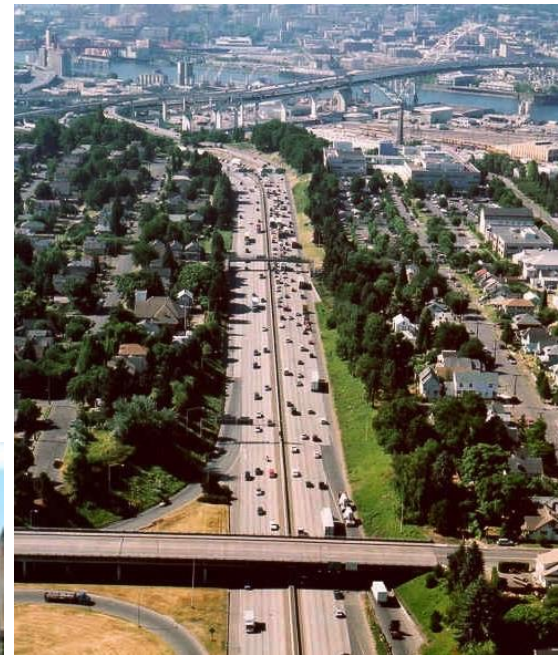
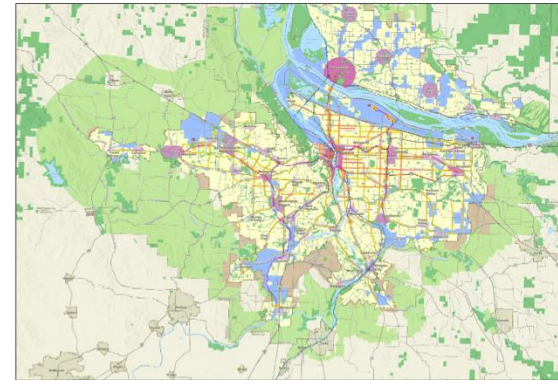


2023 Regional Transportation Plan

Developing Regional Congestion Pricing Policy

JPACT and Metro Council
Workshop 2

July 28, 2022



WELCOME



Metro Councilor Shirley Craddick
JPACT Chair



Metro Councilor Lynn Peterson
Metro Council President

AGENDA REVIEW

Facilitator: Brandy Steffen

JLA Public Involvement

Context and Background

Community Member

Reports

Recorded video from Esme Miller

POEM member

<https://www.youtube.com/watch?v=xXzAk7AwrSY>

Dr. Philip Wu

EMAC member



Oregon Toll Program
Equity and Mobility Advisory Committee

presented to:

Regional Transportation Plan
Workshop #2 Metro Council and JPACT

presented by:

Dr. Philip Wu, EMAC member

Thursday, July 28, 2022

Equity and Mobility Advisory Committee & Oregon Transportation Commission



- Neighborhood health and safety
- Low-income
- Transit and multimodal

Trauma-Informed Perspective



Recognize Signs of Community Trauma

- Community members feel blamed rather than partners in creating positive change
- Meeting daily needs outweighs planning for future
- Disempowerment and lack of community ownership
- Economic, educational, and employment uncertainty and instability
- Health disparities
- Long-term stress and negative mind and body impacts create doubt about future
- Reduction of material wealth and feeling of value
- Loss of sense of place or community
- Distrust, disconnection, and apathy
- Historical community disinvestment



Equity and Mobility Advisory Committee's July 2022 Recommended Actions

Congestion
Management

Revenue
Generation
Strategy

Business
Investment

Accountability
(RAC and
Rate Setting)

Accountability
(2025 and
Beyond)



THANK YOU!

