Agenda

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

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, June 3, 2022
Time: 9:00 a.m. to 12:00 p.m.
Place: Virtual meeting held via Zoom

Connect with Zoom
Passcode: 042255
Phone: 877-853-5257 (Toll Free)

9:00 a.m. **Call meeting to order, declaration of quorum and introductions** — Chair Kloster

9:05 a.m. **Comments from the Chair and Committee Members**

- Committee input on Creating a Safe Space at TPAC (Chair Kloster)
- Committee meeting logistics (Chair Kloster)
- Updates from committee members around the Region (all)
- Monthly MTIP Amendments Update (Ken Lobeck)
- Fatal crashes update (Lake McTighe)
- Climate Expert Panel Announcement, June 22, 7:30-10 am, Zoom (Kim Ellis)
- 2018 RTP project list review – reminder due June 10 (Kim Ellis)
- 2018 RTP network maps review – reminder due June 10 (Kim Ellis)
- *JPACT trip to DC, BIL/IIJA project funds priorities (Chair Kloster)*

9:10 a.m. **Public communications on agenda items**

9:13 a.m. **Consideration of TPAC minutes, May 6, 2022 (action item)** — Chair Kloster

9:15 a.m. **Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 22- 5271 (action item, Recommendation to JPACT)** — Ken Lobeck, Metro
Purpose: For the Purpose of Amending and Adding to the 2021-26 Metropolitan Transportation Improvement Program (MTIP) Two ODOT Projects Enabling Project Phases to Move Forwards and Addressing Funding Shortfalls (JN22-13-JUN1)

9:25 a.m. **Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 22- 5272 (action item, Recommendation to JPACT)** — Ken Lobeck, Metro
Purpose: For the Purpose of Amending or Adding to the 2021-26 Metropolitan Transportation Improvement Program (MTIP) TriMet's New Willamette Shoreline Rail Repair Project and Addressing ODOT Needed Project Funding Needs (JN22-14-JUN2)

9:35 a.m. **I-5 Interstate Bridge Replacement Modified LPA Resolution 22-5273 (action item, Recommendation to JPACT)** — Matt Bihn, Metro
Purpose: For the Purpose of Endorsing the Interstate Bridge Replacement Program Modified Locally Preferred Alternative

10:05 a.m. **Regional Flexible Funds Allocation (RFFA) initial input on developing staff proposals** — Dan Kaempff, Metro
Purpose: Discuss options for developing potential funding scenarios

10:35 a.m.	**2023 Regional Transportation Plan (RTP) policy brief – Congestion Pricing Policy Development** Purpose: Discuss draft 2023 RTP congestion pricing policy language for consideration and input.	Alex Oreschak, Metro
11:20 a.m.	**2023 Regional Transportation Plan (RTP) Vision, Goals & Objectives** Purpose: Discuss potential revisions to RTP vision and goals to address feedback received during Phase 1 of the plan update.	Kim Ellis, Metro
11:55 a.m.	**Committee comments on creating a safe space at TPAC**	Chair Kloster
12:00 p.m.	**Adjournment**	Chair Kloster

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

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2022 TPAC Work Program

As of 5/27/2022

NOTE: *Items in* ***italics*** *are tentative;* ***bold*** *denotes required items*

June 3, 2022 9:00 am – noon	**June 15, 2022 – MTAC/TPAC Workshop**
Comments from the Chair: • Creating Safe Space at TPAC (Chair Kloster) • Committee meeting logistics (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • Climate Expert Panel Announcement, June 22, 7:30-10 am, Zoom (Kim Ellis) • 2018 RTP project list review, reminder due June 10 (Kim Ellis) • 2018 RTP network maps review, reminder due June 10 (Kim Ellis) • *JPACT trip to DC, BIL/IIJA project funds priorities (Chair Kloster)* **Agenda Items:** • **MTIP Formal Amendment 21-5271** Recommendation to JPACT (Lobeck, 10 min) • **MTIP Formal Amendment 21-5272** Recommendation to JPACT (Lobeck, 10 min) • **I-5 Interstate Bridge Replacement Modified LPA Resolution 22-5273** Recommendation to JPACT (Matt Bihn, Metro, 30 min) • Regional Flexible Funds Allocation (RFFA) initial input on developing staff proposals (Dan Kaempff, Metro; 30 min) • 2023 RTP policy brief - Congestion Pricing Policy Development (Alex Oreschak, Metro; 45 min) • 2023 RTP Vision, Goals & Objectives (Kim Ellis, Metro; 35 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)	**9:00 am – noon** **Agenda Items:** • Regional Mobility Policy Update: Draft Framework, Measures and Action Plan-Discussion (Kim Ellis, Metro/ Glen Bolen, ODOT/ Susie Wright, Kittleson & Associates, 60 min) • Emerging Transportation Trends Study Recommendations (Eliot Rose, Metro, 45 min) • Regional Freight Delay & Commodities Movement Study (Tim Collins/Joe Broach, Metro; 60 min)

<u>July 8, 2022</u> 9:00 am – noon Comments from the Chair: • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • TSMO Program Project Solicitation update (Caleb Winter) **Agenda Items:** • Transportation Needs and Disparities Analysis Approach for 2023 RTP (Eliot Rose, Metro, 30 min) • Regional Flexible Funds Allocation (RFFA) public comment report, initial draft staff recommendations (Dan Kaempff, Metro, 45 min) • Enhanced Transit Concepts / Better Bus update (Matt Bihn, Metro, 30 min) • Multnomah County Earthquake Ready Burnside Bridge Update (Shane Phelps & Megan Neill, Mult. County/ Alex Oreschak, Metro, 30 min) • Safe and Healthy Urban Arterials (John Mermin, Metro; 10 min) • *82nd Avenue Project update (Elizabeth Mros-O'Hara, Metro/ City of Portland TBD; 30 min)* • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)	**<u>July 13, 2022 – TPAC Workshop</u>** **9:00 am – noon** **Agenda Items:** • Regional Flexible Funds Allocation (RFFA) refining staff recommendations (Dan Kaempff, Metro, 90 min) • 2024-2027 MTIP Performance Evaluation – Approach & Methods (Grace Cho, 30 min) • Metro RTP Congestion Pricing Policy Development and ODOT Oregon Highway Plan Amendment (Alex Oreschak, Metro/ Garet Prior, ODOT, 60 min) • Introduction to the High Capacity Transit Strategy Update for 2023 RTP (Ally Holmqvist, Metro, 30 min)

<u>August 5, 2022</u> 9:00 am –noon Comments from the Chair: • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) **Agenda Items:** • Regional Flexible Funds Allocation (RFFA) refined draft staff recommendations, with CCC priorities (Dan Kaempff, Metro, 45 min) • Vision, Goals & Objectives for 2023 RTP (Kim Ellis, Metro; 30 min) • Multnomah County Earthquake Ready Burnside Bridge Update (Shane Phelps & Megan Neill, Mult. County/ Alex Oreschak, Metro, 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)	**<u>August 17, 2022 – MTAC/TPAC Workshop</u>** **9:00 am – noon** **Agenda Items:** • Regional Mobility Policy: Draft Recommendations (Kim Ellis, Metro/ Glen Bolen, ODOT/ Susie Wright, Kittelson & Associates; 60 min) • Climate Smart Strategy Analysis Preliminary Results, Findings and Policy Considerations (Kim Ellis, Metro and Thaya Patton, Metro; 60 min)
<u>September 2, 2022</u> 9:00 am – noon Comments from the Chair: • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) **Agenda Items:** • **Regional Flexible Funds Allocation (RFFA) Final Project Selection** <u>Recommendation to JPACT</u> (Dan Kaempff, Metro; 45 min) • RTP Needs Assessment Findings (Eliot Rose, Metro 30 min) • Metro RTP Congestion Pricing Policy Development and ODOT Oregon Highway Plan Amendment (Alex Oreschak, Metro/ Garet Prior, ODOT, 45 min) • Regional Mobility Policy: Draft Recommendations (Kim Ellis, Metro/ Glen Bolen, ODOT/ Susie Wright, Kittelson & Associates; 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)	**<u>September 14, 2022 – TPAC Workshop</u>** **9:00 am – noon** **Agenda Items:** • 2023 RTP Financial Plan and Equitable Funding (Leybold, McTighe, 45 min) • High Capacity Transit Strategy Update: Network Vision (Ally Holmqvist, Metro, 45 min) • Safe and Healthy Urban Arterials (John Mermin, Lake McTighe (30 min)

<u>October 7, 2022</u> 9:00 am – noon Comments from the Chair: • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) **Agenda Items:** • **MTIP Formal Amendment 21-****** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • **Regional Mobility Policy Update: Recommended Policy and Action Plan** <u>Recommendation to JPACT</u> (Kim Ellis, Metro/ Glen Bolen, ODOT/ Susie Wright, Kittelson & Associates; 45 min) • 2023 RTP Financial Plan and Equitable Funding (Leybold, McTighe, 45 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)	**<u>October 19, 2022 – MTAC/TPAC Workshop</u>** **9:00 am – noon** **Agenda Items:** • Climate Smart Strategy Update (Kim Ellis, Metro; 60 min.)
<u>November 4, 2022</u> 9:00 am – noon Comments from the Chair: • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) **Agenda Items:** • **MTIP Formal Amendment 21-****** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • RTP Call for Projects Approach (Kim Ellis, Metro; 60 min.) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)	**<u>November 9, 2022 – TPAC Workshop</u>** **9:00 am – noon** **Agenda Items:** • 2019-2021 Regional Flexible Fund – Local Agency Project Fund Exchanges Update (Grace Cho, 15 min)
<u>December 2, 2022</u> 9:00 am – noon Comments from the Chair: • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) **Agenda Items:** • **MTIP Formal Amendment 21-****** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • RTP Call for Projects Update (Kim Ellis, Metro; 45 min.) • Climate Smart Strategy Update (Kim Ellis, Metro; 45 min.) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)	**<u>December 21, 2022 – MTAC/TPAC Workshop</u>** **9:00 am – noon** **Agenda Items:** • *2024 Growth Management Decision Work Program (Ted Reid, 60 min)*

Parking Lot: Future Topics/Periodic Updates

- Columbia Connects Project
- Best Practices and Data to Support Natural Resources Protection
- Better Bus Program (Matt Bihn)
- Regional Emergency Transportation Routes Update Phase 2 (John Mermin, Metro & Carol Chang, RDPO)
- Cost Increase & Inflation Impacts on Projects
- DLCD Climate Friendly & Equitable Communities Rulemaking (Kim Ellis, Metro)
- Ride Connection Program Report (Julie Wilcke)
- Get There Oregon Program Update (Marne Duke)
- RTO Updates (Dan Kaempff)
- Update on SW Corridor Transit
- Burnside Bridge Earthquake Ready Project Update (Megan Neill, Multnomah Co)

Agenda and schedule information E-mail: marie.miller@oregonmetro.gov or call 503-797-1766.
To check on closure or cancellations during inclement weather please call 503-797-1700.

Memo

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

Date: May 26, 2022

To: TPAC and Interested Parties

From: Ken Lobeck, Funding Programs Lead

Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments (during May 2022)

BACKGROUND

Formal Amendments Approval Process:

Formal/Full MTIP Amendments require approvals from Metro JPACT& Council, ODOT-Salem, and final approval from FHWA/FTA before they can be added to the MTIP and STIP. After Metro Council approves the amendment bundle, final approval from FHWA and/or FTA can take 30 days or more from the Council approval date. This is due to the required review steps ODOT and FHWA/FTA must complete prior to the final approval for the amendment.

Administrative Modifications Approval Process:

Projects requiring only small administrative changes as approved by FHWA and FTA are completed via Administrative Modification bundles. Metro normally accomplishes one "Admin Mod" bundle per month. The approval process is far less complicated for Admin Mods. The list of allowable administrative changes are already approved by FHWA/FTA and are cited in the Approved Amendment Matrix. As long as the administrative changes fall within the approved categories and parameters, Metro has approval authority to make the change and provide the updated project in the MTIP immediately. Approval for inclusion into the STIP requires approval from the ODOT. Final approval into the STIP usually takes between 2-4 weeks to occur depending on the number of submitted admin mods in the approval queue.

MTIP Formal Amendments

Proposed May1 2022 Formal Amendment Amendment Type: Formal/Full Amendment #: MY22-11-MAY1 Total Number of Projects: 1					
ODOT Key #	**MTIP ID #**	**Lead Agency**	**Project Name**	**Project Description**	**Description of Changes**
Project #1 Key **22467**	71251	ODOT	**I-205: I-5 - OR 213, Phase 1A**	Abernethy Bridge segment to include bridge reconstruction/ widening, lane widening, roundabout at I-205/OR43 IC construction, OR99 IC reconstruction, sound walls, stormwater improvements, and various paving, signage, and landscaping	**COST INCREASE:** Add $120 million to the construction phase based on updated submitted construction phase bids to cover the phase funding shortfall.

Status:

1. TPAC approval: May 6, 2022
2. JPACT approval: May 19, 2022
3. Metro Council approval: May 24, 2022

Proposed May #2 2022 Formal Amendment Amendment Type: Formal/Full Amendment #: MY22-12-MAY2 Total Number of Projects: 1					
ODOT Key #	**MTIP ID #**	**Lead Agency**	**Project Name**	**Project Description**	**Description of Changes**
Project #1 Key **21612**	71166	ODOT	**OR224: SE 17th Ave - Rainbow Campground**	Improvements including signs, stop bars, rumble strips, signals, reflectorized back plates and lighting to increase safety on this section of highway.	**CANCEL PROJECT:** The project has funding issues and overlapping scope elements with the OR224 Riverside Fire Recovery effort. As a result ODOT will cancel the project.

Status:

1. TPAC approval: May 6, 2022
2. JPACT approval: May 19, 2022
3. Metro Council approval: Scheduled for June 2, 2022

May 2022 Administrative Modifications

Amendment Number AM22-18-MAY1

Key	Lead Agency	Name	Change
19276	Clackamas County	Jennings Ave: OR 99E to Oatfield Rd	**FUND SWAP:** Add a total of $400kof STBG to construction in place of local overmatch. STBG originates from Key 22598
~~20889~~ **22598**	Metro	Corridor and Systems Planning (2021)	**FUNDS TRANSFER:** Shift $400k of STBG to Key 19276 to the construction phase.
22135	Portland	NE MLK Blvd Safety & Access to Transit: Cook-Highland	**SPLIT/TRANSFER FUNDS:** Split $85k total from the construction phase and transfer it to Key TDM-2026 representing TDM activities that Portland will complete
TDM-2026	Metro	Portland Transportation Demand Management Activities	**ADD FUNDS:** Combine $85k total from Key 22135 representing required TDM activities
20304	Portland	City of Portland Safety Project	**PHASE SLIP:** Slip ROW to FFY 2023 and UR plus Construction to FFY 2024
17270	Port of Portland	40 Mile Loop: Blue Lake Park - Sundial & Harlow Rd	**ADD FUNDS** Add STBG and local overmatch to address PE needs
21178	ODOT	US26 (Powell Blvd): SE 99th - East City Limits	**ADD PHASE:** Shift funds from Cons to Other phase for required tree removal activities
21177	ODOT	OR213 (82nd Ave): SE Foster Rd - SE Thompson Rd	**PHASE COST UPDATES:** Adjusts the PE, ROW, and UR phases to address PBOT's scope addition request
19267	ODOT	OR141 (Hall Blvd): Scholls Ferry Rd - Locust St	**COST INCREASE** Add $1.55 million to Cons to address higher submitted construction bids

Amendment AM22-19-MAY2
(Metro's SFY 23 UPWP amendment)

Key	Lead Agency	Name	Change
22310	Metro	Portland Metro Planning SFY23	**ADD FUNDS:** Update PL, 5303, STBG, and add State STBG plus local overmatch in support of the Metro SFY 23 UPWP Master Agreement list of approved projects
20888	Metro	Corridor and Systems Planning (2020)	**TRANSFER/COMBINE:** Transfer all funds to Key 22310 to support the SFY 23 UPWP Master Agreement list of projects
22145	Metro	Freight and Economic Development Planning (SFY 23 UPWP)	**TRANSFER/COMBINE:** Transfer all funds to Key 22310 to support the SFY 23 UPWP Master Agreement list of projects

22169	Metro	TSMO Administration (SFY23 UPWP)	**TRANSFER/COMBINE:** Transfer $138128 plus match funds to Key 22310 to support the SFY 23 UPWP Master Agreement list of projects
20880	Metro	Regional Travel Options (2021)	**ADVANCE PROJECT** Advance the project and funds from FFY 2025 to FFY 2022, MTIP action only. No required STIP action

Inflationary Cost Increases Processed Administrative Modifications Since April 2022

Key	Lead Agency	Name	Cost Increase Summary	Month	Amendment Number
20363	ODOT	I-84: Corbett Interchange - Multnomah Falls	Construction bids submitted much higher than expected resulting in construction phase and total project cost increase of 39%. No scope or limits change is occurring.	April 2022	AM22-16-APR1
19267	ODOT	OR141 (Hall Blvd): Scholls Ferry Rd - Locust St	The construction increases by $1.55 million to address revised phase costs which equals a 28.8% increase. Submitted bids came in much higher than expected. There is no change in scope or limits.	May 2022	AM22-18-MAY1

Memo

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

Date: May 10, 2022

To: Transportation Policy Alternatives Committee (TPAC) and interested parties

From: Kim Ellis, RTP Project Manager

Subject: 2023 Regional Transportation Plan (RTP) – **Request to Review 2018 RTP Project List and Submit Requested Information by June 10**

PURPOSE

The purpose of this memo is to request transportation agency staff to review the full 2018 RTP project list to:

(1) identify projects that have been completed since 2018 and
(2) identify projects that have local, regional, state or federal funding committed[1] to them.

