have gone up alarmingly during the pandemic, but may level off as people resume traveling.

Personal safety: People – especially BIPOC people – are more concerned about personal safety and health when traveling in public than they were before.

Agency funding: Most budgets are recovering to pre-pandemic levels, but transit funding will continue to be less than is needed to meet regional goals.

Impacts on our regional goals

Trend	VMT	Transit use	Safety	Equity
Declining transit service and ridership	+0-2%	-10-30%	↓	↔
Increasing telework	-0-6%	-0-5%	-	↔
Increasing online shopping	-2-+2%	-0-3%	-	↔
More affordable and efficient electric vehicles	↑	↓	-	↑
Increasing concerns about personal safety	↑	↓		↓
Increasingly unsafe streets	-	-	↓	↓
Increasing recreational cycling	-	-	-	-
Lagging transportation funds	-	-	-	↔

Legend: Positive impact – No impact / not quantified – Negative impact
 Potential ongoing disparity

Key findings

Several trends pose challenges to meeting the region's climate, equity and safety goals.

Many people – especially BIPOC and low-income people – were not able to adapt their work, shopping and travel habits to these trends.

Restoring transit service and ridership is critical to keeping our region on the right track.

Looking ahead

Looking forward to the RTP, addressing these trends may require a shift in our policies and practices:

- From commute trips to other trips
- From personal shopping trips to delivery trips
- From physical access to digital access
- To understanding “new normal” levels of congestion

Next steps

Identifying key issues and changes for decision-makers to consider as the RTP policies are updated.

Creating scenarios that reflect the combined impact of these trends on the future of our region, potentially including:

- Changes in how, why, when, and how much people travel
- Changes in transportation service and investment
- Progress toward meeting goals and outcomes

Discussion and feedback

- Do you have any questions or feedback about the results that we are presenting today?
- What issues and questions are you interested in exploring as we develop scenarios and policy recommendations for the 2023 Regional Transportation Plan update based on these trends?

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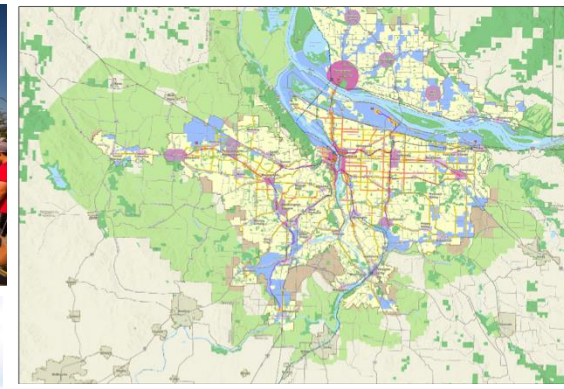


2023 Regional Transportation Plan update

JPACT

February 17, 2022

Kim Ellis, Project Manager



Today's purpose

Brief overview of the scoping phase

Share feedback to date

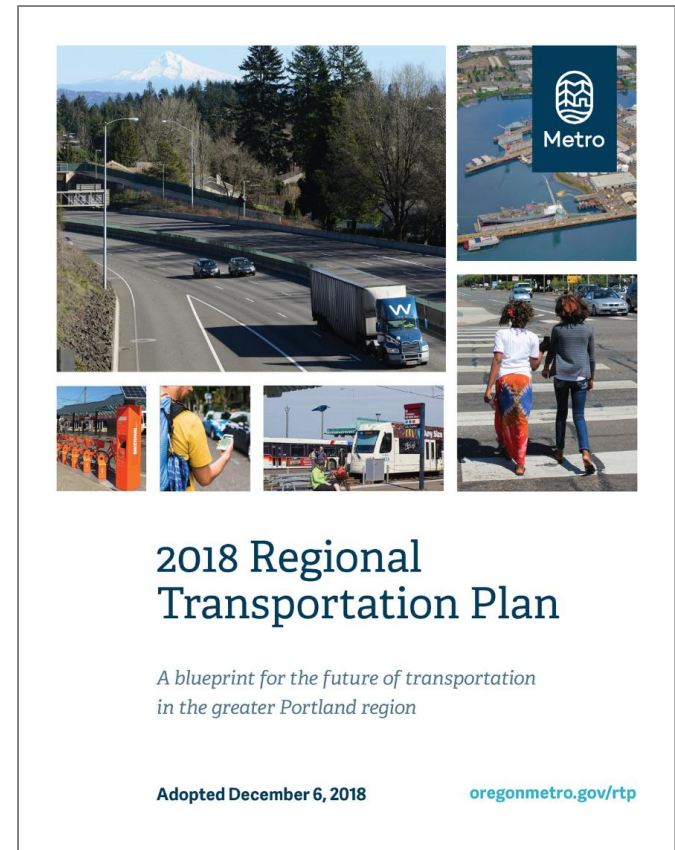
Discussion of draft Values, Outcomes and Actions for the 2023 Regional Transportation Plan



What is the Regional Transportation Plan? (RTP)?