Context and Background

Oregon Highway Plan Tolling Policy Amendment

Amanda Pietz

*Policy, Data, & Analysis Division Administrator,
ODOT*

Garet Prior

Tolling Policy Manager, ODOT

Metro Council/JPACT Work Session

Garet Prior – Toll Policy Manager
Amanda Pietz – Policy, Data, and
Analysis Administrator
July 28, 2022

Oregon Highway Plan Toll Policy Amendment

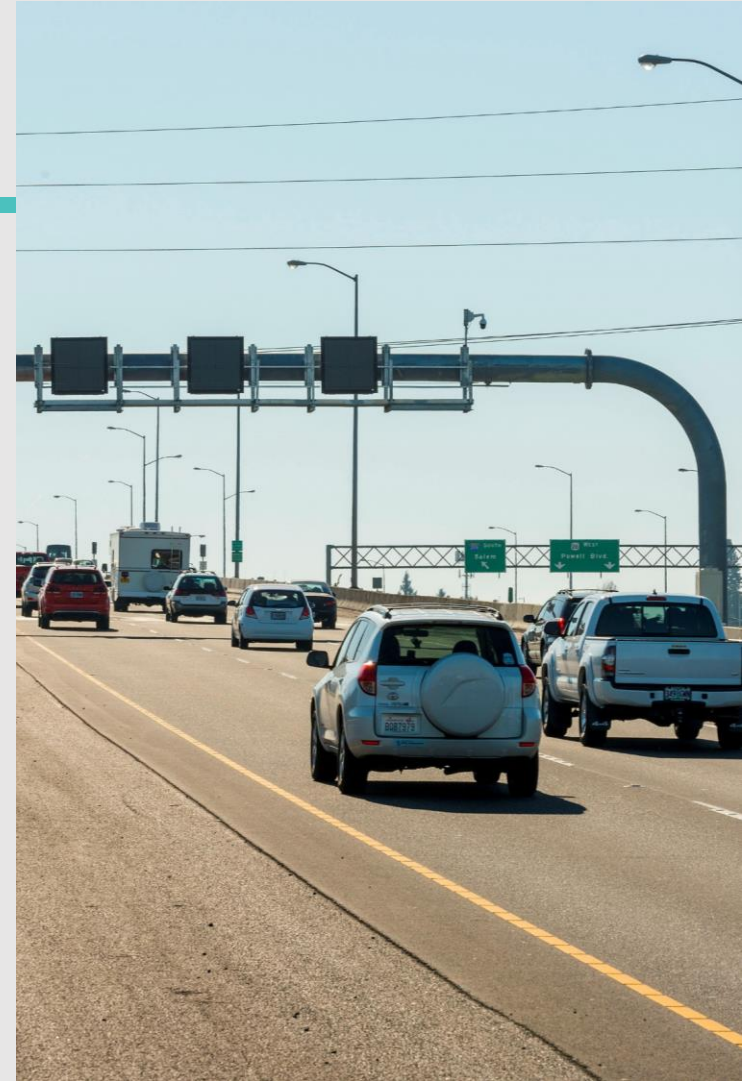
Context

- Current policy, adopted in 2012, needs to be updated address current climate, equity, and administrative goals
- The policy will:
 - Define key terms and types of road pricing
 - Clarify the need and goals
 - Provide guidance on rate setting and uses of revenue



Overview

- Context
- Types of Road Pricing
- Road Pricing Objectives
- Rate Structures, Pricing Considerations, Exemptions and Discounts
- Use of Revenue
- Infrastructure and Management



Schedule



Next steps

- **Public comment period extended to September 15 – please review the draft and email us your comments at OHPManager@odot.oregon.gov**
- **Regional Toll Advisory Committee to begin meeting in August**
- **Continue collaboration with Metro and regional policy update – presentations and discussion at Metro committees in September (TPAC, MTAC, MPAC, JPACT, and Metro Council)**
- **Final Oregon Highway Plan Toll Amendment prepared for the Oregon Transportation Commission's November meeting**

Low Income Toll Report

Equity and Mobility Advisory Committee & Oregon Transportation Commission



- Neighborhood health and safety
- Low-income
- Transit and multimodal

Options for consideration

- **Provide a significant discount** (e.g., credits, free trips, percentage discount, or full exemption) for **households equal to or below 200% Federal Poverty Level**
- **Provide a smaller, more focused discount** (e.g., credits or free trips) for households above **201% and up to 400% of the Federal Poverty Level**
- Use a certification process that **leverages existing programs** for verification and **further explore self-certification**