The following agencies are requested to conduct this review:

- Cities of Beaverton, Cornelius, Forest Grove, Gresham, Happy Valley, Hillsboro, King City, Lake Oswego, Milwaukie, Oregon City, Portland, Sherwood, Tigard, Troutdale, Tualatin, West Linn and Wilsonville
- Clackamas, Multnomah and Washington counties
- Oregon Department of Transportation (ODOT)
- TriMet
- South Metro Area Regional Transit (SMART) district
- Port of Portland
- Tualatin Hills Parks and Recreation District (THPRD)
- North Clackamas Parks and Recreation District (NCPRD)

The 2018 RTP project list is available to download here:
https://www.oregonmetro.gov/sites/default/files/2022/05/06/2018%20RTP%20Master%20Project%20List%20All%20Projects20220426.xls

ACTION REQUESTED

By June 10, please submit the requested information to Kim Ellis, kim.ellis@oregonmetro.gov, using the Excel file provided here:
https://oregonmetro.sharefile.com/d-s4b4a124fd1db417281e498dc092f33b5

The excel file contains two worksheet forms to be submitted by June 10. The first worksheet should be used to list all completed 2018 RTP projects, the project cost (in 2016 dollars) and the year of completion. The second worksheet should be used to list all 2018 RTP projects with committed funding and the source of the funding. A PDF of each worksheet form in the excel file is attached for reference.

[1] "Committed" funding means funds that have been dedicated or obligated for transportation purposes. This includes local committed funding (MSTIPe, SDCs, CIPs, private sources, etc.), Metro Regional Flexible Funds Allocation (RFFA) funding, ODOT Statewide Transportation Improvement Program (STIP) funding and federal discretionary grant program funding (e.g., RAISE, TIGER, FAST ACT).

NEXT STEPS

Metro staff will share a map and compiled list completed projects at the July 8 TPAC meeting. The committed funding information will be added to the RTP Project Hub database that is being updated to support the RTP update process.

For more information about this request or questions, please contact Kim Ellis at **kim.ellis@oregonmetro.gov**.

List of **COMPLETED** projects from 2018 RTP projects & programs list

Agency submitting information	Staff Contact Name	Staff Email

Link to 2018 RTP project list: https://www.oregonmetro.gov/sites/default/files/2022/05/06/2018%20RTP%20Master%20Project%20List%20All%20Projects20220426.xls

2018 RTP Project ID	Project Name	Estimated Cost (2016 dollars)	Year of Completion	Notes

List of **COMMITTED** projects from 2018 RTP projects & programs list

Agency submitting information	Staff Contact Name	Staff Email

Link to 2018 RTP project list: https://www.oregonmetro.gov/sites/default/files/2022/05/06/2018%20RTP%20Master%20Project%20List%20All%20Projects20220426.xls

2018 RTP Project ID	Project Name	Estimated Cost ($2016)	Committed funding source(s)	Total amount of funding committed by each source (some projects may have more than one committed funding source)	Project in progress? (Yes/No)	IF project is in progress, estimated year of completion	Notes

Memo

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

Date: May 10, 2022

To: Transportation Policy Alternatives Committee (TPAC) and interested parties

From: John Mermin, Metro

Subject: 2023 Regional Transportation Plan (RTP) – Request to review and identify proposed "housekeeping" changes to RTP Network maps by June 10

PURPOSE

The purpose of this memo is to ask local jurisdictions (that have completed plans since adoption of the 2018 RTP) to review and identify proposed changes to the RTP Network maps.

The maps are adopted in Chapter 3 of the RTP, and zoomable versions are viewable here: https://drcmetro.maps.arcgis.com/apps/MapSeries/index.html?appid=9057331682354a188ecec2688071239f. GIS Shapefiles are available for download on RLIS Discovery to support this review.

These changes are considered "housekeeping" changes to ensure consistency between local plans and the RTP. Proposed changes should be based on adopted local Transportation System Plans, Comprehensive plans, Corridor or Area plans, and consistent with RTP network classifications.

By June 10, please send proposed edits to the following staff:

- John Mermin, john.mermin@oregonmetro.gov – Bicycle, Pedestrian, or Motor Vehicle network maps
- Ally Holmqvist, ally.holmqvist@oregonmetro.gov – Transit network map
- Tim Collins, tim.collins@oregonmetro.gov – Freight network map
- Lake McTighe, lake.mctighe@oregonmetro.gov – Regional Design Classifications map

Please contact the staff listed above if you have questions about this request, the maps or your proposed changes.

RTP Network Maps

Together, the facilities designated on the RTP network maps define the planned regional transportation system – an integrated and interconnected system that supports planned 2040 Growth Concept land uses and provides travel options to achieve the goals, objectives and policies of the RTP.

Please use the table format below for sending in proposed map changes.

RTP Network map	Facility name	Location	Existing classification	Proposed classification	Source of Proposed Change
Motor Vehicle	1st Ave	A St to B St	Minor Arterial	Major Arterial	[City/County name] TSP update

NEXT STEPS

Metro staff will share a compiled list of proposed network map edits at the July 8 TPAC meeting.

Meeting minutes

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

Meeting: **Transportation Policy Alternatives Committee (TPAC)**

Date/time: Friday, May 6, 2022 | 9:00 a.m. to 12:00 p.m.

Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending	**Affiliate**
Tom Kloster, Chair	Metro
Karen Buehrig	Clackamas County
Allison Boyd	Multnomah County
Chris Deffebach	Washington County
Lynda David	SW Washington Regional Transportation Council
Eric Hesse	City of Portland
Jaimie Lorenzini	City of Happy Valley and Cities of Clackamas County
Jay Higgins	City of Gresham and Cities of Multnomah County
Don Odermott	City of Hillsboro and Cities of Washington County
Tara O'Brien	TriMet
Chris Ford	Oregon Department of Transportation
Karen Williams	Oregon Department of Environmental Quality
Laurie Lebowsky	Washington State Department of Transportation
Lewis Lem	Port of Portland
Idris Ibrahim	Community Representative
Katherine Kelly	City of Vancouver, WA

Alternates Attending	**Affiliate**
Jamie Stasny	Clackamas County
Mark Lear	City of Portland
Dayna Webb	City of Oregon City and Cities of Clackamas County
Julia Hajduk	City of Sherwood and Cities of Washington County
Glen Bolen	Oregon Department of Transportation
Mike Coleman	Port of Portland

Members Excused	**Affiliate**
Rachael Tupica	Federal Highway Administration (FHWA)
Rob Klug	Clark County
Shawn M. Donaghy	C-Tran System
Jeremy Borrego	Federal Transit Administration
Rich Doenges	Washington Department of Ecology

Guests Attending	**Affiliate**
Mike Foley	
William Burgel	
Deb Scott	
Guests attending, (continued)	
Brad Choi	
Camilla (no last name)	
Krista Purser	
Nick Gross	
Nick Fortey	Federal Administration
Cody Field	City of Tualatin
Andre Lightsey-Walker	The Street Trust

Sarah Iannarone	The Street Trust
Alice Bibler	Oregon Department of Transportation
Vanessa Vissar	Oregon Department of Transportation
Garet Prior	Oregon Department of Transportation
Susan Peithman	Oregon Department of Transportation
Kate Freitag	Oregon Department of Transportation
Kate Hawkins	Oregon Department of Transportation
Kazim Zaidi	Oregon Department of Transportation
Mandy Putney	Oregon Department of Transportation
Valerie Egon	Oregon Department of Transportation
Will Farley	City of Lake Oswego
Jessica Engelman	City of Beaverton
Paul Edgar	Oregon City Resident
A.J. O'Connor	TriMet
Kent Boden	Kiewit
Laura Terway	City of Happy Valley
Eric Loomis	SMART
Garrett Augustyn	IBR Team
Mara Krinkle	IBR Team

Metro Staff Attending

Ted Leybold, Resource & Dev. Manager	John Mermin, Senior Transportation Planner
Kim Ellis, Principal Transportation Planner	Margi Bradway, Dep. Director Planning Dept.
Ken Lobeck, Senior Transportation Planner	Lake McTighe, Senior Transportation Planner
Dan Kaempff, Principal Transportation Planner	Aaron Breakstone, Modeling and Research
Eliot Rose, Transportation Tech & Analyst	Thaya Patton, Modeling & Research
Ally Holmquist, Senior Transportation Planner	Caleb Winter, Senior Transportation Planner
Jaye Cromwell, Program Coordinator	Noel Mickelberry, Associate Transportation Planner
Matt Bihn, Project Manager	Grace Stainback, Project Manager
Marie Miller, TPAC Recorder	

Call to Order, Declaration of a Quorum and Introductions

Chair Kloster called the meeting to order at 9:00 a.m. Introductions were made. A quorum of members present was declared. Committee members, member alternates, guests, public and staff were noted as attending. Reminders where Zoom features were found online was reviewed. A reminder was given on the new online format with panelists (committee members/alternates and presenters) and attendees (staff, guests and public members). A reminder was given on naming individual positions with the committee onscreen. Input was encouraged for providing safe space for everyone at the meeting via the link in chat. Comments would be shared at the end of the meeting.

Comments from the Chair and Committee Members

- **Updates from committee members and around the Region**
  Asked for any updates on the Commute option rulemaking, Karen Williams noted the first meeting of the Advisory Committee for commute options rulemaking would be held the following Monday via Zoom. Information was shared via this link: https://www.oregon.gov/deq/rulemaking/Pages/tripreduction2021.aspx

  Chris Ford noted the upcoming Oregon Transportation Commission meeting May 12. Several major toll project plans are being discussed requiring a refresh to the Oregon Highway Plan. The comment period on this happens over the summer with action expected in September. The link to the OTC meeting materials was shared: https://www.oregon.gov/odot/Get-Involved/Pages/OTC-2022-05.aspx

Lewis Lem noted agencies with public work projects facing cost increases and inflation in construction markets. It was suggested a future regional discussion in some format be provided to share information. Other input for discussion is the labor shortage, decreased contingency budgets, RTP revenue forecast and project cost estimates, and effects with RTP and MTIP planning. Staff will connect with agencies to develop this discussion item.

- **Monthly MTIP Amendments Update** (Ken Lobeck) Chair Kloster referred to the memo in the packet provided by Ken Lobeck on the monthly submitted MTIP formal amendments submitted from the end of March through late April, 2022. For any questions on the monthly MTIP amendment projects you may contact Mr. Lobeck directly.

- **Fatal crashes update** (Lake McTighe) April 2022 Report - Traffic Deaths in the counties of Clackamas, Multnomah and Washington update was provided. There have been 45 traffic fatalities in the three counties since the beginning of the year. Each month we read the names of people killed in traffic crashes in the prior month. We do this to acknowledge the immense emotional, social and economic toll that these serious crashes have in our communities, and to acknowledge that serious traffic crashes are preventable and that no death on our roadways is acceptable.

  ODOT compiles the official crash record for the state using traffic crash investigations and self-reported information. Metro follows national traffic crash reporting criteria, which the Portland Bureau of Transportation also uses. In addition to the practice of reading the names of traffic crash victims each month, Metro tracks and analyzes serious crash data trends occurring in the region. Over 70% of serious crashes occur on arterial roadways in the region. Understanding where crashes are occurring, and the factors contributing to crashes, helps regional leaders make informed decisions to improve safety.

  Added by staff
- **2018 RTP network maps** (John Mermin) It was announced a memo would be sent to the committee asking jurisdiction review of the RTP network maps in the regional system. For proposed changes from jurisdictions and cities, the contact to reply with information will be in the memo, due June 10.

- **2018 RTP project list** (Kim Ellis) It was announced that an additional memo would be sent to the committee asking jurisdiction review of the RTP project list since adopted in 2018, and if additional project commitment funds had been received. This memo will also contain contact information and a form to fill in for updates.

Public Communications on Agenda Items

Paul Edgar, Oregon City resident. Comments were provided on the tolling project planned on the Abernathy Bridge and I-205 corridor. Safety concerns of citizens, diversion impacts in the area and community business loss was noted. The public letter provided for this meeting are on page 335 of the packet.

Sarah Iannarone, The Street Trust. Comments were provided on the Just Crossing Alliance, community based organizations from Oregon and Washington that are working with partners to have the IBR project have positive outcomes in our region with climate, environmental and social justice. Some of the concerns the Alliance have are making sure to capture 100% of transportation demand, strong study of axillary lanes in the project, bike/ped road views from Vancouver (not only overhead from air views), and evaluation of true project costs and impacts.

Consideration of TPAC Minutes from April 1, 2022

MOTION: To approve minutes from April 1, 2022.

Moved: Eric Hesse Seconded: Jay Higgins

ACTION: Motion passed with one abstention; Chris Deffebach.

Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 22-5266 (Ken Lobeck, Metro) Mr. Lobeck described the Formal MTIP Amendment that involves canceling ODOT's OR224, SE 17th Ave to Rainbow Campground project in Key 21612. The project was scheduled to begin PE during FFY 2022. However, due to the Riverside Fire and OR224 Fire Recovery effort, several scope elements overlap into the fire recovery effort. Additionally, ODOT estimate funding issues are already present with Key 21612.

ODOT plans on submitting a Federal Lands Access Program grant to develop a OR224 Corridor Master Plan which will include required safety improvements once the Fire Recovery Effort is completed. The updated project then will be included in the 2024-27 STIP to implement required safety upgrades. As a result of the new strategy, Key 21612 is being canceled from the 2021-24 MTIP and STIP.

Comments from the committee:

- Chris Ford noted for clarity this may not be programmed into the 24-27 STIP in exact terms listed, with consideration still being made on safety elements on this road section and funding decisions left to be finalized. Details will be provided when more is known.

MOTION: Provide JPACT an approval recommendation of Resolution 22-5266 to cancel the ODOT's OR224, SE 17th Ave to Rainbow Campground safety upgrade project.
Moved: Chris Ford Seconded: Laurie Lebowsky
ACTION: Motion passed unanimously with no abstentions.

Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 22-5265, I-205: I-5 – OR 213, Phase 1A (Ken Lobeck, Metro) Mr. Lobeck described the Formal MTIP Amendment that involves adding $135.8 million to the construction phase for the I-205, I-5 - OR 213, Phase 1A project (Abernethy Bridge improvement segment). The added funding increases the project's construction phase cost from $359.2 million to $495 million and represents a 39.8% cost increase to the project. The cost increase results from higher than expected submitted construction phase bids for the project.

Oregon Transportation Commission (OTC) approval is required for commit the additional funding. The MTIP amendment is being processed concurrently with pending OTC action. OTC action is scheduled for May 12, 2022. Final Metro approval of the MTIP amendment is conditioned by OTC approval that must occur first to satisfy the proof-of-funding verification and fiscal constraint validation.

Comments from the committee:

- Chris Ford noted a special OTC meeting was held April 29 that approved the additional funding so no contingent action is needed. It was confirmed the funding amount listed is correct.
- Chris Deffebach asked for clarification on the funding amount. Mr. Lobeck and Mr. Ford confirmed the $135 million was added to what MTIP had to begin with, bringing the amount to $495 million.
- Jaimie Lorenzini asked for clarification with the financial capacity listed in the resolution that ODOT will utilize added bonding capacity under HB3055 to initially cover the funding increase and if more nuance was needed with funding language. Mr. Ford noted that to his understanding the same financial funding approach has been given, and no changes are needed.
- Eric Hesse noted the 40% cost increase with this project phase, emphasizing the need to understand forecasts and expectations with accountability for clarity on project funding impacts. Being informed on next steps and ways to inform JPACT is important.
- Chris Ford added some of the next steps with the tolling projects are traffic and revenue analysis this summer, work on RTP commitments, and the letter of agreement between ODOT and Metro commitments for full participation with planning.

MOTION: Provide JPACT an approval recommendation of Resolution 22-5265 consisting of the I-205, I-5 - OR 213, Phase 1A project which requires a cost increase to the construction phase which will enable the construction phase to then move forward.
Moved: Eric Hesse Seconded: Karen Buehrig
ACTION: Motion passed unanimously with no abstentions.

Interstate Bridge Replacement (IBR) draft modified LPA discussion (Matt Bihn, Metro & Mara Krinkle, IBR Team) Mara Krinkle and Matt Bihn presented information on the Interstate Bridge Replacement (IBR) draft modified Locally Preferred Alternative (LPA). The project overview and history was presented. The IBR program began in 2019 as a partnership between ODOT, WSDOT, the City of Portland, the City of Vancouver, Metro, RTC, Port of Portland, Port of Vancouver, TriMet, CTRAN, and federal partners.

Many of these partners also sit on JPACT and have been engaged extensively by the IBR program in the development of the project LPA. The program is working with stakeholders to leverage work from previous planning efforts and to integrate new data, regional changes in transportation, land use and demographic conditions and public input to inform program development work, which includes:
- Completing the federal environmental review process
- Obtaining necessary state and federal permits
- Finalizing project design
- Developing a finance plan
- Securing adequate funding
- Completing right of way acquisition
- Advertising for construction

To address these changes, the IBR program, in coordination with program partners and the community, developed design options, desired outcomes, and transit investments, in order to identify a Modified Locally Preferred Alternative (LPA) to be further studied through a Supplemental Draft Environmental Impact Statement (SDEIS) in compliance with the National Environmental Policy Act (NEPA).

A Modified LPA identifies the foundational elements local partners agree should move forward for further evaluation, including potential benefits and impacts and formal public comment. Detailed evaluation of the IBR program's Modified LPA will begin in fall 2022 and be documented in a SDEIS.