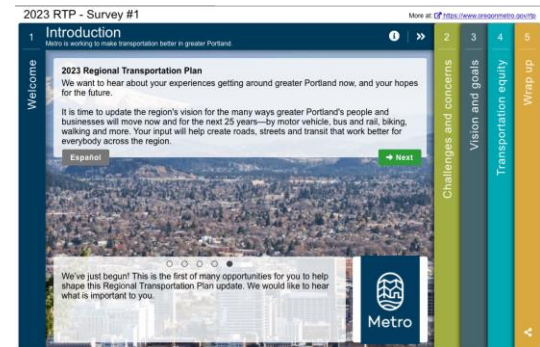
20+ year transportation plan

- Sets the stage for what communities will look like in the future
- Guides investments in the region's transportation system
- Includes policies and projects
- Coordinates local, regional, and state investments
- Establishes priorities for federal and state funding



Engaging partners and the public since October

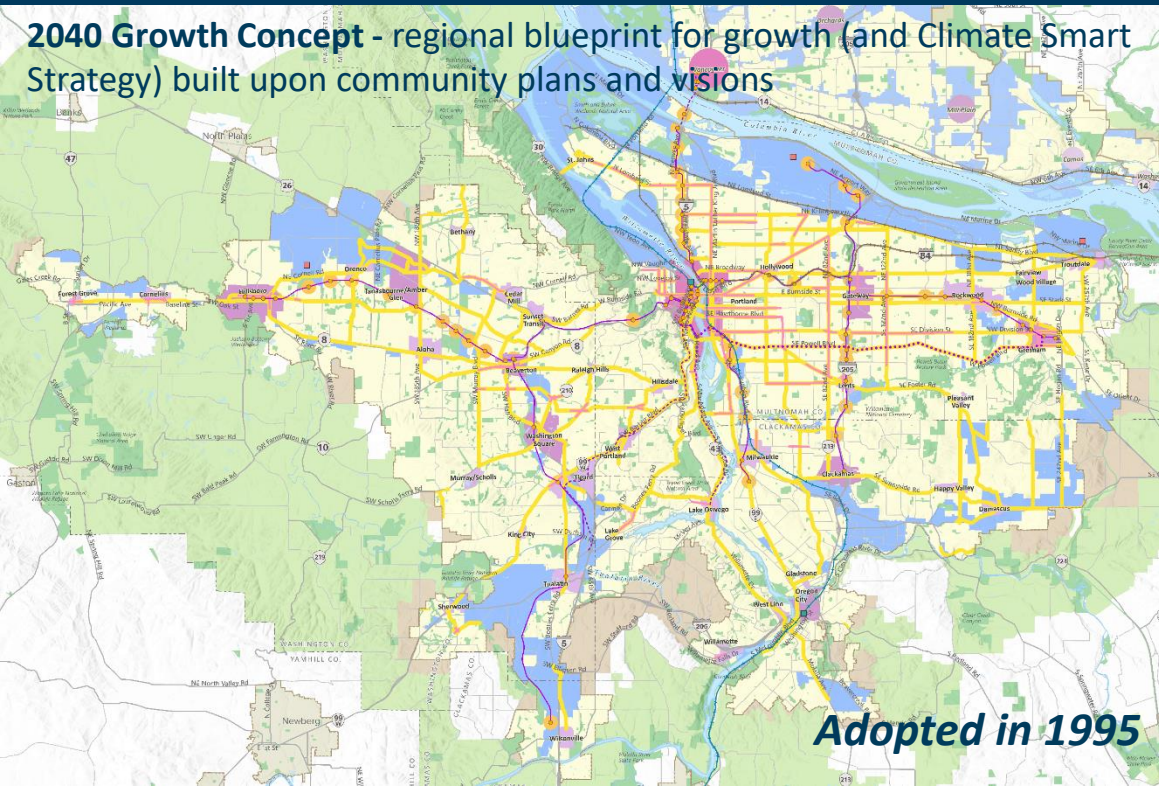
- Briefings and presentations
- Language-specific focus groups
- Community Leaders Forum
- Tribal Summit on Climate Leadership
- Stakeholder interviews
- On-line survey (*live Feb 16*)
- Consultation meetings (*Feb 23/Mar 1*)



2018 Regional Transportation Plan Vision Statement and Priorities

"In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy and affordable transportation system with travel options."