Income Thresholds

2021 Federal Poverty Level (FPL)

Household	200% FPL	400% FPL
1	\$27,180	\$54,360
2	\$36,620	\$73,240
3	\$46,060	\$92,120
4	\$55,500	\$111,000
5	\$64,940	\$129,880
6	\$74,380	\$148,760
7	\$83,820	\$167,640
8	\$93,260	\$186,520
9	\$102,700	\$205,400
10	\$112,140	\$224,280
11	\$121,580	\$243,160
12	\$131,020	\$262,040
13	\$140,460	\$280,920
14	\$149,900	\$299,800

Source: U.S. Department of Health and Human Services. 2022. *HHS Poverty Guidelines for 2022*. <https://aspe.hhs.gov/topics/poverty-economic-mobility/poverty-guidelines>

Next Steps

- **Gathering feedback on the draft report in June and July**
 - **What do you like?**
 - **What should be changed?**
 - **Is anything missing?**
- Summarize feedback and refine report – August
- Presentation to Oregon Transportation Commission at September meeting
- Deliver report to Oregon Legislature by September 15



2023 Regional Transportation Plan Developing Regional Congestion Pricing Policy

Margi Bradway

*Deputy Director, Planning, Development &
Research, Metro*

Alex Oreschak

Senior Transportation Planner, Metro



RTP Congestion Pricing Policy Development

JPACT and Metro Council Workshop 2

July 28, 2022

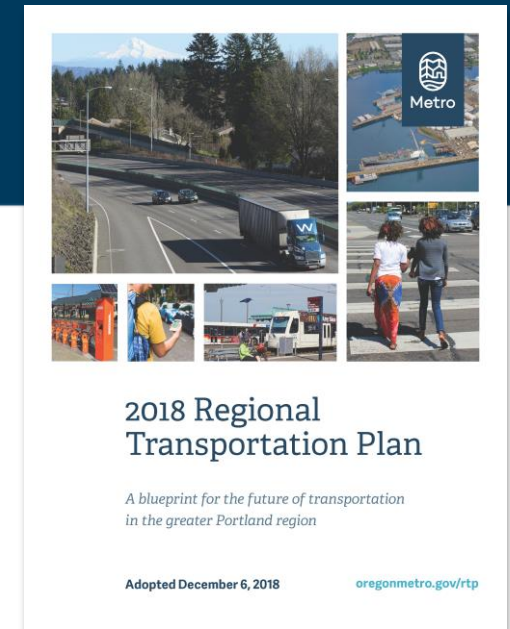
Planning Context

Multiple plans identify the need since 2000 RTP

- *TSMO Strategy– 2010 and 2021, 2014 Climate Smart Strategy & Federal congestion management process for the Region since the mid-1990s*

JPACT and the Metro Council prioritized a near-term comprehensive review of congestion pricing in the 2018 RTP

- *Over \$15 billion in transportation investments need to be paired with travel demand efforts*
- *Multiple congestion pricing policies in the 2018 RTP*



Project Context

I-205 Toll Project

PURPOSE AND NEED STATEMENT

REVISED FINAL 8/18/2021

INTRODUCTION

In 2016, the Governor's Transportation Vision Panel held a series of regional forums across the state to better understand how the transportation system affects local economies. The negative effect of congestion in the Portland Metropolitan Region was consistently identified as one of three key themes across Oregon. Congestion in the region affects commuters and businesses, as well as producers who move their products across the state.

In response to the input from stakeholders across the state, House Bill (HB) 2017 Section 120 directed the Oregon Transportation Commission (OTC) to develop a congestion relief fund, and to seek approval from the Federal Highway Administration (FHWA) to implement tolling (also referred to as value pricing or congestion pricing) on the Interstate 5 (I-5) and Interstate 205 (I-205) corridors to reduce traffic congestion in the Portland metro area.