The IBR program recommendation for the Modified LPA includes key components representing foundational transportation improvements: transit investments, interchange configuration for Hayden Island/Marine Drive, and the number of auxiliary lanes across the bridge. Additional considerations are also assumed to be part of the Modified LPA.
TRANSIT RECOMMENDATION:
‣ Extend light rail from the Expo Center in Portland, Oregon north to a new station on Hayden Island, continuing across the Columbia River on the new I-5 bridge, following I-5 to multiple stations in the City of Vancouver, including a northern terminus at Evergreen Station in Vancouver, Washington.
HAYDEN ISLAND/MARINE DRIVE CONFIGURATION RECOMMENDATION:
‣ Construct a partial interchange at Hayden Island, and a full interchange at Marine Drive, designed to minimize impacts while making improvement to freight and workforce traffic and active transportation on Hayden Island and Marine Drive.
AUXILIARY LANE RECOMMENDATION:
‣ Include one auxiliary lane northbound and one auxiliary lane southbound between Marine Drive and Mill Plain Blvd to accommodate the safe movement of vehicles and freight.

Assumptions that are expected to be included in the recommendation for the Modified LPA:
‣ Replace the current I-5 bridge over the Columbia River with a seismically sound bridge.
‣ Replace the North Portland Harbor Bridge with a seismically sound crossing.
‣ The construction of three through lanes northbound and southbound throughout the BIA (Bridge

Influence Area).

‣ Include active transportation and multi-modal facilities that adhere to universal design principles and facilitate safety and comfort for all ages and abilities. This includes creating exceptional regional and bi-state multi-use trail facilities and transit connection within the Bridge Influence Area (BIA).

‣ Study improvements of other interchanges within the BIA.

‣ Implement a variable rate toll on motorists using the river crossing, with a recommendation to the Oregon and Washington State Transportation Commission to consider a low-income toll program, including exemptions and discounts.

‣ Establish a GHG reduction target relative to regional transportation and land use impacts, and to develop and evaluate design solutions that contribute to achieving program, regional, and state-wide climate goals.

‣ Evaluate program design options according to their impact on equity priority areas including developing a Community Benefits Agreement.

Additionally, in response to partner feedback, the IBR program is developing a list of commitments that will accompany the Modified LPA. The commitments are operational details and secondary design elements that support the design concepts outlined in the Modified LPA.

All eight partner agencies and the program's Executive Steering Group will be asked to consider the Modified LPA, with the goal of receiving approval by the end of July 2022. An update on progress, including the detail of the Modified LPA, is due from the Washington members of the bi-state legislative committee to the Washington State Legislature by August 1, 2022.

Comments from the committee:

- Karen Buehrig asked what the actual role TPAC has in this process and what the framework is for JPACT action. Mr. Bihn noted JPACT is required to weigh in due to MPO requirements. Ms. Ellis added that updating the LPA is already in the RTP, listed in the appendix that reflects the earlier LPA adoption. This new modified LPA with resolution will bring forward modelling assumptions and carry into the 2023 RTP.
- Don Odermott noted increased induced demand on the bridge, particularly north to south coming into Washington County corridors. In the modeling efforts with the LPA has induced demand been shown for this? Noting shorter/modified auxiliary lanes, do the designs impact a reduction in the lifetime and longevity in this corridor? Mr. Bihn noted the modeling done with the toll project and showing reduced congestion, including I-205 and I-5 variable rate tolls. Chris Ford added there will be a schedule of tolling before vehicles are driven on roadways where tolling takes place. OTC is the decision making body on this.
- Chris Deffebach noted the effort put into this project and designing for the versatility and future consistency since changes have been made since first started. Appreciation was also given to the study of Hayden Island on/off ramps.

  It was asked what the implication of this action lead to, including the financial strategy and where it fit with the 2023 RTP as possible amendment to the plan, MTIP amendments and next steps Metro will see. Ms. Ellis noted we need to update the financially constrained revenue forecast which will be a big effort given the number of large project, including ones with tolling components. The IBR is in the constrained list for both planning work happening now and for the construction ahead. Metro will be working through this with ODOT, JPACT and Metro Council as we update the revenue forecast. Mr. Leybold added JPACT will probably see MTIP amendments coming in the future as well. The planning and preliminary design phase is not fully funded yet. Later, when the next phases are ready to be added for construction they will also be presented for amendments.

- Eric Hesse appreciated the efforts on the project with inclusion and commitments laid out, and strategies on how it fits into the RTP and tolling program plans. It was noted that partners on the project be encouraged to help coordinate the cross between multiple projects and

modeling assumptions to fully understand how all the pieces work together. This is an unprecedented effort in the region with expectations and benefits will be challenging to coordinate. Studying the investment opportunities, induced/demand travel patterns and congestion pricing components all need to be included. Ms. Krinkle added the tolling analysis will be added as another piece soon.

- Katherine Kelly thanked the committee for their input and extended an invitation to talk to the City of Vancouver about this issue. There have been many changes and lots of investments made in transit expansions and land use investments with this project. The City of Vancouver would be happy to provide a tour and answer further questions.

Noted in the chat:

- Sarah Iannarone: The Just Crossing Alliance has serious concerns about hi-cap transit not extending to Clark College and Washington School for the Blind FYI.
- Don Odermott: Are the 85% and 75% figures for interaction among the 7 interchanges based upon regional travel model or GPS tracking (big-data) sources? This was answered by Mara Krinkle for big data and video surveys.
- Chris Deffebach: You mean 1 aux lane in each direction, right? To accommodate the SR 14, Hayden Is and Marine Drive? Answered by Katherine Kelly: yes, one aux lane each direction across the bridge. Later added: I misstated above. The cross-section is as follows: 14' shoulder, 12' aux lane, and three 12' through lanes, 14' shoulder/bus on shoulder.
- Paul Edgar: With a dramatic increase in capacity I-5 corridor will see much higher levels of congestion between the Terwilliger curves through north Portland to the new IBR Bridge. The key point is there is inadequate capacity for what is being proposed. This will induce greater pollution.
- Don Odermott: Marine Drive is a SPUI for now but could be modified to a different interchange type in future design.

Transportation System Management and Operations Program Update and Regional Implementation (Caleb Winter, Metro, Kate Freitag, ODOT, A.J. O'Connor, TriMet) A report was provided on the status of projects that are enhancing operator capabilities to manage the system, and shared elements going into regional implementation of the 2021 TSMO Strategy. As the Transportation System Management & Operations (TSMO) Program begins to implement the recently adopted 2021 TSMO Strategy, there are many projects already making improvements. These projects come from prior TSMO planning and reflect the 2018 Regional Transportation policy outcomes: climate, equity, safety and congestion management through reliable transportation.

A description of the new traffic signal upgrading system was provided by Mr. O'Connor. Upgraded intersections linked by data communications means remote traffic engineering. The challenge to TSMO System Completeness with limited funding was described by Ms. Freitag. Under the 2022-25 TransPort Work Plan existing and proposed work groups were listed, with 2021 TSMO Strategy Actions. The committee was asked to participate in coordination opportunities. The presenters will provide an update of what actions are near-term or completed and ask for TPAC input again at a future meeting.

Comments from the committee:

- Eric Hesse appreciated the update and understanding of work achieved. It was noted of the importance for funding connecting Climate Smart, inflation and other challenges in the region with these traffic improvements, and encouraged the committee think creatively on how we can prioritize investment strategies with funding revenue to get the most benefit of capabilities in our region.

Transit Agencies Budget and Programming of Projects update (Eric Loomis, SMART) The presentation included an overview of what SMART programs including Dial-A-Ride, SMART Options; Vanpool coming

soon. It was noted SMART received the 2022 System Innovation Award for the successful Bus on Shoulder pilot program, co-partnered with ODOT.

The SMART Transit Fund Forecast FY 22-23 was presented. This draft budget opened for public comment with expected Wilsonville City Council adoption in June. The proposed Program of Projects FY 22/23 was presented. Included in the SMART Options Program was the new Books on Bus program. Further details on SMART proposed budget, program of projects and the agency can be asked of Kelsey Lewis, Grants & Programs Manager, and Eric Loomis, Operations Manager.

Comments from the committee:

- Jaimie Lorenzini noted the Books on Bus program was the coolest program ever!

Updated 2024-27 MTIP Revenue forecast (Ted Leybold, Metro)
The presentation began by noting that since June 2021, the transportation revenue changed enough to revisit and update the 2024-2027 MTIP revenue forecast. With the Bipartisan Infrastructure Law (BIL) – also known as the Infrastructure Investment and Jobs Act (IIJA) – passed into law in November 2021, the transportation system expects to see a "once in a generation" investment in infrastructure, including transportation infrastructure and the largest investment in public transit. The significant increased investment and having annual estimates through federal fiscal year 2026 warranted returning back to the 2024-2027 MTIP revenue forecast to revise it prior to the programming of projects and fiscally constraining the four-year investment program.

Summary of Forecast of Federal and State Transportation Revenues Portland Metro Area Transportation
Federal Fiscal Years 2024 through 2027 (in millions)

	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FYs 2024-27 Total
ODOT Directed [1]	N/A [4, 7]	119.2	119.2	119.1	$357.5
ODOT to Cities/Counties [2]	N/A [4, 7]	$15.36	$15.36	$15.36	$46.08
State Trust Fund to Cities/Cos.	$240.36	$249.66	$248.83	$248.00	$986.85
Federal Discretionary [9]	$74.0	$74.0	$74.0	$0	$222.0
Metro MPO [1,3, 6, 8]	$13.6[4]	$54.2	$54.9	$54.9	$177.60
SMART	$2.04	$2.15	$2.27	$2.39	$8.85
TriMet	$158.5	$167.2	$174.4	$181.7	$681.8
Total	**$488.5**	**$681.77**	**$688.96**	**$621.45**	**$2,480.68**

Revenue estimates for the Portland metropolitan region will be further coordinated with partners throughout the development of the 2024-2027 MTIP. As transportation priorities get selected and programmed by project phase (e.g. planning, preliminary engineer/design, right-of-way, and construction) and assigned a funding type (e.g. STBG, HSIP, etc.), the MTIP will reference the early revenue forecast as the starting point for determining reasonably available revenues and demonstration of fiscal constraint - the balancing of project costs with anticipated revenue.

Next steps:
Funding Allocations
• ODOT programs – wrapping up autumn 2022
• RFFA – JPACT and Metro Council – September/October 2022
TPAC updates
• ODOT programs – monthly
• RFFA – at key milestones
• Transit – annual (spring)

It was asked for the committee to direct any questions on the materials presented at the meeting to Ted Leybold and Grace Cho directly.

Update on new IIJA Programs – Great Streets and Innovative Mobility Program (Kazim Zaidi and Susan Peithman, ODOT) The presentation was led by Kazim Zaidi with a description of the final OTC decision of IIJA Flexible Funding amounts and categories.

Program Area	Funding (Millions)
Enhance Highway	$50
Fix-It	$75
Great Streets	$50
Safe Routes to School	$30
Innovative Mobility Program	$10
Local Climate Planning	$15
Maintenance & Operations	$40
ADA	$95
Match for Competitive Grants	$40
Business & Workforce Development	$7
Total	$412

The presentation focused on two programs. First, the Innovative Mobility Program:
- Improves access and travel options for people walking, biking, rolling, taking transit, and sharing rides
- Federal IIJA and State-funded
- 50% via competitive discretionary grants ($10M)
- 50% via targeted ODOT convened and partner delivered programs ($10M)
- Focus on historically excluded groups

The Innovative Mobility Program includes Statewide and targeted congestion pricing mitigation projects, travel training and encouragement, bike safety gear, skills training, and racks, urban and rural vanpools for job access, and pedal and ebike share programs.

Comments from the committee:

- Karen Buehrig reported she was excited to hear about this program with the key word being innovative. It was noted we should think outside the box of typical engagement and partnerships, such as social service agencies and transportation management associations that can be integrated to provide service to elderly and disabled for jobs with other services. It was asked who should be contacted to be able to move forward with these ideas.

  Mr. Zaidi provided his email in chat for reaching him directly. It was noted ODOT is having conversations with other state agencies reaching organizations that have been historically challenging for outreach and engagement. This program is learning what mechanisms there are for delivery, casting a wide net for best possible application and ideas so that innovations are in line with strategies, and have the lowest type and number of barriers for participation.

- Eric Hesse noted some organizations beyond listed agencies for reaching out to with interest in these programs, including the Portland Clean Energy Fund and Metro's Emerging Trends project work. The amount of funding for these programs appears ambitious but has the potential overlap with other funds such as STIP on the transit side. More understanding of how these programs could be leveraged and identified to help mitigate congestion pricing in the region was suggested. Mr. Zaidi noted the Federal funding that was then split between programs. The next step is the engagement process and finding out what communities are interested in with the programs.
- Karen Williams recommended outreach to employers, particularly those in rural areas and outreaches of suburban areas which may not have access to reliable public transportation. Outreach could also be considered to economic development districts that are not necessarily within MPO areas.

- Jaimie Lorenzini expressed interest in the potential places to partner on these projects to help close the gap on the last mile of transit in Clackamas County. How will ODOT measure the performance of innovation in these programs? Mr. Zaidi noted they are still working on details, and have a relatively small amount of funds to initially kick start the process. They will provide progress reports to demonstrate what is working (or not) and commit to coming back to the committee with more information.
- Alison Boyd recommend to engage Multnomah County's Racial and Ethnic Approaches to Community Health (REACH) program that collaborates with community partners through the ACHIEVE Coalition.
- Chris Deffebach noted it was asked about lowering barriers to participation. The public still needs more awareness of what options are available with resources. It was suggested this outreach would help build the awareness and go beyond community groups now in partnerships now. It was noted coordination with current partners and lesser known organizations would help reach communities. It was suggested to partner with the Westside Transportation Alliance and their work groups.

Susan Peithman introduced herself and presented information on the Great Streets Program. The Oregon Transportation Commission approved spending $412 million of Infrastructure Investment and Jobs Act flexible highway funding on this program initial start for $50 million. It was noted many state highways that pass through urbanized areas are focused on moving cars and trucks through communities but do not adequately address community safety, specifically for people walking and biking. These main streets do not support community and economic vitality and many need significant improvements.

Federal and state transportation funding is usually attached to specific program requirements that makes it difficult to address safety needs for these critical streets holistically. The Commission dedicated funding to a "Great Streets" program to improve urban main streets in communities of all sizes. The "Great Streets" program prioritizes safety, accessibility, and equity, and will address declining road conditions and other needs.

Comments from the committee:

- Karen Buehrig asked how it was anticipated using the different region and their staff input into this particular program as projects are selected. In addition, will they play a specific role in priority of projects? Ms. Peithman noted that ODOT staff is meeting with the state regions and working on two components of how we are talking through equitable engagement of bringing forward project ideas. First, working with existing relationships with community organizations and future of the projects if selected, and second, what the expectation of the project would be for the region. All efforts are led by the Office of Social Equity.

  How the projects will be selected is still undetermined, but they are working through the criteria. They are also determining how this will be evaluated against other regions. Ms. Buehrig asked when the money would start to flow, and when is the project selection expected to happen. Ms. Peithman noted the funds were part of the 24-27 STIP. It was important time is taken for the engagement process first, and being intentional of having the correct timeline placed for the regions. It was expected that in six months more clarity on the program would be known.

Committee comments on creating a safe space at TPAC (Chair Kloster) – The following subject comments were received, and will be discussed under Comments from the Chair at the June 3 TPAC meeting:
Enabling live transcript/closed captioning for future meetings

Hybrid meeting format for overcoming technology challenges and full participation at meetings.

Use Legistar for committee materials structure to make packets and supplementary items more accessible.