2040 Growth Concept - regional blueprint for growth (and Climate Smart Strategy) built upon community plans and visions



Source: 2018 RTP (Chapter 2)

2018 Regional Transportation Plan Goals

WHAT WE WANT TO ACHIEVE

Vibrant communities

Shared prosperity

Transportation choices

Reliability and efficiency

Safety and security

Healthy environment

Healthy people

Climate leadership

Equitable transportation

HOW WE GET THERE

Fiscal stewardship

Transparency and accountability

What we heard from Council

- **Focus on people and values**
- **Advance** Metro's commitment to **racial justice, climate leadership and resilient communities**
- **Improve understanding** of regional transportation **needs and disparities and transportation funding**
- Use **storytelling and inclusive engagement** strategies **combined with quantitative data**
- **Update process for updating and prioritizing the project list**

Lead with racial equity.

Prioritize equity, climate, safety and mobility outcomes while advancing other goals and outcomes.

Better address safety and equity issues on region's urban arterials.

Accelerate implementation of the Climate Smart Strategy.

Bring to life the experiences and needs of people living and working in the region.

Identify underserved communities and barriers to meeting daily needs.

Better manage and operate the existing transportation system.

What we heard from committees (JPACT, MPAC, MTAC and TPAC)

- Provide space for **robust policy discussions** on funding, climate, congestion pricing, urban arterials and transit
- **Think differently about how to fund transportation** to support equity and climate outcomes
- **Prioritize safety and transit, biking and walking/rolling connections**, especially in underserved areas
- Recognize **different areas** in the region **have different needs and priorities**
- Leverage and **build on equity work already happening** in communities
- Ensure investment **priorities are informed by community** members

Center this RTP on equity and climate. This is the last RTP to meaningfully address climate issue.

Would like to see the region make walking, biking and transit our top priority in this RTP.

RTP analysis should highlight the benefits and tradeoffs of policies and investments in different communities.

Policies, funding and investment priorities need to be connected with our values.

It is important for this process to include lots of community engagement and engagement with elected leaders to create a shared vision for equity and climate.

What we heard from interviews (electeds, business, community leaders)

- **Safety, equity, climate and congestion are still important;** these priorities intersect in many ways
- **Addressing equity** means addressing the other priorities in equitable ways
- **Elevate accessibility in the RTP,** especially affordability and connections to transit
- **Transit is seen as an essential service** that can help achieve priorities - however, its future is uncertain
- **People feel unsafe using the transportation system**
- Be more explicit about **providing access and support for jobs, freight, and commerce**
- Most people drive as part of their daily commute. **Many communities have been dependent on cars** and feel that they have no practical alternatives

We need a system that is safe and equitable. I hope the trend towards social justice stays with us.

People need a transportation system with options and alternatives that provide equitable, safe choices that work for them and get them where they need to go in an equitable, climate-friendly way that is safe and responsive to their needs.

What we have heard and continue to hear from community members

- **Focus on people to** address racial, social and economic disparities, disinvestment and past decisions that have harmed communities
- **Prioritize investment in communities** underserved by the current transportation system while **addressing systemic inequities and risk of displacement**
- **Address the impacts of transportation on climate change, clean air and the environment**
- **Improve safety, security and health outcomes and access for communities**



Updated timeline for 2023 RTP Update



We Are Here (orange circle) Consider approval of work plan and engagement plan

Initiate Call for Projects (purple circle)

Release public review draft plan and appendices (purple circle)

Consider adoption of 2023 RTP and appendices (star icon)