In 2018, the OTC and the Oregon Department of Transportation (ODOT) conducted the Portland Metro Area Value Pricing Feasibility Analysis to study how and where congestion pricing could be applied. Substantial public input and a Policy Advisory Committee informed the final recommendations. For I-205, the Policy Advisory Committee recommended implementing variable-rate tolls¹ on all lanes of I-205 on or near the Abernethy Bridge as a potential funding strategy and for congestion management. In December of 2018, the OTC submitted a proposal to the FHWA outlining the findings of the feasibility analysis and seeking approval to continue the process of implementing tolls on I-5 and I-205 (ODOT 2018a). In January 2019, FHWA provided guidance to move into the next phase of evaluation and study (FHWA 2019). In 2020, FHWA and ODOT determined that an environmental assessment (EA) would be the appropriate NEPA documentation for the I-205 Toll Project (Project).

ODOT identified the I-205 Improvements Stafford Road to OR 213 Project (I-205 Improvements Project) as a priority project for ODOT. The I-205 Improvements Project includes seismic bridge upgrades, adding a third lane north and south, and interchange improvements. The project received NEPA clearance in 2018 and will be constructed in phases. In 2021, HB 3055 provided financing tools that allow construction on the first phase of the I-205 Improvements Project to begin in 2022, which includes reconstruction of the Abernethy Bridge and adjacent interchanges. Tolls are needed to fund subsequent phases of the I-205 Improvements Project.

¹ Variable-rate tolls are user fees that vary in amount based on certain conditions (e.g. time of day, day of the week, direction of travel). Variable-rate tolls can occur on a fixed schedule that is known to travelers.



Fact Sheet

January 2021



A modern connection for a growing community

The Interstate Bridge is a vital transportation link for the greater Portland-Vancouver region. The bridge connects tens of thousands of people daily to offices, industries, schools, sporting events, places of worship, stores, restaurants and entertainment venues. It connects families, friends and neighbors.

It connects communities.

As the only continuous north-south freeway between Canada and Mexico on the West Coast, the Interstate Bridge is part of a critical trade route for regional, national and international commerce. Beyond the concrete, asphalt and steel of the Interstate Bridge is a thriving background of scenic views, natural systems, and a rich history of our region's national heritage.