Adjournment

There being no further business, meeting was adjourned by Chair Kloster at 12:03 p.m.
Respectfully submitted,
Marie Miller, TPAC Recorder

Item	Document Type	Document Date	Document Description	Document No.
1	Agenda	5/6/2022	5/6/2022 TPAC Agenda	050622T-01
2	TPAC Work Program	4/28/2022	TPAC Work Program as of 4/28/2022	050622T-02
3	Memo	4/26/2022	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments (from the end of March through Late April, 2022)	050622T-03
4	Memo	4/29/2022	TO: TPAC and interested parties From: Lake McTighe, Regional Planner RE: April 2022 Report - Traffic Deaths in the three counties	050622T-04
5	Draft Minutes	4/1/2022	Draft Minutes from TPAC April 1, 2022 meeting	050622T-05
6	Resolution 22-5266	N/A	FOR THE PURPOSE OF AMENDING THE 2021- 26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO CANCEL ODOT'S OR224, SE 17th AVE TO RAINBOWCAMPGROUND SAFETY UPGRADE PROJECT FOR LATER REPROGRAMMING IN THE 2024-27 STIP DUE TO FUNDING ISSUES AND OVERALAPPING SCOPE ELEMENTS WITH THE OR224 RIVERSIDE FIRE RECOVERY EFFORT (MY22-12-MAY2)	050622T-06
7	Exhibit A	N/A	Exhibit A to Resolution 22-5266	050622T-07
8	Staff Report	4/21/2022	Staff Report for Resolution 22-5266	050622T-08
9	Attachment 1	2/4/2022	Attachment 1: OR224 Wildfire Recovery FAQs	050622T-09
10	Resolution 22-5265	N/A	FOR THE PURPOSE OF AMENDING THE 2021- 26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO INCREASE THE CONSTRUCTION PHASE FOR THE I-205, I-5 to OR 213, PHASE IA PROJECT ALLOWING THE CONSTRUCTION PHASE TO MOVE FORWARD AND BE IMPLEMENTED (MY22-11-MAY1)	050622T-10
11	Exhibit A	N/A	Exhibit A to Resolution 22-5265	050622T-11
12	Staff Report	4/26/2022	Staff Report for Resolution 22-5265	050622T-12
13	Attachment 1	July 2021	Attachment 1: I-205 Improvements Fact Sheet	050622T-13
14	Attachment 2	4/26/2022	Attachment 2: OTC I-205 Abernethy Letter	050622T-14
15	Memo	4/29/2022	TO: TPAC and interested parties From: Matt Bihn, Principal Transportation Planner RE: Interstate Bridge Replacement Project (IBR) Locally Preferred Alternative	050622T-15

Item	Document Type	Document Date	Document Description	Document No.
16	Attachment 1	N/A	Interstate Bridge Replacement Program Fact Sheet	050622T-16
17	Attachment 2	March 2022	Interstate Bridge Replacement Program: Centering Equity	050622T-17
18	Attachment 3	N/A	Interstate Bridge Replacement Program: Program Update	050622T-18
19	Memo	05/05/2022	MEMORANDUM: OVERVIEW OF PROGRAM RECOMMENDATION FOR MODIFIED LOCALLY PREFERRED ALTERNATIVE	050622T-19
20	Handout	May 2022	IBR Modified Locally Preferred Alternative Briefing Packet	050622T-20
21	Memo	4/29/2022	TO: TPAC and interested parties From: Caleb Winter, Senior Transportation Planner and TSMO Program Manager RE: Transportation System Management and Operations Program Update and Regional Implementation	050622T-21
22	Memo	4/29/2022	TO: TPAC and interested parties From: Grace Cho, Metro RE: 2024-2027 MTIP – Transit Agency Annual Budget Process Update and Programming of Projects	050622T-22
23	Memo	4/29/2022	TO: TPAC and interested parties From: Grace Cho, Senior Transportation Planner Ted Leybold, Resource Development Manager RE: 2024-2027 Metropolitan Transportation Improvement Program (MTIP) Revenue Forecast – Updated	050622T-23
24	Attachment 1	N/A	Attachment 1 – Summary of Forecast of Federal and State Transportation Revenues Portland Metro Area Transportation Federal Fiscal Years 2024 through 2027 (in millions)	050622T-24
25	Attachment 2	May 2022	Attachment 2 - 2024-2027 Metropolitan Transportation Improvement Program (MTIP) Financial Forecast State and Federal Unallocated Funds	050622T-25
26	Slide	May 6, 2022	May traffic deaths report for Clackamas, Multnomah and Washington counties	050622T-26
27	Public Comment Letter	N/A	Public Comment Letter: Paul Edgar, Oregon City Resident	050622T-27
28	Presentation	May 6, 2022	May 2022 Formal MTIP Amendment Resolutions 22-5266 (OR224) + 22-5265 (I-205 Abernethy) Amendments# MY22-11-MAY1 + MY22-12-MAY2	050622T-28
29	Presentation	May 6, 2022	Interstate Bridge Replacement Update	050622T-29
30	Presentation	May 6, 2022	Transportation System Management & Operations Program Update and Regional Implementation	050622T-30
31	Presentation	May 6, 2022	Metropolitan Transportation Improvement Program Coordination	050622T-31
32	Presentation	May 6, 2022	2024-27 MTIP Revenue Forecast - Updated	050622T-32
33	Presentation	May 6, 2022	Infrastructure Investment and Jobs Act Flexible Funding Decision	050622T-33

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING AND ADDING TO THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TWO ODOT PROJECTS ENABLING PROJECT PHASES TO MOVE FORWARD AND ADDRESSING FUNDING SHORTFALLS (JN22-13-JUN1)	))))))))	RESOLUTION NO. 22-5271 Introduced by: Chief Operating Officer Marissa Madrigal in concurrence with Council President Lynn Peterson

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2021-24 MTIP via Resolution 20-5110 on July 23, 2020; and

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

WHEREAS, the U.S. Department of Transportation (USDOT) has issued clarified MTIP amendment submission rules and definitions for MTIP formal amendments and administrative modifications that both ODOT and all Oregon MPOs must adhere to which includes that all new projects added to the MTIP must complete the formal amendment process; and

WHEREAS, the June 2022 Formal MTIP Amendment adds the I-405 Fremont Bridge (Willamette River) West Ramps painting project Preliminary Engineering and Right-of-Way phases enabling the project to commence in early October 2022 with the Construction planned to be added as part of the 2024-27 STIP update; and

WHEREAS, the June 2022 Formal MTIP Amendment adds funding to the Preliminary Engineering and Right-of-Way to the OR141/OR217 American with Disabilities Act (ADA) Curb Ramps improvement project to address exiting funding shortfalls ; and

WHEREAS, a special amendment performance evaluation is not required as the project does not exceeds $100 million, or is capacity enhancing; and

WHEREAS, Regional Transportation Plan consistency check areas included financial/fiscal constraint verification, an assessment of possible air quality impacts, consistency with regional approved goals and strategies, and a reconfirmation that the MTIP's financial constraint finding is maintained a result of this amendment; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification plus amendment summary overview, and recommended approval to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on June 3, 2022; and

WHEREAS, both projects still require final approval from the Oregon Transportation Commission which is scheduled to occur on July 14, 2022 in order for final approval to occur from Metro Council

DRAFT

WHEREAS, JPACT approved Resolution 22-5271 consisting of I-405 Fremont Bridge Painting and OR141/OR217 ADA Curbs and Ramps Formal MTIP Amendments on June 16, 2022 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on July 21, 2022 through Resolution 22-5271 to formally amend the 2021-26 MTIP to add the I-405 Fremont Bridge Painting project and add funding to the OR141/OR217 ADA Curbs and Ramps Improvement project.

ADOPTED by the Metro Council this ____ day of _____ 2022.

_____
Lynn Peterson, Council President

Approved as to Form:

_____
Carrie MacLaren, Metro Attorney

DRAFT

Formal/Full MTIP Amendment JN22-13-JUN1 (June #1 Bundle 2022)
Exhibit A to Resolution 22-5271 (MTIP Worksheet)

Metro

Metro
2021-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal/Full Amendment
ADD NEW PROJECT
Add the new Fremont Bridge O&M project to the MTIP

Lead Agency: ODOT		Project Type:	O&M		**ODOT Key:**	**22603**
Project Name:	1	ODOT Type	Maint		**MTIP ID:**	**NEW-TBD**
I-405 Fremont Bridge (Willamette River) West Ramps		Performance Meas:	No		**Status:**	**1**
		Capacity Enhancing:	No		**Comp Date:**	**12/31/2028**
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Conformity Exempt:	Yes		RTP ID:	12092
	US30	On State Hwy Sys:	I-405		RFFA ID:	N/A
	1.24	Mile Post Begin:	2.84		RFFA Cycle:	N/A
	1.26	Mile Post End:	3.10		UPWP:	No
Short Description: **Paint bridge approach ramps, steel members only, on the west end of the Fremont Bridge in Portland.**	0.02	Length:	0.26		UPWP Cycle:	N/A
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2022		Past Amend:	0
		Years Active:	0		OTC Approval:	**Yes**
		STIP Amend #: 21-24-2100			MTIP #:	**JN22-13-JUN1**

Detailed Description: **On I-405 at MP 2.84 to MP 3.10 and US 30 from MP 1.24 to MP 1.26, paint bridge approach ramps, steel members only, on the west end of the Fremont Bridge in Portland. (Note: Construction planned for FFY 2025 & 24-27 STIP, estimate at $103.73 million)**

STIP Description: Paint bridge approach ramps, steel members only, on the west end of the Fremont Bridge in Portland.

Programming Notes or Conditions: OTC approval has been indicated in the STIP Impacts Worksheet with approval planned for their June 2022 meeting. The OTC item is required to meet the proof funding and fiscal constraint requirement. Concurrent processing is approved to meet FY 2022 EOY PE obligation needs

Last Amendment of Modification: None. Initial MTIP programming

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	**Total**
Federal Funds								
AC-STBGS (89.73%)	**ACP0**	**2023**		**$ 10,437,394**				**$ 10,437,394**
AC-STBGS (89.73%)	**ACP0**	**2024**			**$ 113,957**			**$ 113,957**
								$ -
Notes: AC-STBGS= Advance Construction State STBG conversion projection. Construction proposed for FFY 2025							**Federal Totals:**	**$ 10,551,351**
Federal Fund Obligations $:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
State	**Match**	**2023**		**$ 1,194,606**				**$ 1,194,606**
State	**Match**	**2024**			**$ 13,043**			**$ 13,043**
								$ -
							State Total:	**$ 1,207,649**
Local Funds								
								$ -
								$ -
							Local Total	**$ -**
Phase Totals Before Amend:			$ -	$ -	$ -	$ -	$ -	$ -
Phase Totals After Amend:			$ -	**$ 11,632,000**	**$ 127,000**	$ -	$ -	**$ 11,759,000**
							Year Of Expenditure (YOE):	$ 115,489,000
Net Phase Funding Change:			$ -	$ 11,632,000	$ 127,000	$ -	$ -	$ 11,759,000
Phase Percent Change:			0.0%	100.0%	100.0%	0.0%	0.0%	10.2%

Notes and Summary of Changes:

> Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
> What are we changing? Adding a new ODOT fund bridge rehab project to the MTIP.

Amendment Summary:

The formal amendment adds the PE and ROW phase to the 2021-26 MTIP. This is new project. The two phases total $11,759,000. The construction phase estimate is $103,730,000. The construction phase will be added to the MTIP through the 2024-27 STIP Update and 2024-29 MTIP Update. The phase estimates were developed as part of the scoping effort. ODOT summarizes the project need as follows: Top paint coat is peeling; some rusting, pack rust, and minor section loss on steel members. If distresses are not addressed in a timely manner, it is hard to catch up due to the size of the bridge. This is a large bridge with an extensive ramp system at each end, so the painting will be done in phases. This business case concentrates on the ramps on the west end of the bridge, 09268, 09268A, 09268B, 09268E, 09268N, 09268S and 09268W.

Painting projects support equity goals by helping to protect steel bridges against corrosion, avoiding costly repairs in the future and lowering life cycle costs, which in turn minimizes transportation user fees needed for maintaining the asset. Raising user fees has a larger negative impact on lower income individuals. Maintaining assets at the lowest life cycle cost frees up transportation revenues for other purposes, such as Active and Public Transportation, Safety, or Enhancement for the 25-27 STIP.

> OTC approval is required to approve the funds. The funding request is scheduled to go before the OTC during their July 14, 2022 Meeting. The MTIP amendment approval is conditioned upon OTC approval that first must occur. Otherwise, the proof-of-funding verification and fiscal constraint demonstration as required by 23 CFR 450.300-338 will not be properly demonstrated. The MTIP amendment cannot proceed to Metro Council until OTC approval occurs. Therefore, the project will have to progress as a stand-alone project under a separate resolution number and approval timing. Metro Council approval will be requested for their July 21, 2022 meeting.
> Will Performance Measurements Apply: Safety and Bridge

RTP References:

> RTP ID: 12092 - Bridge Rehabilitation & Repair
> RTP Description: Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.
> Regional Significant Project: Yes. Federal funds plus Bridge improvements are considered regionally significant
> UPWP amendment: No
> RTP Goals: Goal 10 - Fiscal Stewardship
> Goal Objective: 10.1 Infrastructure Condition
> Goal Description: Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs.
> Proof of Funding Verification: OTC approval required. Schedule for Jul 14, 2022 OTC meeting. Requires delay to Metro Council as a result until OTC approval occurs.
> Scope changes included: No
> Limit changes included: No
> Formal/full amendment requirement under Matrix: Adding a new project to the MTIP requires a formal/full amendment
> Add Special Performance Evaluation assessment required to be completed: No. The project does exceed the $100 million threshold, but is an exempt and non-capacity enhancing project. Therefore, the amendment special assessment requirement is not required
> Exempt or Capacity Project: Exempt project
> Exemption Reference: 40 CFR 93.126, Table 2 - Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes).

Fund Codes:

> AC-STBGS = Federal Advance Construction placeholder funds wit the estimated final conversion to be State STBGS .
> State = General state funds provided by the lead agency as part of the required match.

Other

> On NHS: Yes - ID as part of the Eisenhower Interstate System
> Metro Model: Yes - Motor Vehicle Network
> Model category and type: Throughways
> TCM project: No
> Located on the CMP: Yes

Fund Codes

Phase	Fund Code	Description	ICAP	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACP0	ADVANCE CONSTRUCT PR		100.00%	11,632,000.00	89.73%	10,437,393.60	10.27%	1,194,606.40	0.00%	0.00
	PE Totals			**100.00%**	**11,632,000.00**		**10,437,393.60**		**1,194,606.40**		**0.00**
RW	ACP0	ADVANCE CONSTRUCT PR		100.00%	127,000.00	89.73%	113,957.10	10.27%	13,042.90	0.00%	0.00
	RW Totals			**100.00%**	**127,000.00**		**113,957.10**		**13,042.90**		**0.00**
	Grand Totals				**11,759,000.00**		**10,551,350.70**		**1,207,649.30**		**0.00**

Formal/Full MTIP Amendment JN22-13-JUN1 (June 2022)
Exhibit A to Resolution 22-5271 (MTIP Worksheets)

Metro

Metro
2021-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal/Full Amendment
COST INCREASE
Add approved OTC funding to the PE and ROW phases

Lead Agency: ODOT		Project Type:	O&M		**ODOT Key:**	**22431**
Project Name:		ODOT Type	Maint		**MTIP ID:**	**71247**
OR141/OR217 Curb Ramps	**2**	Performance Meas:	No		**Status:**	**4**
		Capacity Enhancing:	No		**Comp Date:**	**12/31/2028**
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).		Conformity Exempt:	Yes		RTP ID:	12095
		On State Hwy Sys:	OR141		RFFA ID:	N/A
		Mile Post Begin:	~~2.57~~ **4.97**		RFFA Cycle:	N/A
Short Description: At various location on OR 141 (Hall Blvd) and SW 72nd Ave in the Tigard area, construct ADA compliant curbs and ramps.		Mile Post End:	7.07		UPWP:	Yes
		Length:	2.10		UPWP Cycle:	N/A
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2022		Past Amend:	1
		Years Active:	0		OTC Approval:	7/12/2022
		STIP Amend #: 21-24-2105			MTIP #: JN22-13-JUN1	

Detailed Description: On OR 141 (Hall Blvd ~~at two location between MP 2.57 to 7.07~~ **MP 4.97 to MP 7.07)** and on SW 72nd Ave (between SW Beveland Rd to SW Varnes St) in the Tigard area, construct ADA compliant curbs and ramps for safety improvements. (ADA PGB)

STIP Description: Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

Programming Notes: OTC approval is cited as required per the CMR as part of the ODOT annual amendment. Per the CMR, the amendment will be presented to the OTC for approval during their July 14 2022 meeting.

Last Amendment of Modification: Administrative - March 2022 - AM22-13-MAR1 - SLIP PHASE: The administrative modification slips the ROW phase from FFY 2022 to FFY 2023

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	**Total**
Federal Funds								
State STBG	Z24E	2021		$ 851,830				$ 851,830
State STBG - IIJA	**Y240**	**2021**		**$ 1,279,257**				**$ 1,279,257**
~~AC-STBGS~~	~~ACP0~~	~~2023~~			~~$ 299,730~~			$ -
AC-STBGS	**ACP0**	**2023**			**$ 748,348**			**$ 748,348**
~~AC-STBGS~~	~~ACP0~~	~~2023~~					~~$ 1,304,043~~	$ -
AC-STBGS	**ACP0**	**2024**					**$ 1,304,043**	**$ 1,304,043**
Notes:							**Federal Totals:**	**$ 4,183,478**
Federal Fund Obligations $:				$ 851,830				Federal Aid ID
EA Number:				PE003333				SA00(048)
Initial Obligation Date:				8/31/2021				
EA End Date:				8/31/2026				
Known Expenditures:				Not Available				
State Funds								
State	Match	2021		$ 97,496				$ 97,496
State (IIJA)	**Match**	**2021**		**$ 146,417**				**$ 146,417**
~~State~~	~~Match~~	~~2023~~			~~$ 34,305~~			$ -
State	**Match**	**2023**			**$ 85,652**			**$ 85,652**
~~State~~	~~Match~~	~~2023~~					~~$ 149,254~~	$ -
State	**Match**	**2024**					**$ 149,254**	**$ 149,254**
							State Total:	**$ 478,819**
Local Funds								
								$ -
								$ -
							Local Total	**$ -**
Phase Totals Before Amend:			$ -	~~$ 949,326~~	~~$ 334,035~~	$ -	$ 1,453,297	$ 2,736,658
Phase Totals After Amend:			$ -	**$ 2,375,000**	**$ 834,000**	$ -	$ 1,453,297	**$ 4,662,297**
							Year Of Expenditure (YOE):	$ 4,662,297
Net Phase Funding Change:			$ -	$ 1,425,674	$ 499,965	$ -	$ -	$ 1,925,639
Phase Percent Change:			0.0%	150.2%	149.7%	0.0%	0.0%	70.4%

Notes and Summary of Changes:

> Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
> What are we changing? Adding needed funds to PE and ROW, plus slipping Cons to FFY 2024

Amendment Summary:

The formal amendment adds funds to PE and ROW phases to address funding shortfalls. Per the Change Management Request: Updated PE estimate to perform the proposed work exceeds the current PE budget in the STIP. The additional ROW is adjusted based on the statewide module. When originally programmed cost estimates were optimistic and had anticipated cost reductions due to maturation of the ADA program, as seen in other DOT programs. However, due to current market conditions and skilled labor shortages these anticipated cost reductions have not come to pass. The cost estimates are therefore being reset.
The ROW phase requires more time than was allowed and this impacts the CN phase. Construction is being slipped as a result.
Scope change: K18841 is in construction and will build the ADA curb ramps as part of this project.
> Will Performance Measurements Apply: Safety

RTP References:

> RTP ID: 12095 - Safety & Operations Projects
> RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
> Regional Significant Project: yes. Federal fund being applied to a project in the modeling network
> UPWP amendment: No
> RTP Goals: Goal 5 - Safety and Security
> Goal Objective: 5.1 - Transportation Safety
> Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.
> Proof of Funding Verification: Pending. Approval by the program a manager has occurred. Final approval by OTC schedule for their July 2022 meeting
> Scope changes included: Yes. Transfer of two site locations to Key 18831. K18841 is in construction and will build the ADA curb ramps as part of this project.
> Limit changes included: Internal site locations adjusted.
> Formal/full amendment requirement under Matrix: Cost increase exceeds 30% threshold which triggers the formal amendment.
> Add Special Performance Evaluation assessment required to be completed: No
> Exempt or Capacity Project: Exempt project
> Exemption Reference: 40 CFR 92.126 Table 2 - Air Quality - Bicycle and pedestrian facilities.