COMMUNITY AND STAKEHOLDER ENGAGEMENT

Understand Trends and Challenges
Revisit RTP Vision and Priority Outcomes

Refine Goals, Objectives, Targets and Policies

Update System Needs and Revenue Forecast

Build RTP Investment Strategy
Create Draft Plan

Public Review of Draft Plan
Plan Adoption

IMPLEMENTATION & MONITORING

 Metro Council decision on JPACT and MPAC recommendations

 Key Milestone

Recommended engagement strategies

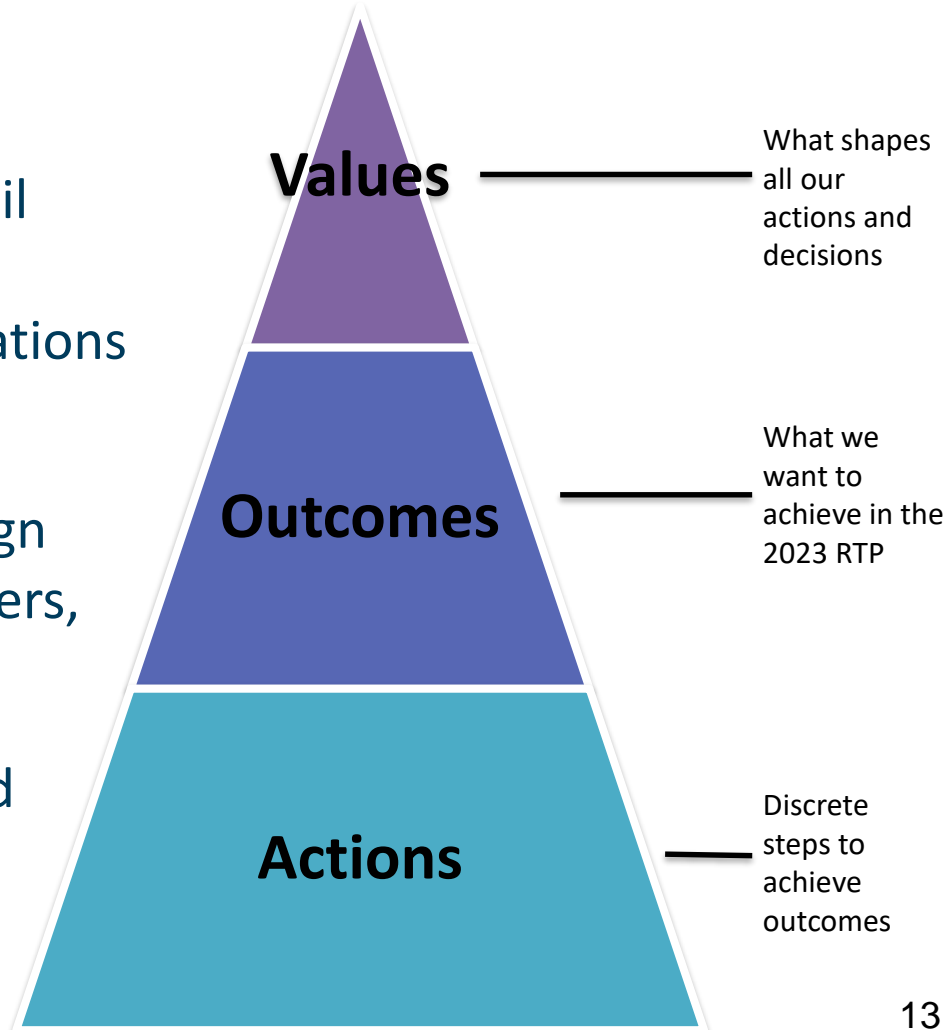


- Community leaders forums
- Community stories and video tours
- Community partner-led engagement
- Tribal and Agency Consultations
- Business roundtables
- Freight stakeholder advisory committee
- JPACT topical workshops
- CORE, TPAC, MTAC, JPACT, MPAC and county-coordinating committee discussions
- TPAC/MTAC workshops
- Small group meetings (TBD topics)
- “Policy in Action” expert panels on climate and mobility
- Safe Systems approach training and workshop
- On-line surveys
- Social media, newsfeeds, project website

Values, Outcomes and Actions for the 2023 Regional Transportation Plan

What is a VOA?

- Provides a means for Metro Council and JPACT to discuss and agree on higher-level outcomes and expectations for the 2023 RTP
- Guides Metro staff on how to design the process and engage policymakers, partners and the community
- Informs the larger outcomes-based policy framework in the 2023 RTP



VALUE: CLIMATE LEADERSHIP AND RESILIENCE

Discussion draft

OUTCOMES

- **Ensure continued reduction in greenhouse gases** by meeting or exceeding the statewide targets for the region.
- **Support future development and affordable housing in transit corridors and centers** designated in the 2040 Growth Concept, where services are located and more travel options are available.
- **Lead the transition to a low-carbon transportation system** by planning for and invest in low-carbon travel options, supporting infrastructure and services.
- **Use pricing tools as a means to reduce greenhouse gas emissions**, including the tools identified in Metro's *Regional Congestion Pricing Study (RCPS)* Report.
- **Incorporate low-carbon technology into policies, plans and projects**, including electric vehicles, electric bikes, electric scooters and other emerging technology to help meet emission reduction targets.
- **Increase resilience of the transportation system** to the effects of climate disruption and other disasters.