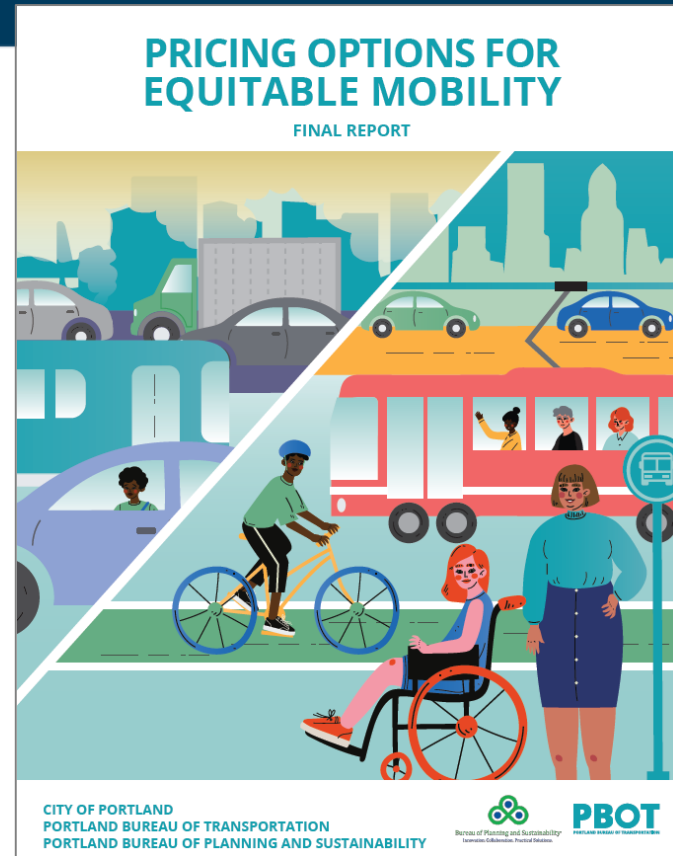
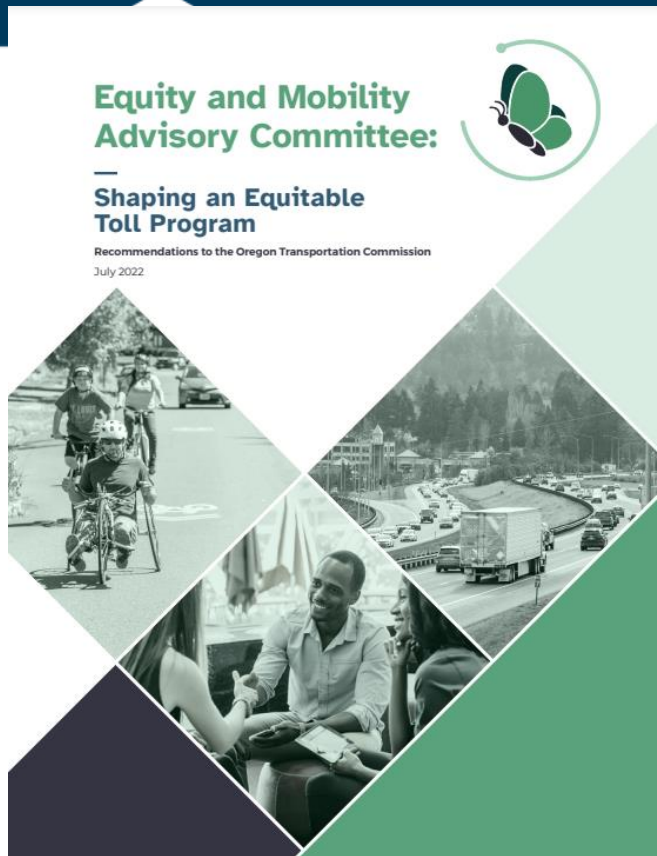
The states of Oregon and Washington are working together to replace the aging Interstate Bridge with a modern, seismically resilient, multimodal structure that provides improved mobility for people, goods and services well into the next century.

Why we need a replacement bridge

The Interstate Bridge is two bridge spans, side by side. The northbound span is over 100 years old, dating back to 1917. The southbound span opened in 1958. The existing structures were not designed to support the needs of today's transportation system. The program is in the early stages of working with stakeholders and the public to identify the problems we need to solve. We already know, however, that problems identified over the past decades remain and have not been addressed.



Community Input



Regional Congestion Pricing Study

- RCPS initiated in summer 2019
- TPAC acted as technical advisory committee, regular meetings with JPACT, Metro Council and other stakeholders
- Developed scenarios and tested with Metro travel demand model
- Developed and shared findings, recommendations, and draft report with partners, TPAC, MPAC, JPACT, Metro Council and expert panel



Regional Congestion Pricing Study

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



Expert Input on Methods and Outcomes – *Expert Review Panel April 22, 2021*



Jennifer Wieland - moderator

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

NelsonWygaard



Daniel Firth

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

C40



Sam Schwartz

Founder and CEO; Father of NYC congestion pricing

Sam Schwartz Transportation Consultants



Rachel Hiatt

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

San Francisco County Transportation Authority



Christopher Tomlinson

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

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



Clarrissa Cabansagan

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

TransForm

RCPS Resolution

- In September 2021, Metro Council adopted Resolution No. 21-5179 to accept the findings and recommendations in the final report
- Resolution No. 21-5179 additionally directed staff to incorporate the findings and recommendations from the study in the 2023 RTP update and use them to inform the 2023 RTP update

Committee Work To Date

4.20.22	TPAC/MTAC Workshop	Review 2018 RTP Policy
6.03.22	TPAC	Introduce Draft 2023 RTP Policy
6.21.22	Metro Council Work Session	Introduce Draft 2023 RTP Policy
7.13.22	TPAC Workshop	Revised 2023 RTP Policy, Introduce Action Items
7.27.22	MPAC	Introduce Draft 2023 RTP Policy
7.28.22	JPACT/Council Workshop	Introduce Draft 2023 RTP Policy, Action Items

What We've Heard

- Tolling issues have been front and center over the last year
 - MTIP & RTP amendments, OHP amendment
- Desire to lead with equity and climate
- Concerns about diversion
- Make sure that the revenue can be used for multimodal investments.