Fund Codes:

> State STBG = Federal Surface Transportation Block Grant funds appropriated to the state DOT and applied to various eligible projects .
> State STBG - IIJA = Federal STBG originating from the IIJA bill and applied to eligible projects
> AC-STBGS = Federal Advance Construction fund type placeholder used until the final federal fund code is committed to the project. In this case, the future federal fund code that will be committed to the project is State STBGS
> State = General state funds provided by the lead agency as part of the required match.

Other

> On NHS: No
> Metro Model: Yes - Motor Vehicle Network
> Model category and type: Minor Arterials
> TCM project: No
> Located on the CMP: No

Fund Codes

Phase	Fund Code	Description	ICAP	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA		60.03%	1,425,674.00	89.73%	1,279,257.28	10.27%	146,416.72	0.00%	0.00
	Z24E	Surface transportation block grants - flex FAST ext	Y	39.97%	949,326.00	89.73%	851,830.22	10.27%	97,495.78	0.00%	0.00
	PE Totals			**100.00%**	**2,375,000.00**		**2,131,087.50**		**243,912.50**		**0.00**
RW	ACP0	ADVANCE CONSTRUCT PR		100.00%	834,000.00	89.73%	748,348.20	10.27%	85,651.80	0.00%	0.00
	RW Totals			**100.00%**	**834,000.00**		**748,348.20**		**85,651.80**		**0.00**
CN	ACP0	ADVANCE CONSTRUCT PR		100.00%	1,453,297.00	89.73%	1,304,043.40	10.27%	149,253.60	0.00%	0.00
	CN Totals			**100.00%**	**1,453,297.00**		**1,304,043.40**		**149,253.60**		**0.00**
	Grand Totals				**4,662,297.00**		**4,183,479.10**		**478,817.90**		**0.00**

Memo

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

Date: May 24, 2022
To: TPAC Members and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: June 2022 Formal/Full Metropolitan Transportation Improvement Program (MTIP) Amendment Narrative Summary, Staff Report for Resolution 22-5271

JUNE MTIP FORMAL/FULL AMENDMENTS SUMMARY

The June 2022 Formal/Full MTIP amendment is split into two amendment bundles. The following provides a summary of the projects and the changes occurring within each amendment bundle

June #1 Formal/Full Amendment Bundle: JN22-13-JUN1, Resolution 22-5271 (2 projects)

Proposed June 2022 Formal Amendment Bundle #1 Resolution Number: 22-5271 Amendment Type: Formal/Full Amendment #: JN22-13-JUN1 Total Number of Projects: 2					
ODOT Key #	**MTIP ID #**	**Lead Agency**	**Project Name**	**Project Description**	**Description of Changes**
Project #1 Key **22603 New Project**	New TBD	ODOT	I-405 Fremont Bridge (Willamette River) West Ramps	Paint bridge approach ramps, steel members only, on the west end of the Fremont Bridge in Portland.	**ADD NEW PROJECT:** The formal amendment adds ODOT's new I-405 Fremont Bridge O&M painting project with PE and ROW phases to the MTIP.
Project #2 Key **22431**	71247	ODOT	OR141/OR217 Curb Ramps	At various location on OR 141 (Hall Blvd) and SW 72nd Ave in the Tigard area, construct ADA compliant curbs and ramps.	**COST INCREASE** Add funding to the PE and ROW phases to address funding shortfalls. Slip Construction to FFY 2024

Purpose Statement:
FOR THE PURPOSE OF AMENDING AND ADDING TO THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TWO ODOT PROJECTS ENABLING PROJECT PHASES TO MOVE FORWARD AND ADDRESSING FUNDING SHORTFALLS (JN22-13-JUN1)

Project #1 - Key 22603: I-405 Fremont Bridge (Willamette River) West Ramps

- Lead Agency: ODOT
- Project Change(s): New project being added to the MTIP
- Project Description: Paint bridge approach ramps, steel members only, on the west end of the Fremont Bridge in Portland.

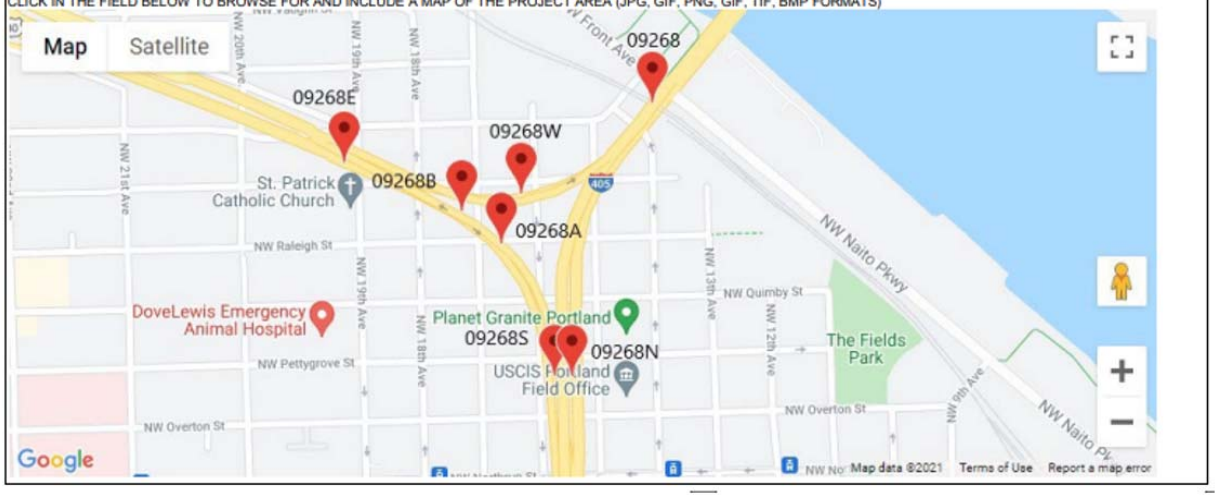
- Amendment Overview:
  - The June #1 Formal amendment Bundle consists of a single new project being added to the MTIP. The project is ODOT's Fremont Bridge west ramps paining project. This is new project being added to the MTIP. Funding supporting the Preliminary Engineering (PE) and Right-of-Way (ROW) phases are being added now through this amendment. PE totals $11,632,000 while ROW totals $127,000 for a programming total of $11,759,000. PE is schedule to start during FFY 2023 with ROW commencing in FFY 2024
  - The construction phase is planned to start in FFY 2025. The construction phase will be added to the 2024-27 STIP and 2024-29 MTIP Updates. The preliminary construction phase estimate is $103,730,000. The total project cost estimate currently is $115,489,000.
  - The project funding requires approval from the Oregon Transportation Commission (OTC). The item is being scheduled for OTC approval during their July 12, 2022 meeting
  - OTC approval is a condition to add the project to the MTIP. The amendment is being processed under the "concurrent amendment processing" logic. However, OTC approval must first occur before the amendment can proceed to Metro Council for final approval. Because of this, the I-405 Fremont Bridge (Willamette River) West Ramps project will be scheduled for Metro Council at their July 21, 2022 meeting.
  - The amendment is proceeding as a separate stand-alone project under resolution 22-5271 due to the adjusted approval timing
- Why a formal/full amendment is required: Adding a new project to the MTIP requires a formal/full amendment to satisfy RTP consistency review, air conformity analysis and transportation demand modeling requirements, plus fiscal constraint requirements.

Project Location (Program Manager)

ROUTE NAME	HIGHWAY ID	BEGIN MP	END MP	LOCAL STREET / NON-HIGHWAY LOCATION
I-405	061	2.84	3.53	
US30	092	1.24	3.24	

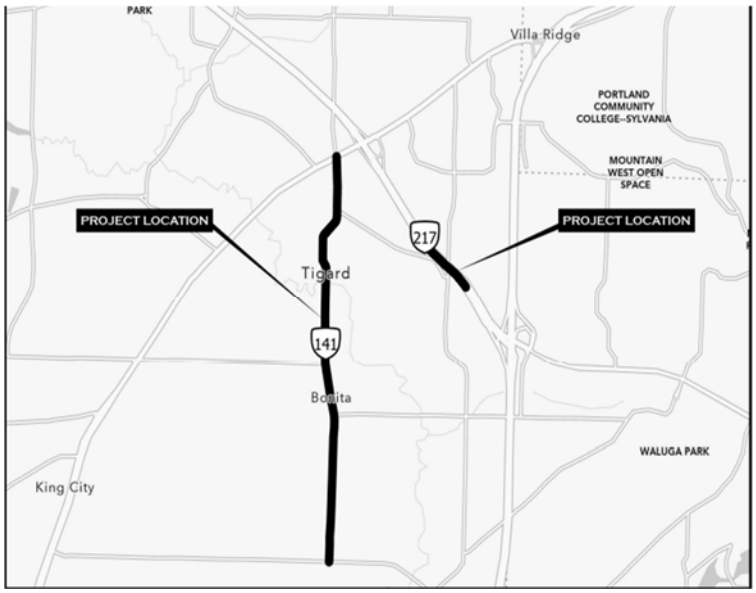
PASTE LINK TO MAP OR PHOTO OF THE PROJECT AREA

CLICK IN THE FIELD BELOW TO BROWSE FOR AND INCLUDE A MAP OF THE PROJECT AREA (JPG, GIF, PNG, GIF, TIF, BMP FORMATS)



Project #2 - Key 22431: OR141/OR217 Curb Ramps

- Lead Agency: ODOT
- Project Change(s): Existing project requiring funding additions to address PE and ROW phase funding shortfalls
- Project Description: At various location on OR 141 (Hall Blvd) and SW 72nd Ave in the Tigard area, construct ADA compliant curbs and ramps.
- Amendment Overview:
    - From the Change Management Request (CMR): Updated PE estimate to perform the proposed work exceeds the current PE budget in the STIP. The additional ROW is adjusted based on the statewide module. When originally programmed cost estimates were optimistic and had anticipated cost reductions due to maturation of the ADA program, as seen in other DOT programs. However, due to current market conditions and skilled labor shortages these anticipated cost reductions have not come to pass. The cost estimates are therefore being reset.
    - $1,425,674 is being added to the PE phase with $499,965 added to the ROW phase. This increases the total project cost from $2,736,658 to $4,662,297.
    - The ROW phase requires more time than was allowed and this impacts the CN phase. Construction is being slipped as a result.
    - OTC approval is required and is scheduled for the July 12, 2022 meeting
    - The amendment is proceeding as a separate stand-alone project under resolution 22-5271 due to the adjusted approval timing
- Why a formal/full amendment is required: Cost increases above the 30% threshold require a formal/full amendment to complete the change. The cost change for this project adds $1,925,639 to the project which equals a 70.4% increase.



ODOT - Oregon Transportation Commission
Meeting Summary ~ *March 30, 2022 (virtual)*

Recording and materials: Listen to the recorded meeting and access all support materials for details.

Commissioners Present: Chair Van Brocklin, Vice Chair Simpson, Commissioner Brown, Commissioner Burke, Commissioner Smith

Presenters: Director **Kristopher Strickler**, Asst. Director for Operations **Cooper Brown,** Asst. Director for Finance and Compliance **Travis Brouwer**, Policy, Data & Analysis Division Administrator **Amanda Pietz**, Public Transportation Division Administrator **Karyn Criswell**, Delivery & Operations Interim Administrator **Mac Lynde**

Agenda Item Summaries:

- **Agenda A IIJA Update** (Discussion): ODOT Staff described an electric vehicle (EV) funding plan, to include over $100 million from state and federal sources, provided an overview of the Innovative Mobility Pilot Program, and outlined the hybrid consensus scenario requested by Commissioners at the March 10 OTC meeting.
- **Agenda A1 IIJA Flexible Funding Allocation** (Decision): Commissioners discussed the proposed hybrid consensus scenario, and voted to reallocate $5M from the ADA line to the Innovative Mobility Pilot Program. The Commission approved the revised hybrid consensus scenario as follows:

Program Area	Funding (Millions)
Enhance Highway	$50
Fix-It	$75
Great Streets	$50
Safe Routes to School	$30
Innovative Mobility Pilot	$10
Local Climate Planning	$15
Maintenance & Operations	$40
ADA	$95
Match for Competitive Grants	$40
Business & Workforce Development	$7
Total	$412

- **Agenda A2 IIJA Bridge Funding** (Informational): Delivery & Operations Interim Administrator Mac Lynde provided an overview of the state of bridge maintenance and operations throughout Oregon, and the initial proposed approach to allocating IIJA Bridge Funding between ODOT and local city/county entities.

Decisions/Actions:

- **Approved** Revision of Hybrid Consensus Scenario to reallocate an additional $5M to the Innovative Mobility Pilot Program; 1st Smith, 2nd, Burke; Approved unanimously.
- **Approved** Revised Hybrid Consensus Scenario; 1st Smith, 2nd Simpson; Approved unanimously

Commission Requests:

- **ADA Update:** ODOT staff to report details of scope and scale of outstanding work, potential costs, and pace to meet settlement requirements at May, 2022 OTC Meeting.
- **Innovative Mobility Pilot Program:** (1) ODOT staff to identify additional state funding source(s), up to $10M to supplement program. (2) Approve funding criteria for program elements.
- **IIJA Bridge Funding:** allocation decision anticipated at May, 2022 OTC Meeting.

Email: OTCadmin@odot.oregon.gov with questions or additional needs.

Metro's approval process for formal amendment includes multiple steps. The required approvals for the amendment includes the following:

Action	Target Date
• Initiate the required 30-day public notification process	May31, 2022
• **TPAC notification and approval recommendation**	**June 3, 2022**
• JPACT approval and recommendation to Council	June 16, 2022
• Completion of public notification process	June 29, 2022
• OTC approval	July 14, 2022
• Metro Council approval	July 21, 2022

Note: Council dates are tentative and may change

All projects were reviewed against the MTIP requirements stated in 23 CFR 450.300-338 to ensure all programming actions are properly completed. All projects moving into the Metro amendment approval process have completed their required reviews unless so noted. These review actions included:

- Proof of funding verification.
- Fiscal constraint demonstration.
- Confirming and completing unique financial processing requirements such as the FTA flex transfer process
- Compliance with special approval steps (e.g. OTC approval)
- Determination if the project is exempt for air quality analysis and if the changes the project's capacity or exemption status.
- Consistency with current approved Regional Transportation Plan (RTP) to include:
    - Identification of the project within the approved constrained RTP.
    - Comparison of RTP project entry against MTIP entry and requested changes
    - Review of requested changes (e.g. scope, limits, and funding) and their potential impacts upon air quality analysis and/or transportation demand analysis.
    - Review and Evaluation of requested scope are still consistent with the original RFFA or TSMO awards.
    - Verification of regional significance status against the RTP
    - Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
    - Determination if performance measurements will apply against the RTP strategic goals.
    - Determination if an MTIP Special Performance Evaluation is required as part of the formal MTIP Amendment (applies to capacity enhancing projects above $100 million
- Posting and completion of required 30-day public notifications and public opportunities to comment on the MTIP amendment.
    - This includes reviewing all significant comments and developing comment summary logs
    - Providing JPACT and Council with comments summaries for their review and evaluation

- Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

ANALYSIS/INFORMATION:

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
   a. Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
   b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020
   c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
4. **Metro Budget Impacts:** None to Metro

RECOMMENDED ACTION:

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 22-5271 consisting of a new ODOT project and a cost increase adjustment.