VALUE: SAFE AND HEALTHY STREETS

Discussion draft

OUTCOMES

- **Aim to eliminate fatal and serious injury crashes by 2035** by identifying priorities for improving safety and comfort for people traveling on the region's urban arterials.
- **Prioritize investments in universal design and high-quality, connected, and safe pedestrian, bicycle, and transit networks**, focusing on increasing safety in high-risk locations and on high injury corridors in Equity Focus Areas.
- **Adopt policies and frameworks to allow for transfer of state-owned urban arterials to local jurisdictions**, when and where appropriate, using the best practices and findings of Metro's *Jurisdictional Transfer Assessment (JTA) Study*.



VALUE: MOBILITY

Discussion draft

OUTCOMES

- **Maintain the transportation system** that already exists in a state of good repair.
- **BIPOC and other marginalized and underserved communities have equitable access** to safe, reliable and affordable travel options, job opportunities, and key community places (such as medical, school, grocery, social and community services).
- **Provide accessible, safe, affordable, and equitable transportation options** to better connect people with opportunities and to the destinations they want to reach (e.g., education, jobs, services, shopping, places of worship, parks and open spaces, and community centers).
- **Congestion is managed on the throughway system by implementing a comprehensive urban mobility strategy** that includes congestion pricing and other demand management and system management tools and expanding safe, reliable and affordable travel options.
- **Connect affordable transportation options to affordable housing** to increase access to low-income persons.
- **Identify opportunities to increase affordable transportation access to low-income and middle-income jobs**, especially in the service industry.

VALUE: ACCOUNTABILITY AND TRANSPARENCY

Discussion draft

OUTCOMES

- Engage the community and a diverse range of stakeholders through a **transparent and inclusive decision-making process** within meaningful opportunities for input.
- **Communicate the RTP's emphasis on equity, and** particularly on the **projects that can help eliminate transportation disparities**, to partners early and throughout the process.
- **Support community partners in shaping the 2023 RTP**, including those elements that are led by partner agencies, and strengthen requirements for agency partners to collect and respond to community feedback when developing and prioritizing projects.
- **Develop and use data, tools, and best practices** that can support future local and regional planning and investment decisions.
- **Communicate the interrelationships between the three priority outcomes of climate, safety and equity** – marginalized communities have identified climate and safety as equity issues, because they disproportionately experience the impacts. Prioritize the many investments that address all of these priorities.
- **Prioritize transformational change** (decision-making processes throughout the RTP update) **over** merely relying on **transactional change** (the final decision).

Finalizing the work plan and engagement plan

February and March Metro Council and regional advisory committees consider stakeholder input and discuss values, outcomes and actions (VOA) for 2023 RTP; on-line public survey; consultation with resource agencies and other federal and state agencies

March 4 and 16 TPAC and MTAC recommendations on RTP VOA, work plan and engagement plan

March 17 JPACT considers approval of RTP VOA, work plan and engagement plan

March 23 MPAC recommendation to Metro Council on RTP VOA, work plan and engagement plan

March 31 Metro Council considers approval of RTP VOA, work plan and engagement plan

Discussion and feedback

1. What outcomes would you like to see for the regional transportation system in the next 25 years?
2. Any values, outcomes or actions missing in the VOA that are important to explicitly highlight?
3. Other feedback?