Next Steps – RTP Update

- Update Chapter 3 with new section
 - NEW congestion pricing policies
- UPDATE other parts of the RTP
- REVIEW corridor refinement planning
- NEW equitable funding work

- 1) Mobility
- 2) Equity
- 3) Safety
- 4) Diversion
- 5) Climate
- 6) Emerging Technologies

Next Steps – RTP Update

9.02.22	TPAC	Revised 2023 RTP Policy and Action Items
9.13.22	Council Work Session	
9.15.22	JPACT	
9.21.22	MTAC	
9.28.22	MPAC	

Draft RTP Congestion Pricing Policies

Policy 1 **Mobility:** Improve reliability and efficiency by managing congestion, reducing VMT, and increasing transportation options through investments in modal alternatives, including transit-supportive elements and increased access to transit.

Policy 2 **Equity:** Integrate equity and affordability into pricing programs and projects from the outset.

Policy 3 **Safety:** Ensure that pricing programs and projects reduce overall automobile trips and address traffic safety and the safety of users of all modes, both on and off the priced system.

Policy 4 **Diversion:** Minimize diversion impacts before, during, and after pricing programs and projects are implemented, especially when diversion is expected on the regional high injury corridors.

Policy 5 **Climate:** Reduce greenhouse gas emissions and vehicle miles travelled while increasing access to low-carbon travel options when implementing a pricing program or project.

Policy 6 **Emerging Technologies:** Coordinate emerging technologies and pricing programs to create an integrated transportation experience for the users of the system.

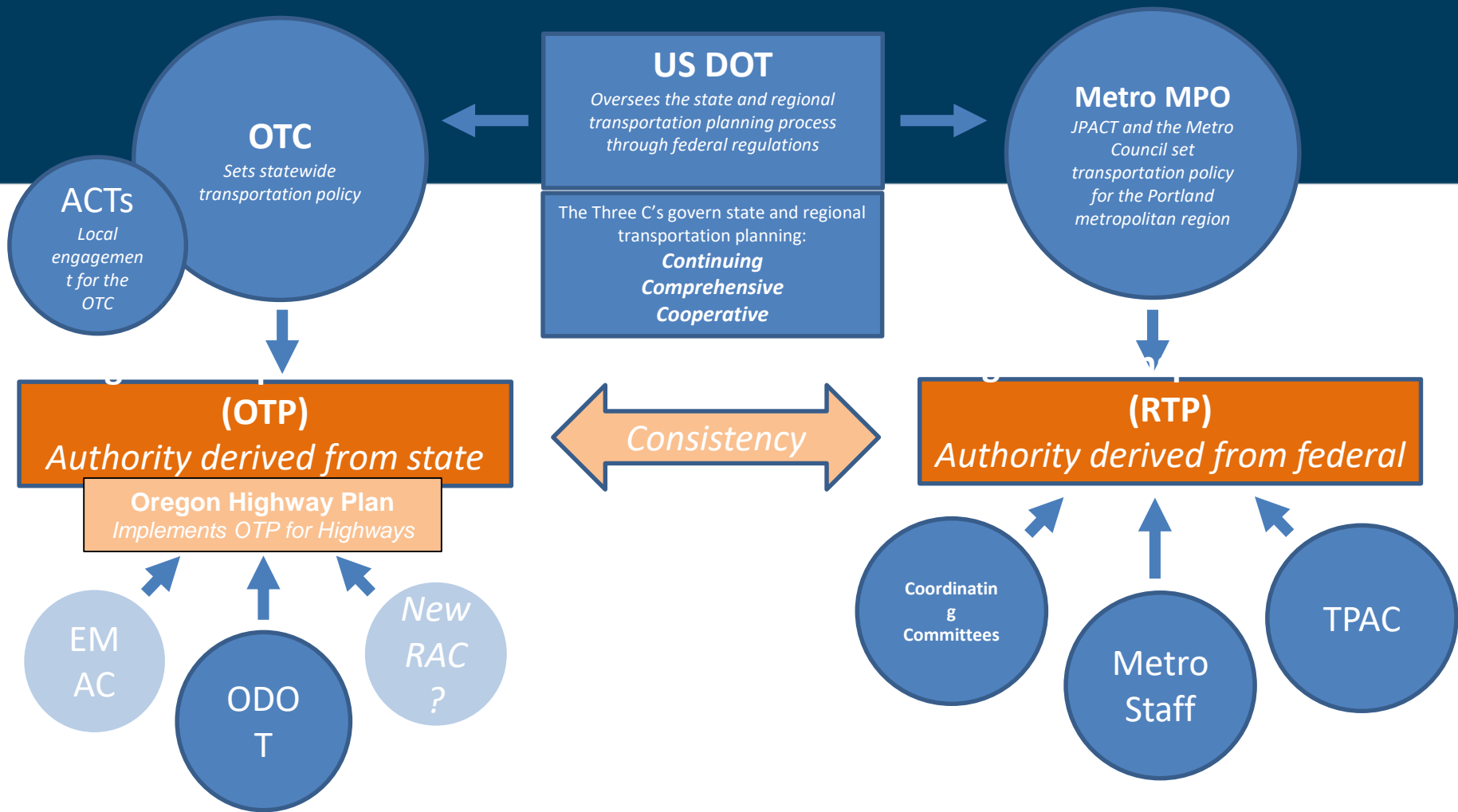
Learn more about the **Regional
Transportation Plan** at:

oregonmetro.gov/rtp

Alex Oreschak, RTP Congestion Pricing Policy Lead: alex.oreschak@oregonmetro.gov

Kim Ellis, RTP Project Manager: kim.ellis@oregonmetro.gov





Visual Summary- Workshop 1



Visual Summary- Workshop 1

Small Group Discussion

Metro Council + JPACT

SAFETY & SECURITY

EQUITABLE

HEALTHY ENVIRONMENT & PEOPLE

VIBRANT & PROSPEROUS COMMUNITIES

CLIMATE LEADERSHIP

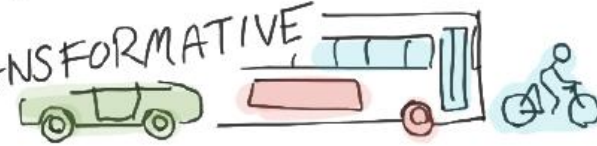
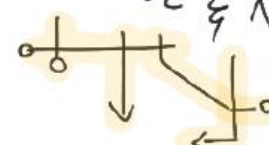
RELIABILITY, EFFICIENCY, FISCALLY TRANSFORMATIVE

ANTICIPATORY

SYSTEM & CONNECTIONS
— LAND USE & NETWORKS

TECHNOLOGY, MODERNIZATION

ACTIONABLE GOALS
WITH MEASURABLE RESULTS



Visual Summary- Workshop 1

Small Group Discussion

VISION STATEMENT 



Small Group Activity

Table discussions – 4 rounds

What do you like?

Will these policies help us achieve our goals for the future of transportation?

How would you update these policies?

Report back and group discussion



**THANK YOU &
NEXT STEPS**

RTP workshop series for JPACT and the Metro Council

1 Updating Our Vision and Goals
For the Future of Transportation

6/30/22

2 Developing Regional
Congestion Pricing Policy

7/28/22

3 Creating Safe and Healthy
Urban Arterials

9/29/22

4 Strengthening the Backbone
of Regional Transit

10/27/22

5 Working Together to Tackle
Climate Change

11/10/22

MARK YOUR CALENDARS!

The workshops for JPACT
and the Metro Council will
be held from 7:30-9:30 AM.

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



Kim Ellis, AICP
RTP Project Manager
kim.ellis@oregonmetro.gov

oregonmetro.gov/rtp