No attachments

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING OR ADDING TO THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TRIMET'S NEW WILLAMETTE SHORELINE RAIL REPAIR PROJECT AND ADDRESSING ODOT NEEDED PROJECT FUNDING INCREASES (JN22-14-JUN2)	)))))))	RESOLUTION NO. 22-5272 Introduced by: Chief Operating Officer Marissa Madrigal in concurrence with Council President Lynn Peterson

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2021-24 MTIP via Resolution 20-5110 on July 23, 2020; and

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

WHEREAS, the U.S. Department of Transportation (USDOT) has issued clarified MTIP amendment submission rules and definitions for MTIP formal amendments and administrative modifications that both ODOT and all Oregon MPOs must adhere to which includes that all new projects added to the MTIP must complete the formal amendment process; and

WHEREAS, TriMet receive a Congressional earmark of $2 million in support of the Willamette Shoreline Rail & Trestle Repair-Phase I project which is being added to the MTIP now; and

WHEREAS, the June 2022 Formal MTIP amendment is adding available Infrastructure Investment and Jobs Act (IIJA) funds to OODT's Preliminary Engineering and Right-of-Way phases to address project funding shortfalls for their US30BY Curb Ramps Americans with Disabilities Act (ADA) improvement project; and

WHEREAS, ODOT is applying similar IIJA funds to help eliminate funding shortfalls to their OR99E - Clackamas River (McLoughlin) Bridge painting project; and

WHEREAS, the added funding for both ODOT projects required approval from the Oregon Transportation Commission (OTC) which occurred during their March 2022 and May 2022 meetings; and

WHEREAS, Regional Transportation Plan consistency check areas included financial/fiscal constraint verification, an assessment of possible air quality impacts, consistency with regional approved goals and strategies, and a reconfirmation that the MTIP's financial constraint finding is maintained a result of this amendment; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification plus amendment summary overview, and recommended approval to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on June 3, 2022; and

DRAFT

WHEREAS, JPACT approved Resolution 22-5272 consisting of the three projects on June 16, 2022 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on July 7, 2022 through Resolution 22-5272 to formally amend the 2021-26 MTIP to add TriMet's Willamette Shoreline Line Rail & Trestle Repair-Phase I project, and complete funding corrections to ODOT's US30BY Curb Ramps ADA Improvements plus their OR99E - Clackamas River (McLoughlin) Bridge painting project.

ADOPTED by the Metro Council this ____ day of _____ 2022.

_____
Lynn Peterson, Council President

Approved as to Form:

_____
Carrie MacLaren, Metro Attorney

DRAFT

Formal/Full MTIP Amendment JN22-14-JUN2
Exhibit A to Resolution 22-5272 (MTIP Worksheets)

Metro

Metro
2021-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal/Full Amendment
ADD NEW PROJECT
Add Table 20 for the Willamette Shore Line Improvements

Lead Agency: TriMet		Project Type:	Transit	**ODOT Key:**	**NEW - TBD**
Project Name:	1	ODOT Type	TBD	**MTIP ID:**	**NEW-TBD**
Willamette Shore Line Rail & Trestle Repair-Phase I (TriMet)		Performance Meas:	No	**Status:**	**1**
		Capacity Enhancing:	No	**Comp Date:**	**12/31/2026**
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Conformity Exempt:	Yes	RTP ID:	12096
		On State Hwy Sys:	No	RFFA ID:	N/A
Short Description: **The WSL Phase I improvements will repair the existing trestles, conduct routine maintenance, upgrade the Nebraska rail crossing, conduct geotech exploration and miscellaneous trestle and track improvements for increase public safety (ID#: 22-CMPJ-062)**		Mile Post Begin:	N/A	RFFA Cycle:	N/A
		Mile Post End:	N/A	UPWP:	Yes
		Length:	N/A	UPWP Cycle:	N/A
		Flex Transfer to FTA	No	Transfer Code	N/A
		1st Year Program'd:	2022	Past Amend:	0
		Years Active:	0	OTC Approval:	No
		STIP Amend #: TBD		MTIP #: JN22-14-JUN2	

Detailed Description: **The WSL is a 5.5 mile railroad corridor that supports continued rail operations from Lake Oswego to Portland South Waterfront by trolleys. The project consists of two phases. Phase I Improvements will repair the existing trestles, conduct routine maintenance, upgrade the Nebraska rail crossing, conduct geotech exploration and miscellaneous trestle and track improvements. Phase II will upgrade the S Miles St. crossing, replace Jones trestle, conduct mitigation associated with geotech exploration, and miscellaneous trestle and track improvements and routine maintenance (Earmark ID: 22-CMPJ-062)**

STIP Description: TBD

Last Amendment of Modification: None. Initial MTIP programming

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	**Total**
Federal Funds								
5339		2022		$ 599,976				$ 599,976
5339		2023				$ 1,400,024		$ 1,400,024
								$ -
								$ -
Notes:							**Federal Totals:**	**$ 2,000,000**
Federal Fund Obligations $:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								$ -
								$ -
							State Total:	**$ -**
Local Funds								
TriMet-GF	Match	2022		$ 120,024				$ 120,024
TriMet-GF	Match	2023				$ 279,976		$ 279,976
								$ -
								$ -
							Local Total	**$ 400,000**
Phase Totals Before Amend:			$ -	$ -	$ -	$ -	$ -	$ -
Phase Totals After Amend:			**$ -**	**$ 720,000**	**$ -**	**$ 1,680,000**	$ -	**$ 2,400,000**
							Year Of Expenditure (YOE):	$ 2,400,000
Net Phase Funding Change:			$ -	$ 720,000	$ -	$ 1,680,000	$ -	$ 2,400,000
Phase Percent Change:			0.0%	100.0%	0.0%	100.0%	0.0%	100.0%

Clarification Request to FTA - Programming Questions

1. Determine final fund type code for the earmark. Use 5339 or special earmark in support of the Table 20 awards.
2. Confirm that programing will follow roadway capacity improvement approach (Use PE and Construction phases),
3. Determine if pre-award authority comes into play and how.

Notes and Summary of Changes:

> Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
> What are we changing? Adding a new earmark funded project to the MTIP

Amendment Summary:

The formal amendment TriMet's new earmark supporting the Willamette Shoreline Rail and Trestle repair project. The funding supports Phase I of the planned repairs. The funding originates from a Congressional apportionment and listed in Table 20, FY 2022 Transit Infrastructure Grants - Community Project funding apportionment. The earmark provides $2 million dollars to the project. The Willamette Shore Line Rail & Trestle Repair project is divided into two phases. The WSL Phase I improvements will repair the existing trestles, conduct routine maintenance, upgrade the Nebraska rail crossing, conduct geotech exploration and miscellaneous trestle and track improvements for increase public safety benefits.
> Will Performance Measurements Apply: Transit and Safety

RTP References:

> RTP ID: 12096 - TriMet Operations
> RTP Description: Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
> Regional Significant Project: Yes - Presevation of the ROW for a future HCT is considered regionall significant nd identified in the current RTP
> UPWP amendment: No
> RTP Goals: Goal 10 - Fiscal Stewardship
> Goal Objective: Objective 10.1 Infrastructure Condition
> Goal Description: Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs
> Proof of Funding Verification: Yes - FTA Table 20 verifying the $2 million earmark
> Scope changes included: N/A
> Limit changes included: N/A
> Formal/full amendment requirement under Matrix: Adding a new project to the MTIP
> Add Special Performance Evaluation assessment required to be completed: No. The project is less than $100 million and is not capacity enhancing
> Exempt or Capacity Project: Exempt - Mass Transit
> Exemption reference: Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.

Fund Codes:

> 5339 = FTA section 5339 provides the funding origin. 5339 is a federal fund type for transit projects that support Buses and Bus Facilities program (49 U.S.C. 5339), makes Federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.
> TriMet - GF = TriMet general local fund used in support of the required match to the federal funds.

Other

> On NHS: No
> Metro Model: Not clearly
> Model category and type: Does not appear to included in Transit model
> TCM project: No
> Located on the CMP: No

FEDERAL TRANSIT ADMINISTRATION
TABLE 20
FY2022 Transit Infrastructure Grants-Community Project Funding/Congressionally Directed Spending

The amounts allocated in this notice are made available for the purposes, and in the amounts, specified in the explanatory statement accompanying the Consolidated Appropriations Act, 2022 (Pub. L. 117-103, Mar. 15, 2022).

State	Recipient	Project ID	Project Description	Amount
AZ	City of Phoenix	2022-CMPJ-002	Valley Metro Electric Bus Demonstration	$1,057,000
AZ	City of Phoenix	2022-CMPJ-003	City of Phoenix Electric Bus Investment	$2,745,000
AZ	Northern Arizona Public Transportation Authority	2022-CMPJ-001	Northern Arizona Public Transportation Authority Bus Storage Phase 1—CDL Course	$2,590,000

State	Recipient	Project ID	Project Description	Amount
OR	Lane Transit District	2022-CMPJ-063	Lane Transit District Electric Bus Replacement Project	$950,000
OR	Lane Transit District	2022-CMPJ-064	Lane Transit District Trip Planner/Mobile Wallet Application	$600,000
OR	Salem Area Mass Transit District (SAMTD)	2022-CMPJ-065	Salem Area Mass Transit Zero- Emission Bus Fleet Electrification Project	$6,306,000
OR	**Tri-County Metropolitan Transportation District of Oregon**	**2022-CMPJ-062**	**Willamette Shore Line Rail & Trestle Repair Project**	**$2,000,000**
PA	PA Department of Transportation	2022-CMPJ-067	Coatesville Transit Project	$2,000,000
PA	PA Department of Transportation	2022-CMPJ-068	Harrisburg Transportation Center HVAC Upgrade	$635,000
PA	Southeastern Pennsylvania	2022-CMPJ-066	Schuylkill River Trail Safety Improvements at	$332,350

Formal/Full MTIP Amendment JN22-14-JUN2 (June #2 2022)
Exhibit A to Resolution 22-5272 (MTIP Worksheets)

Metro

Metro
2021-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal/Full Amendment
COST INCREASE
Add approved IIJA funding to support PE and ROW needs

Lead Agency: ODOT							
Project Name: **US30BY Curb Ramps**	2	Project Type:	O&M		**ODOT Key:**	**22432**
		ODOT Type	ADA		**MTIP ID:**	**71248**
		Performance Meas:	Safety		**Status:**	**4**
		Capacity Enhancing:	No		**Comp Date:**	**12/31/2028**
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).		Conformity Exempt:	Yes		RTP ID:	12095
		On State Hwy Sys:	US30BY		RFFA ID:	N/A
		Mile Post Begin:	1.28		RFFA Cycle:	N/A
		Mile Post End:	14.76		UPWP:	No
Short Description: At various location on US30 Bypass in the NE Portland area, construct ADA compliant curbs and ramps.		Length:	13.48		UPWP Cycle:	N/A
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2021		Past Amend:	1
		Years Active:	0		OTC Approval:	Yes
		STIP Amend #: 21-24-2106			MTIP #: JN22-14-JUN2	

Detailed Description: On US30 Bypass at multiple locations between MP 1.28 to 14.76 in the NE Portland area, construct ADA compliant curbs and ramps for safety improvements. (ADA PGB)

STIP Description: Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

Programming Notes: OTC approval was required to allocate the added IIJA funds to the project. OTC approval occurred during their March 30, 2022 IIJA special meeting.

Last Amendment of Modification: Administrative - March 2022 - AM22-14-MAR2 - PHASE SLIP: Slip ROW to FFY 2023

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	**Total**
Federal Funds								
State STBG	Z24E	2021		$ 5,361,060				$ 5,361,060
STBGS-IIJA	**Y240**	**2021**		**$ 5,594,973**				**$ 5,594,973**
AC-STBGS	ACP0	2023			$ 1,886,370			$ 1,886,370
STBGS-IIJA	**ACP0**	**2023**			**$ 1,882,290**			**$ 1,882,290**
AC-STBGS	ACP0	2023					$ 8,207,099	$ 8,207,099
								$ -
Notes: STBS-IIJA = State STBG allocated from IIJA resulting in its own fund code							**Federal Totals:**	**$ 22,931,792**
Federal Fund Obligations $:				$ 5,361,060				Federal Aid ID
EA Number:				PE003334				
Initial Obligation Date:				9/1/2021				
EA End Date:				8/31/2026				
Known Expenditures:				N/A				
State Funds								
State (STBGS)	Match	2021		$ 613,597				$ 613,597
State (IIJA)	**Match**	**2021**		**$ 640,370**				**$ 640,370**
State (AC)	Match	2023			$ 215,903			$ 215,903
State (IIJA)	**Match**	**2023**			**$ 215,436**			**$ 215,436**
State (AC)	Match	2023					$ 939,339	$ 939,339
								$ -
							State Total:	**$ 2,624,645**
Local Funds								
								$ -
								$ -
							Local Total	**$ -**
Phase Totals Before Amend:			$ -	~~$ 5,974,657~~	~~$ 2,102,273~~	$ -	$ 9,146,438	~~$ 17,223,368~~
Phase Totals After Amend:			$ -	**$ 12,210,000**	**$ 4,199,999**	$ -	$ 9,146,438	**$ 25,556,437**
							Year Of Expenditure (YOE):	$ 25,556,437
Net Phase Funding Change:			$ -	$ 6,235,343	$ 2,097,726	$ -	$ -	$ 8,333,069
Phase Percent Change:			0.0%	104.4%	99.8%	0.0%	0.0%	48.4%

Notes and Summary of Changes:

> Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
> What are we changing? New IIJA funds are being added to the project's PE and ROW phases to address funding shortfalls.

Amendment Summary:

The formal amendment adds new IIJA funds to the PE and ROW phases to address phase funding shortfalls. $8,333,069 is added to the project increasing the project cost from $17,223,368 to $25,556,437.The cost increase represents a 48.4% increase to the project. Per ODOT: The original cost estimates were overly optimistic and had anticipated cost reductions from the maturation of the ADA program as seen in other ODOT programs. However, due to the current inflationary market conditions and the existing skilled labor shortages, the anticipated cost reductions have not occurred. A revised cost estimate is now in place for the project. The added funding is being drawn from the new available IIJA funds. OTC approval was required which occurred on March 30, 2022

> Will Performance Measurements Apply: Safety

RTP References:

> RTP ID: 12095 - Safety & Operations Projects
> RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
> Regional Significant Project: Yes. The project includes federal funds. US30BY is identified as a Major and minor arterial in the Motor Vehicle network.
> UPWP amendment: No
> RTP Goals: Goal 5 - Safety and Security
> Goal Objective: 5.1 - Transportation Safety
> Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.
> Proof of Funding Verification: Yes. OTC approval of IIJA funds on March 30, 2022
> Scope changes included: No
> Limit changes included: No
> Formal/full amendment requirement under Matrix: The added funds result in a cost increase of 48.4% which is well above the 20% threshold
> Add Special Performance Evaluation assessment required to be completed: No. The project is less than $100 million and a non-capacity enhancing project
> Exempt or Capacity Project: The project is exempt for air quality analysis and transportation demand modeling requirements
> Exemption reference: 40 CFR 93.126, Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.

Fund Codes:

> State STBG = Federal Surface Transportation Block Grant funds appropriated to the state DOT with the portion the DOT maintains applied to eligible projects
> STBGS-IIJA = Federal Surface Transportation Block Grant funds that originated from the Infrastructure Investment and Jobs Act (IIJA)
> AC-STBGS = Federal Advance Construction fund type code placeholder used until the final federal fund code is committed to the project. The state DOT covers the project costs until the conversion is known. In this case AC-STBGS means that the later conversion code is anticipated ot be State STBG.
> State = General state funds provided by the lead agency (normally the state DOT) as part of the required match to the federal funds.

Other

> On NHS: Yes. The route is identified as part of the "MAP-21 NHS Principal Arterials"
> Metro Model: Yes - Motor Vehicle Network
> Model category and type: Major and Minor Arterials
> TCM project: No
> Located on the CMP: Yes

Fund Codes

Phase	Fund Code	Description	ICAP	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA		51.07%	6,235,343.00	89.73%	5,594,973.27	10.27%	640,369.73	0.00%	0.00
	Z24E	Surface transportation block grants - flex FAST ext	Y	48.93%	5,974,657.00	89.73%	5,361,059.73	10.27%	613,597.27	0.00%	0.00
	PE Totals			**100.00%**	**12,210,000.00**		**10,956,033.00**		**1,253,967.00**		**0.00**
RW	ACP0	ADVANCE CONSTRUCT PR		50.05%	2,102,274.00	89.73%	1,886,370.46	10.27%	215,903.54	0.00%	0.00
	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA		49.95%	2,097,726.00	89.73%	1,882,289.54	10.27%	215,436.46	0.00%	0.00
	RW Totals			**100.00%**	**4,200,000.00**		**3,768,660.00**		**431,340.00**		**0.00**
CN	ACP0	ADVANCE CONSTRUCT PR		100.00%	9,146,438.00	89.73%	8,207,098.82	10.27%	939,339.18	0.00%	0.00
	CN Totals			**100.00%**	**9,146,438.00**		**8,207,098.82**		**939,339.18**		**0.00**
	Grand Totals				**25,556,438.00**		**22,931,791.82**		**2,624,646.18**		**0.00**

Formal/Full MTIP Amendment JN22-14-JUN2 (June # 2022)
Exhibit A to Resolution 22-5272 (MTIP Worksheets)

Metro

Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal/Full Amendment
COST INCREASE
Increase PE and add ROW phase

Lead Agency: ODOT		Project Type:	O&M	**ODOT Key:**	**20472**
Project Name:		ODOT Type	Bridge	**MTIP ID:**	**71000**
OR99E: Clackamas River(McLoughlin) Bridge	**3**	Performance Meas:	Safety	**Status:**	**4**
		Capacity Enhancing:	No	**Comp Date:**	**12/31/2028**
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).		Conformity Exempt:	Yes	RTP ID:	12092
		On State Hwy Sys:	OR99E	RFFA ID:	N/A
		Mile Post Begin:	11.13	RFFA Cycle:	N/A
Short Description: Design for a future project to repaint the bridge. The paint is required to protect this steel structure from corrosion.		Mile Post End:	11.27	UPWP:	Yes
		Length:	0.14	UPWP Cycle:	N/A
		Flex Transfer to FTA	No	Transfer Code	N/A
		1st Year Program'd:	2021	Past Amend:	0
		Years Active:	2	OTC Approval:	Yes
		STIP Amend #: 21-24-2062		MTIP #: JN22-13-JUN	

Detailed Description: **On OR99E between MP 11.13 and 11.27, at the McLoughlin Bridge across the Clackamas River,** design to repaint the bridge. The paint is required to protect this steel structure from corrosion. **Cons to be added on 2024-27 STIP**

STIP Description: Design for a future project to repaint the bridge. The paint is required to protect this steel structure from corrosion.