Learn more about the **Regional Transportation Plan** at:



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oregonmetro.gov/rtp



Urban Mobility
STRATEGY

I-205 Toll Project: JPACT Update

Brendan Finn (he/him)

Della Mosier (she/her)



Mandy Putney (she/her)

February 17, 2022






Urban Mobility Strategy Map






Currently Funded by HB2017

-  System Improvement Project
-  Bike/Ped Crossing Project

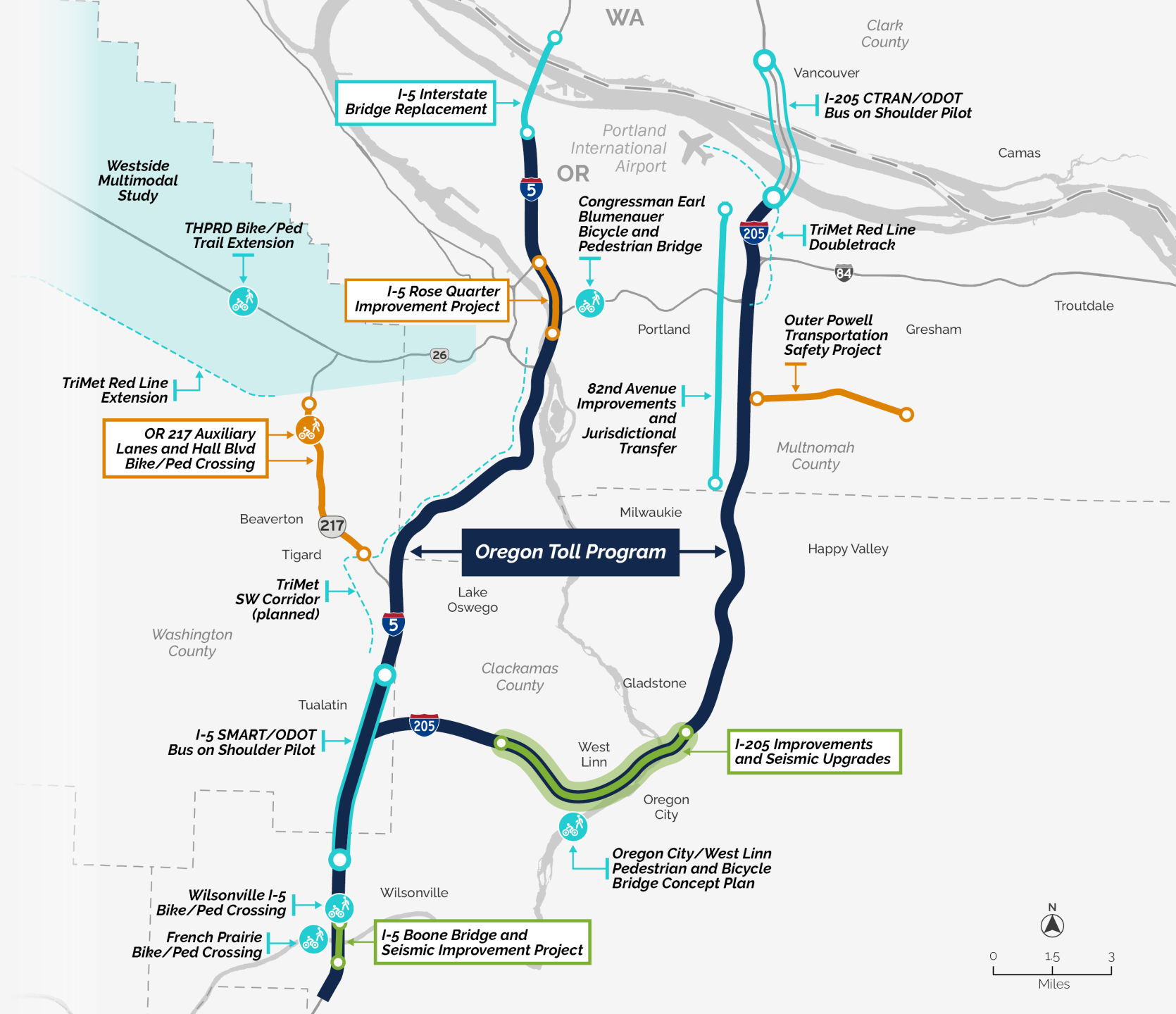
Made Possible with HB3055

-  System Improvement Project
-  Regional Mobility Pricing Project
-  I-205 Toll Project

Partner Project with ODOT Support

-  System Improvement Project
-  Bike/Ped Crossing Project
-  Bus on Shoulder Pilot
-  TriMet Project
-  Multimodal Study

Note: Core project names are boxed



How does tolling affect traffic?



I-205 Toll Project: HB 3055 is the starting point for ODOT Commitments

Explain how the Regional Mobility Pricing Project and I-205 Toll Project are connected

Centering equity and climate

Supporting transit and multimodal transportation

Addressing diversion impacts

Including regional voices (JPACT, Metro Council, etc.) in the process

Please contact us with your questions

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