Programming Notes: OTC approval was required for approval of the IIJA funds and occurred during their May 12, 2022 meeting

Last Amendment of Modification: None as part of the 2021-24 MTIP. 1 earlier when canceled. Administrative - AB19-18-JUL2, July 2018 - STIP Rebalancing - STIP Re-Balancing Amendment - Cancel Project: The $250k in the PE phase is de-programmed and committed to other STIP projects. Project is zero programmed and canceled. ODOT determined PE can be delayed until the next STIP. Cancelling a project is authorized as part of the STIP Re-Balancing Amendment.

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	**Total**
Federal Funds								
NHPP	~~Z001~~ ME01	2021		$ 224,325				$ 224,325
AC-NHPP (89.73%)	**ACP0**	**2021**		**$ 849,743**				**$ 849,743**
AC-NHPP (89.73%)	**ACP0**	**2023**			**$ 46,660**			**$ 46,660**
								$ -
Notes:							**Federal Totals:**	**$ 1,120,728**
Federal Fund Obligations $:				$ 224,325				Federal Aid ID
EA Number:				PE002945				S081(079)
Initial Obligation Date:				6/9/2021				
EA End Date:				3/31/2023				
Known Expenditures:				$ 19,764				
State Funds								
State	Match	2021		$ 25,675				$ 25,675
State (AC)	**Match**	**2021**		**$ 97,257**				**$ 97,257**
State (AC)	**Match**	**2023**			**$ 5,340**			$ 5,340
								$ -
							State Total:	**$ 128,272**
Local Funds								
								$ -
								$ -
							Local Total	**$ -**
Phase Totals Before Amend:			$ -	~~$ 250,000~~	$ -	$ -	$ -	~~$ 250,000~~
Phase Totals After Amend:			$ -	**$ 1,197,000**	**$ 52,000**	$ -	**$ -**	**$ 1,249,000**
							Year Of Expenditure (YOE):	$ 1,249,000
Net Phase Funding Change:			$ -	$ 947,000	$ 52,000	$ -	$ -	$ 999,000
Phase Percent Change:			0.0%	378.8%	100.0%	0.0%	0.0%	399.6%

Notes and Summary of Changes:

> Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
> What are we changing? Adding OTC approved funding to the PE a=phase and adding the ROW phase to the project with AC funds

Amendment Summary:

The formal amendment increases the PE phase and adds total of $52k for ROW. PE increase is based on the recent scoping effort to evaluate scope and costs. The construction phase is to be added to the 2024-27 STIP with the construction year either in FFY 2024 or 25.Funding approval is through the Statewide Bridge Funding Program Manager and OTC approval occurred during their May 12, 2022 meeting.
> Will Performance Measurements Apply: Safety & Bridge

RTP References:

> RTP ID: 12092
> RTP Description: Bridge Rehabilitation & Repair
> Regional Significant Project: Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.
> UPWP amendment: No
> RTP Goals: Goal 10 - Fiscal Stewardship
> Goal Objective: Objective 10.1 Infrastructure Condition
> Goal Description: Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs.
> Proof of Funding Verification: Yes. OTC approval on May 12, 2022
> Scope changes included: No
> Limit changes included: No
> Formal/full amendment requirement under Matrix: Cost increase is above 50% threshold and adds new implementation phase (ROW)
> Add Special Performance Evaluation assessment required to be completed: No
> Exempt or Capacity Project: Exempt project
> Exemption reference: 40 CFR 93.126, Table 2 - Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes).

Fund Codes:

> NHPP = Federal National Highway Performance Program funds appropriated to the State DOT
> AC-NHPP = Federal Advance Construction funds used as a placeholder until the final federal fund code is committed tot he project. For this project, NHPP is estimated to be the future federal conversion code.
> State = General state funds provided by the lead agency as part of the required match.

Other

> On NHS: Yes - ID as a NHS MAP21 Principal Arterial
> Metro Model: Yes - Motor Vehicle Network
> Model category and type: Major Arterials
> TCM project: No
> Located on the CMP: Yes

Key Number: **20472** 2021-2024 STIP

Project Name: **OR99E: Clackamas River (McLoughlin) Bridge** (DRAFT AMENDMENT PROJECT)

Fund Codes											
Phase	Fund Code	Description	ICAP	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACP0	ADVANCE CONSTRUCT PR		79.11%	947,000.00	89.73%	849,743.10	10.27%	97,256.90	0.00%	0.00
	M0E1	NATIONAL HWY PERF PROGRAM EXT	Y	20.89%	250,000.00	89.73%	224,325.00	10.27%	25,675.00	0.00%	0.00
	PE Totals			**100.00%**	**1,197,000.00**		**1,074,068.10**		**122,931.90**		**0.00**
RW	ACP0	ADVANCE CONSTRUCT PR		100.00%	52,000.00	89.73%	46,659.60	10.27%	5,340.40	0.00%	0.00
	RW Totals			**100.00%**	**52,000.00**		**46,659.60**		**5,340.40**		**0.00**
	Grand Totals				**1,249,000.00**		**1,120,727.70**		**128,272.30**		**0.00**

Memo

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

Date: May 24, 2022
To: TPAC Members and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: June 2022 Formal/Full Metropolitan Transportation Improvement Program (MTIP) Amendment Narrative Summary, Staff Report for Resolution 22-5272

JUNE MTIP FORMAL/FULL AMENDMENTS SUMMARY

The June 2022 Formal/Full MTIP amendment is split into two amendment bundles. The following provides a summary of the projects and the changes occurring the second amendment bundle

June #2 Formal/Full Amendment Bundle: JN22-14-JUN2, Resolution 22-5272 (3 projects)

Proposed June 2022 Formal Amendment Bundle #2 Resolution Number: 22-5272 Amendment Type: Formal/Full Amendment #: JN22-14-JUN2 Total Number of Projects: 3					
ODOT Key #	**MTIP ID #**	**Lead Agency**	**Project Name**	**Project Description**	**Description of Changes**
Project #1 Key **TBD New Project**	New TBD	TriMet	Willamette Shore Line Rail & Trestle Repair-Phase I (TriMet)	The WSL Phase I improvements will repair the existing trestles, conduct routine maintenance, upgrade the Nebraska rail crossing, conduct geotech exploration and miscellaneous trestle and track improvements for increase public safety (ID#: 22-CMPJ-062)	**ADD NEW PROJECT**: The formal amendment adds TriMet Willamette Shore Line Rail & Trestle Repair-Phase I project funded by a Congressional Earmark from Table 20 FY 2022 Transit Infrastructure Grants – Community Projects
Project #2 Key **22432**	71248	ODOT	US30BY Curb Ramps	At various location on US30 Bypass in the NE Portland area, construct ADA compliant curbs and ramps.	**COST INCREASE** Add new IIJA funding totaling $8,333,069 to PE and ROW phases to address phase funding shortfalls. Total project cost increases from $17,223,368 to $25,556,437 representing a 48.4% increase to the project
Project #3 Key **20472**	71000	ODOT	OR99E: Clackamas River (McLoughlin) Bridge	Design for a future project to repaint the bridge. The paint is required to protect this steel structure from corrosion.	**COST INCREASE** Add $947k to PE phase based on updated project scoping effort. Add ROW phase with $52k. Total increase = $999k. OTC approval occurred May 12, 2022. Construction to be added in 2024-27 STIP in FFY 2024 or 24.

Purpose Statement:
FOR THE PURPOSE OF AMENDING OR ADDING TO THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TRIMET'S NEW WILLAMETTE SHORELINE RAIL REPAIR PROJECT AND ADDRESSING ODOT NEEDED PROJECT FUNDING INCREASES (JN22-14-JUN2)

Project #1. Key – New TBD: Willamette Shore Line Rail & Trestle Repair-Phase I (TriMet)

- Lead Agency: TriMet
- Project Change(s): New project being added to the MTIP
- Project Description: The WSL Phase I improvements will repair the existing trestles, conduct routine maintenance, upgrade the Nebraska rail crossing, conduct geotech exploration and miscellaneous trestle and track improvements for increase public safety (ID#: 22-CMPJ-062)
- Amendment Overview:
    - The June #2 Formal amendment Bundle includes a new project being added to the MTIP. The project is TriMet's Willamette Shore Line Rail & Trestle Repair-Phase I project
    - The funding for the project originates from a Congressional Earmark from the currently is
- Why a formal/full amendment is required: Adding a new project to the MTIP requires a formal/full amendment to satisfy RTP consistency review, air conformity analysis and transportation demand modeling requirements, plus fiscal constraint requirements.

FEDERAL TRANSIT ADMINISTRATION
TABLE 20
FY2022 Transit Infrastructure Grants-Community Project Funding/Congressionally Directed Spending

The amounts allocated in this notice are made available for the purposes, and in the amounts, specified in the explanatory statement accompanying the Consolidated Appropriations Act, 2022 (Pub. L. 117-103, Mar. 15, 2022).

State	Recipient	Project ID	Project Description	Amount
AZ	City of Phoenix	2022-CMPJ-002	Valley Metro Electric Bus Demonstration	$1,057,000
AZ	City of Phoenix	2022-CMPJ-003	City of Phoenix Electric Bus Investment	$2,745,000
AZ	Northern Arizona Public Transportation Authority	2022-CMPJ-001	Northern Arizona Public Transportation Authority Bus Storage Phase 1—CDL Course	$2,590,000
OH	Southwest Ohio Regional Transit Authority (SORTA)	2022-CMPJ-061	SORTA's Bus Stop Infrastructure Enhancement Project	$3,300,000
OR	Lane Transit District	2022-CMPJ-063	Lane Transit District Electric Bus Replacement Project	$950,000
OR	Lane Transit District	2022-CMPJ-064	Lane Transit District Trip Planner/Mobile Wallet Application	$600,000
OR	Salem Area Mass Transit District (SAMTD)	2022-CMPJ-065	Salem Area Mass Transit Zero- Emission Bus Fleet Electrification Project	$6,306,000
OR	**Tri-County Metropolitan Transportation District of Oregon**	**2022-CMPJ-062**	**Willamette Shore Line Rail & Trestle Repair Project**	**$2,000,000**
PA	PA Department of Transportation	2022-CMPJ-067	Coatesville Transit Project	$2,000,000
PA	PA Department of	2022-CMPJ-068	Harrisburg Transportation Center HVAC Upgrade	$635,000

WILLAMETTE SHORE TROLLEY

WILLAMETTE SHORE TROLLEY | SCHEDULE & FARES | JOIN US! | SPECIAL EVENTS | THE MUSEUM

THE TROLLEY STARTS ON MAY 28TH!

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WILLAMETTE SHORE TROLLEY

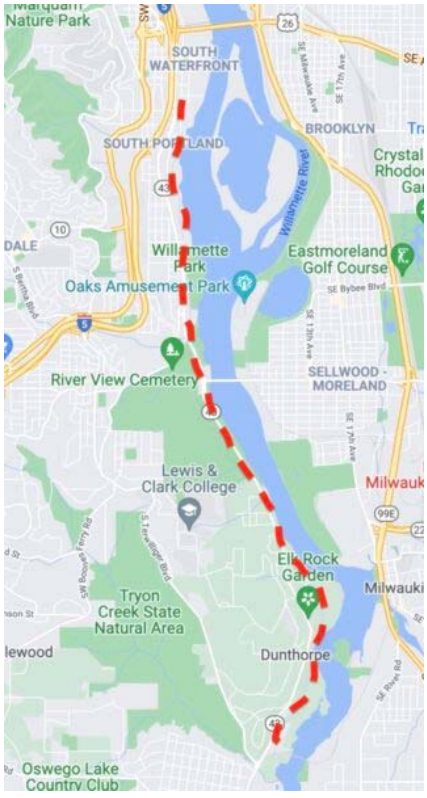
Take a scenic trolley along the Willamette River

Ride in a Vintage Trolley from Lake Oswego into a dark tunnel and meander through posh neighborhoods.

You will be riding on a historic rail line dating from the late 1800s. The tunnel dates from 1912. At one time electrified interurbans ran on this line from Portland to Oswego and on to Hillsboro, McMinnville, and Corvallis. The Vintage Trolley itself is a replica trolley in the style of Portland's own Council Crest cars. Two of the original cars can be found at our museum in Brooks. The Vintage Trolleys formerly ran on the MAX Line and Portland Streetcar before coming to the Willamette Shore Trolley.

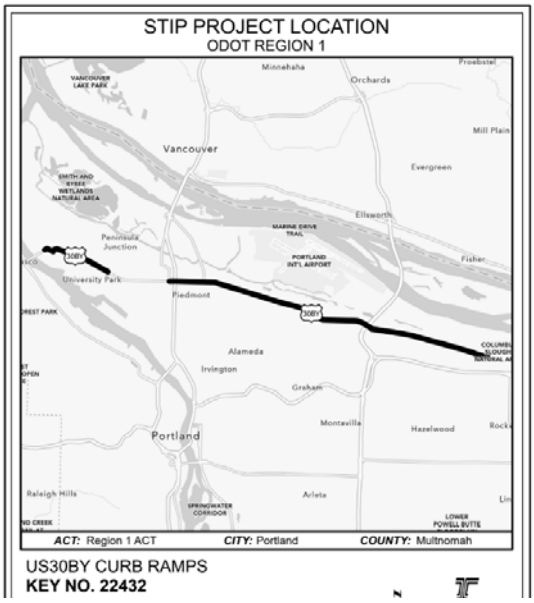
Willamette Shore Trolley
311 N. State Street
Lake Oswego, OR 97034
Phone: 503-697-7436

Click Here for Google Maps Directions



Project #2. Key – 22432: US30BY Curb Ramps

- Lead Agency: ODOT
- Project Change(s): Existing project requires added funding to PE and ROW phases.
- Project Description: At various location on US30 Bypass in the NE Portland area, construct ADA compliant curbs and ramps.
- Amendment Overview:
  - The project requires additional funds to address phase funding shortages impact PE and ROW.
  - The formal amendment adds new IIJA funds to the PE and ROW phases to address phase funding shortfalls. $8,333,069 is added to the project increasing the project cost from $17,223,368 to $25,556,437.The cost increase represents a 48.4% increase to the project.
  - Added Background: The original cost estimates were overly optimistic and had anticipated cost reductions from the maturation of the ADA program as seen in other ODOT programs. However, due to the current inflationary market conditions and the existing skilled labor shortages, the anticipated cost reductions have not occurred. A revised cost estimate is now in place for the project. The added funding is being drawn from the new available IIJA funds.
  - OTC approval was required which occurred on March 30, 2022
- Why a formal/full amendment is required: The approved amendment matrix limits cost increases that can proceed administratively to 20%. The met cost change for this amendment is 48.4% which is significantly above the 20% threshold.



ODOT - Oregon Transportation Commission
Meeting Summary ~ *March 30, 2022 (virtual)*

Recording and materials: Listen to the recorded meeting and access all support materials for details.

Commissioners Present: Chair Van Brocklin, Vice Chair Simpson, Commissioner Brown, Commissioner Burke, Commissioner Smith

Presenters: Director **Kristopher Strickler**, Asst. Director for Operations **Cooper Brown,** Asst. Director for Finance and Compliance **Travis Brouwer**, Policy, Data & Analysis Division Administrator **Amanda Pietz**, Public Transportation Division Administrator **Karyn Criswell**, Delivery & Operations Interim Administrator **Mac Lynde**

Agenda Item Summaries:

- **Agenda A IIJA Update** (Discussion): ODOT Staff described an electric vehicle (EV) funding plan, to include over $100 million from state and federal sources, provided an overview of the Innovative Mobility Pilot Program, and outlined the hybrid consensus scenario requested by Commissioners at the March 10 OTC meeting.
- **Agenda A1 IIJA Flexible Funding Allocation** (Decision): Commissioners discussed the proposed hybrid consensus scenario, and voted to reallocate $5M from the ADA line to the Innovative Mobility Pilot Program. The Commission approved the revised hybrid consensus scenario as follows:

Program Area	Funding (Millions)
Enhance Highway	$50
Fix-It	$75
Great Streets	$50
Safe Routes to School	$30
Innovative Mobility Pilot	$10
Local Climate Planning	$15
Maintenance & Operations	$40
ADA	$95
Match for Competitive Grants	$40
Business & Workforce Development	$7
Total	$412

- **Agenda A2 IIJA Bridge Funding** (Informational): Delivery & Operations Interim Administrator Mac Lynde provided an overview of the state of bridge maintenance and operations throughout Oregon, and the initial proposed approach to allocating IIJA Bridge Funding between ODOT and local city/county entities.

Decisions/Actions:

- **Approved** Revision of Hybrid Consensus Scenario to reallocate an additional $5M to the Innovative Mobility Pilot Program; 1st Smith, 2nd, Burke; Approved unanimously.
- **Approved** Revised Hybrid Consensus Scenario; 1st Smith, 2nd Simpson; Approved unanimously

Commission Requests:

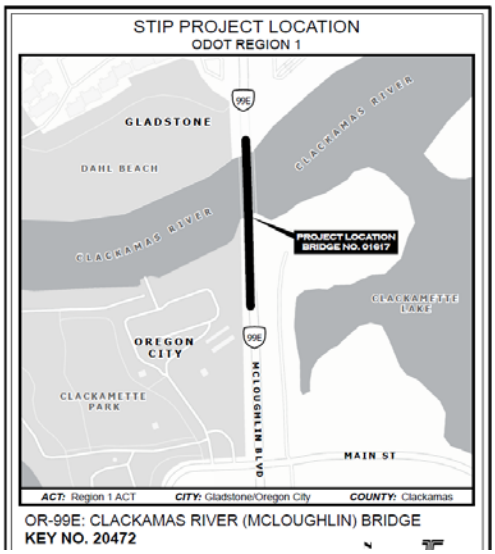
- **ADA Update:** ODOT staff to report details of scope and scale of outstanding work, potential costs, and pace to meet settlement requirements at May, 2022 OTC Meeting.
- **Innovative Mobility Pilot Program:** (1) ODOT staff to identify additional state funding source(s), up to $10M to supplement program. (2) Approve funding criteria for program elements.
- **IIJA Bridge Funding:** allocation decision anticipated at May, 2022 OTC Meeting.

Email: OTCadmin@odot.oregon.gov with questions or additional needs.

Project #3 - Key – 20472: OR99E: Clackamas River (McLoughlin) Bridge

- Lead Agency: ODOT
- Project Change(s): Existing project requires added funding to PE. ROW phase is being added to the project.
- Project Description: Design for a future project to repaint the bridge. The paint is required to protect this steel structure from corrosion.
- Amendment Overview:
    - The project requires additional funds to address phase funding shortages impacting the PE phase. Funding supporting the ROW phase also is being added
    - The formal amendment adds $947,000 to PE and $52,000 for ROW phase activities.
    - The Phase increases from $250,000 to $1,197,000. With the ROW phase funding, the total project cost increases from $250,000 to $1,249,000.
    - The Change Management Request (CMR) form indicated an updated re-scoping effort resulting in the higher PE phase cost. However, there does not appear to be any change in the current project scope or limits.
    - The construction phase is expected to be added to the 2024-27 STIP with the construction year either in FFY 2024 or 25.
    - The State Bridge Funding Program Manager approved the increase to the project.

  - OTC approval also was involved which occurred on May 12,2022
- Why a formal/full amendment is required: The approved amendment matrix limits cost increases that can proceed administratively to 50%. The net cost change for this amendment exceeds the 50% threshold.



Oregon
Kate Brown, Governor

Oregon Transportation Commission
Office of the Director, MS 11
355 Capitol St NE
Salem, OR 97301-3871

DATE: April 29, 2022

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda Item E3** – IIJA STIP Adjustment

Requested Action:
Approve the Infrastructure Investment and Jobs Act (IIJA) 2021-2024 Statewide Transportation Improvement Program (STIP) Amendment.

Background:
At the March 30, 2022 meeting, the Oregon Transportation Commission (OTC) approved the allocation of the new IIJA funding coming to the State of Oregon. With the allocation approval, the funding is now available for programming to projects.

The attached list is the first amendment to add IIJA funding to selected projects across various programs in the 21-24 STIP. The additional IIJA funding will be amended into the STIP in future actions via the annual STIP update in September or will be incorporated into the Draft 2024-2027 STIP that will be brought to the OTC for review and release for public comment in January 2023.

Next Steps:
With approval, ODOT will amend the projects in the 2021-2024 STIP.

Without approval, each project will be approved individually through the appropriate delegated process.

Attachment:
- Attachment 1: 2022 Statewide IIJA STIP Amendment Project Summary

Key Number	Region	Project name	BMP	EMP	Bridge #	Primary Work Type	Funding Responsibility	Current Total	Proposed total
18794	1	OR8: SW 192nd Ave - SW 110th Ave	2.67	7.04		Safety	IIJA Arts	$5,046,927.03	$5,808,012.43
20335	1	Central Systemic Signals and Illumination (ODOT)	Var	Var		Safety	IIJA Arts	$5,296,963.70	$6,046,394.70
20472	1	OR99E: Clackamas River (McLoughlin) Bridge	11.13	11.27	01617	Bridge	IIJA Bridge	$250,000.00	$1,249,000.00
20209	2	OR126B at 54th St. (Springfield)	6.03	6.03		Safety	IIJA Arts	$1,641,300.00	$2,141,300.00
21301	2	Center St.: Lancaster Dr. to 45th Pl. NE				Modernization	IIJA Arts	$2,958,366.00	$3,258,366.00
21560	2	OR18: SE Cruickshank Rd	48.59	48.59		Safety	IIJA Arts	$1,336,600.00	$1,986,600.00
21778	2	City of Springfield signal enhancements (state highways)	Var	Var		Safcty	IIJA Arts	$994,138.00	$1,794,138.00
19062	2	I-5: Aurora-Donald Interchange (Exit 278), Phase 1(a)	Var	Var		Modernization	IIJA Enhance	$23,732,053.40	$27,332,053.40
20166	3	I-5 & OR138E: Variable Message & Curve Warning Signs	Var	Var		Operations - ITS	IIJA Arts	$5,769,328.00	$7,269,656.00
21676	3	OR99/OR238/OR62: Big X Intersection (Medford)	Var	Var	18525,06605A,08821,09590	Preservation	IIJA Arts	$10,662,700.00	$11,162,700.00
21677	3	OR42: Lookinglass Creek to I-5 (Winston)	72.54	76.95	01986A,01923,01923A,02173A	Preservation	IIJA Arts	$12,360,700.00	$13,060,372.00
22562	3	I-5: Sexton Pass Curve Warning sign	70.1	70.1		Operations - ITS	IIJA Arts	$1,750,000.00	$4,050,328.00
22520	4	US97: Dover Ln - Bear Dr Safety Improvements	100.5	97.5		Safety	IIJA Arts	$250,000.00	$4,750,000.00
21229	4	US97 and US20 Bend North Corridor	Var	Var		Modernization	IIJA Enhance ($14,429,195), 24-27 STIP and Region Federal ($22,000,000), local and private funds ($15,366,320)	$121,951,613.00	$174,747,128.00
21230	5	US20/OR201: Burns to Ontario	Var	Var		Safety	IIJA Arts	$13,724,610.00	$16,724,610.00
								$207,725,299.13	$281,380,658.53

Metro's approval process for formal amendment includes multiple steps. The required approvals for the amendment includes the following:

Action	Target Date
• Initiate the required 30-day public notification process	May31, 2022
• **TPAC notification and approval recommendation**	**June 3, 2022**
• JPACT approval and recommendation to Council	June 16, 2022
• Completion of public notification process	June 29, 2022
• Metro Council approval	July 7, 2022

Note: Council dates are tentative and may change

All projects were reviewed against the MTIP requirements stated in 23 CFR 450.300-338 to ensure all programming actions are properly completed. All projects moving into the Metro amendment approval process have completed their required reviews unless so noted. These review actions included:

- Proof of funding verification.
- Fiscal constraint demonstration.
- Confirming and completing unique financial processing requirements such as the FTA flex transfer process
- Compliance with special approval steps (e.g. OTC approval)
- Determination if the project is exempt for air quality analysis and if the changes the project's capacity or exemption status.
- Consistency with current approved Regional Transportation Plan (RTP) to include:
    - Identification of the project within the approved constrained RTP.
    - Comparison of RTP project entry against MTIP entry and requested changes

  - Review of requested changes (e.g. scope, limits, and funding) and their potential impacts upon air quality analysis and/or transportation demand analysis.
  - Review and Evaluation of requested scope are still consistent with the original RFFA or TSMO awards.
  - Verification of regional significance status against the RTP
  - Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
  - Determination if performance measurements will apply against the RTP strategic goals.
  - Determination if an MTIP Special Performance Evaluation is required as part of the formal MTIP Amendment (applies to capacity enhancing projects above $100 million
- Posting and completion of required 30-day public notifications and public opportunities to comment on the MTIP amendment.
  - This includes reviewing all significant comments and developing comment summary logs
  - Providing JPACT and Council with comments summaries for their review and evaluation
  - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

ANALYSIS/INFORMATION:

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
   a. Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
   b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020
   c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
4. **Metro Budget Impacts:** None to Metro

RECOMMENDED ACTION:

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 22-5272 consisting of TriMet's new Willamette Shoreline Rail Repair project and two ODOT project cost increase adjustments.

No attachments

UNDER LEGAL REVIEW -- BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE INTERSTATE BRIDGE REPLACEMENT PROGRAM MODIFIED LOCALLY PREFERRED ALTERNATIVE	)))))	RESOLUTION NO. 22-5273 Introduced by Chief Operating Officer Marissa Madrigal in concurrence with Council President Lynn Peterson

WHEREAS, the Interstate Bridge is part of a critical trade route for regional, national, and international commerce; and

WHEREAS, the existing structures were not designed to support the needs of today's transportation system; and

WHEREAS, congestion and bridge lifts slow auto, transit, and freight movement along Interstate 5; and

WHEREAS, existing roadway design contributes to safety issues; and

WHEREAS, the current bridge's narrow shared-use paths, low railings, and lack of dedicated pathways impede safe travel for pedestrians and cyclists; and

WHEREAS, there are limited transit options across the bridge; and

WHEREAS, the current bridge could be significantly damaged in a major earthquake; and

WHEREAS, the Interstate Bridge Replacement Program (IBRP) is a collaboration between the Oregon and Washington Departments of Transportation, Metro, TriMet, C-TRAN, the Southwest Washington Regional Transportation Council, the Cities of Portland and Vancouver, the Ports of Portland and Vancouver, the Federal Highway Administration, and the Federal Transit Administration; and

WHEREAS, Metro is a Participating Agency in the federal environmental review process under the National Environmental Planning Act (NEPA); and

WHEREAS, Metro Council and staff participate in the IBRP Executive Steering Group, Equity Advisory Group, and staff level groups, and

WHEREAS, the Metro Council adopted the 2018 Regional Transportation Plan with four primary priorities: Equity, Safety, Climate, and Congestion Relief; and

WHEREAS, the Metro Council strives for policies that promote climate resiliency, sustainability, economic prosperity, community engagement, and creating or preserving livable spaces; and

WHEREAS, the IBRP has recommended a Modified Locally Preferred Alternative (LPA) that revises the original LPA adopted by Metro Council during the Columbia River Crossing project in 2016; and

WHEREAS, the Modified LPA supports Regional Transportation Plan safety, equity, climate, and mobility policies and strategies; and

WHEREAS, the Modified LPA has been endorsed by the project's Executive Steering Group; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their overview of the IBRP Modified LPA and recommended approval of Resolution 22-5273 to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on xx, 2022; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) approved Resolution 22-5273 on xx, 2022 and provided their approval recommendation to the Metro Council; now therefore

BE IT RESOLVED THAT:

The Metro Council hereby adopts the recommendation of JPACT on July 7, 2022 through Resolution 22-5273 and formally endorses the Interstate Bridge Replacement Program Modified Locally Preferred Alternative, attached as Exhibit A to this resolution that includes the following:

1. Replacement of the aging bridge with a modern, seismically resilient, multimodal structure that provides improved mobility for people, goods and services.
2. Three through lanes, northbound and southbound, on the replacement bridge.
3. One auxiliary lane northbound from Marine Drive and one southbound from Mill Plain to accommodate the safe movement of freight and other vehicles.
4. Coordinated transit services to improve transit travel across the Columbia River and throughout the Bridge Influence Area (BIA), including:
    - A Light Rail Transit (LRT) extension of TriMet's Yellow Line MAX from the existing Expo LRT station in Portland across the river on the new bridge and generally following Interstate-5 to an interim Minimum Operable Segment (MOS) northern terminus near East Evergreen Boulevard in Vancouver with a new station at Hayden Island in Portland and at least one additional new station in the City of Vancouver to be decided by the Vancouver City Council in consultation with C-TRAN, Port of Vancouver and Tri-Met; and
    - The continuation of CTRAN's current and future Bus Rapid Transit lines, knows as the Vine, as described in the current RTP, with walk connections to the new LRT extension; and
    - The continuation of C-TRAN express bus service from markets north of the BIA to the downtown Portland area utilizing bus on shoulder facilities, where available, within the BIA.
5. A multi-use trail across the bridge with safe and comfortable connections to the 40-Mile Loop, the Columbia River Renaissance Trail, and to neighborhoods and destinations on both sides of the river.
6. The construction of a replacement bridge for North Portland Harbor Bridge with three through lanes, northbound and southbound.
7. A partial interchange at Hayden Island, designed to minimize impacts on the island's community, and improve freight and workforce traffic on Marine Drive.
8. A commitment to study improvements of other interchanges within the BIA.
9. Variable rate tolling to contribute funding toward construction, congestion management, and multi-modal mobility improvements within the I-5 corridor. A study will be conducted to understand the viability of a low-income toll program, including exceptions and discounts.

ADOPTED by the Metro Council this 7th day of July, 2022.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Date: May 27, 2022

To: Transportation Policy Alternatives Committee and Interested Parties

From: Matt Bihn, Principal Transportation Planner

Subject: Interstate Bridge Replacement Project (IBR) Modified Locally Preferred Alternative Resolution

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Purpose

This meeting is to:

1. Address questions TPAC may have about the IBR Modified Locally Preferred Alternative
2. Consider the IBR Modified Locally Preferred Alternative resolution

Request to TPAC

TPAC is being asked to recommend JPACT approve and submit to the Metro Council *Resolution 22-5273, For the Purpose of Endorsing the Interstate Bridge Replacement Program Modified Locally Preferred Alternative*, included as Attachment 1. Upon TPAC recommendation of approval, JPACT will consider the resolution on June 16, 2022.

Project Overview and History

The Interstate 5 (I-5) Bridge is a critical connection linking Oregon and Washington across the Columbia River as part of a vital regional, national and international trade route. With one span now 104 years old, it is at risk for collapse in the event of a major earthquake and no longer satisfies the needs of modern commerce and travel. Replacing the aging Interstate Bridge across the Columbia River with a modern, seismically resilient, multimodal structure that provides improved mobility for people, goods and services is a high priority for Oregon and Washington. The Interstate Bridge Replacement (IBR) program centers equity and follows a transparent, data-driven process that includes collaboration with local, state, federal, and tribal partners.

Since 1999 regional leaders have identified the need to address the I-5 corridor, including the Interstate Bridge, through bi-state, long-range planning studies. In 2004, WDOT and ODOT formed the joint Columbia River Crossing (CRC) project. The intent of this project was to improve safety, reduce congestion and increase mobility of motorists, freight traffic, transit riders, bicyclists and pedestrians. This project was active between 2005 and 2014 and successfully completed the federal environmental review process and received a federal Record of Decision in December 2011. However, the CRC project did not secure adequate state funding to advance to construction and was discontinued in 2014.

The IBR program began in 2019 as a partnership between ODOT, WSDOT, the City of Portland, the City of Vancouver, Metro, RTC, Port of Portland, Port of Vancouver, TriMet, CTRAN, and federal partners. Many of these partners also sit on JPACT and have been engaged extensively by the IBR program in the development of the project LPA. The program is working with stakeholders to leverage work from previous planning efforts and to integrate new data, regional changes in transportation, land use and demographic conditions and public input to inform program development work, which includes:

- Completing the federal environmental review process
- Obtaining necessary state and federal permits
- Finalizing project design
- Developing a finance plan
- Securing adequate funding
- Completing right of way acquisition
- Advertising for construction

Modified Draft Locally Preferred Alternative

Guided by the Bi-State legislative Committee, the Executive Steering Group, the Equity Advisory Group, and the Community Advisory Group, the IBR program identified a Modified Draft LPA on May 5, 2022**.** While many details of the propose project will be determined through the impending environmental study, the Draft LPA identifies critical components including the replacement bridge and number of lanes on the bridge, interchange treatments, and the high capacity transit mode, alignment, and terminus. *Attachment 2: IBR Modified LPA* describes the details of the LPA.

Next Steps

Over the next months, project partners will consider the modified LPA for adoption. JPACT and Metro Council are scheduled to consider the resolution on June 16, 2022 and July 7, 2022, respectively. By summer of 2022, the goal is to submit the modified LPA for environmental review. During the environmental review phase, the IBR team will continue to advance a preliminary design, acquire permits, and update the cost and funding analysis. Construction is anticipated to begin in late 2025.

Anticipated Schedule for LPA Briefings and Adoption – dates subject to change

June 3	**TPAC: IBR LPA Resolution**
June 6	Vancouver City Council workshop: Review draft resolution on modified LPA
June 7	RTC Board of Directors: Modified LPA briefing
June 8	Port of Portland Board of Commissioners: Modified LPA briefing
June 14	CTRAN Board of Directors: Modified LPA briefing
June 14	Port of Vancouver Board of Commissioners: Modified LPA briefing
June 15	ESG: Modified LPA Package to share with Boards and Councils
June 16	**JPACT: Endorse Modified LPA**
June 16	**Metro Council: Modified LPA discussion**
June 17	Bi-State Leg: Modified LPA
June 22	TriMet Board of Directors: Endorse modified LPA
June 27	Vancouver City Council: Endorse modified LPA** subject to change**
July 5	RTC Board of Directors: Endorse modified LPA* likely to move to July 12-20 range
July 6	Portland City Council: Endorse modified LPA
July 7	**Metro Council: Endorse Modified LPA**
July 11	Vancouver City Council: Endorse Modified LPA
July 12	CTRAN Board of Directors: Endorse modified LPA
July 12	Port of Vancouver Board of Commissioners: Endorse Modified LPA
July 13	Port of Portland Board of Commissioners: Endorse modified LPA
July 21	ESG: Adopt LPA
July 21	Bi-State Leg

Attachments:

Attachment 1: Draft Resolution 22-5273, For the Purpose of Endorsing the Interstate Bridge Replacement Program Modified Locally Preferred Alternative
Attachment 2: IBR Modified LPA

MEMORANDUM: OVERVIEW OF PROGRAM RECOMMENDATION FOR MODIFIED LOCALLY PREFERRED ALTERNATIVE

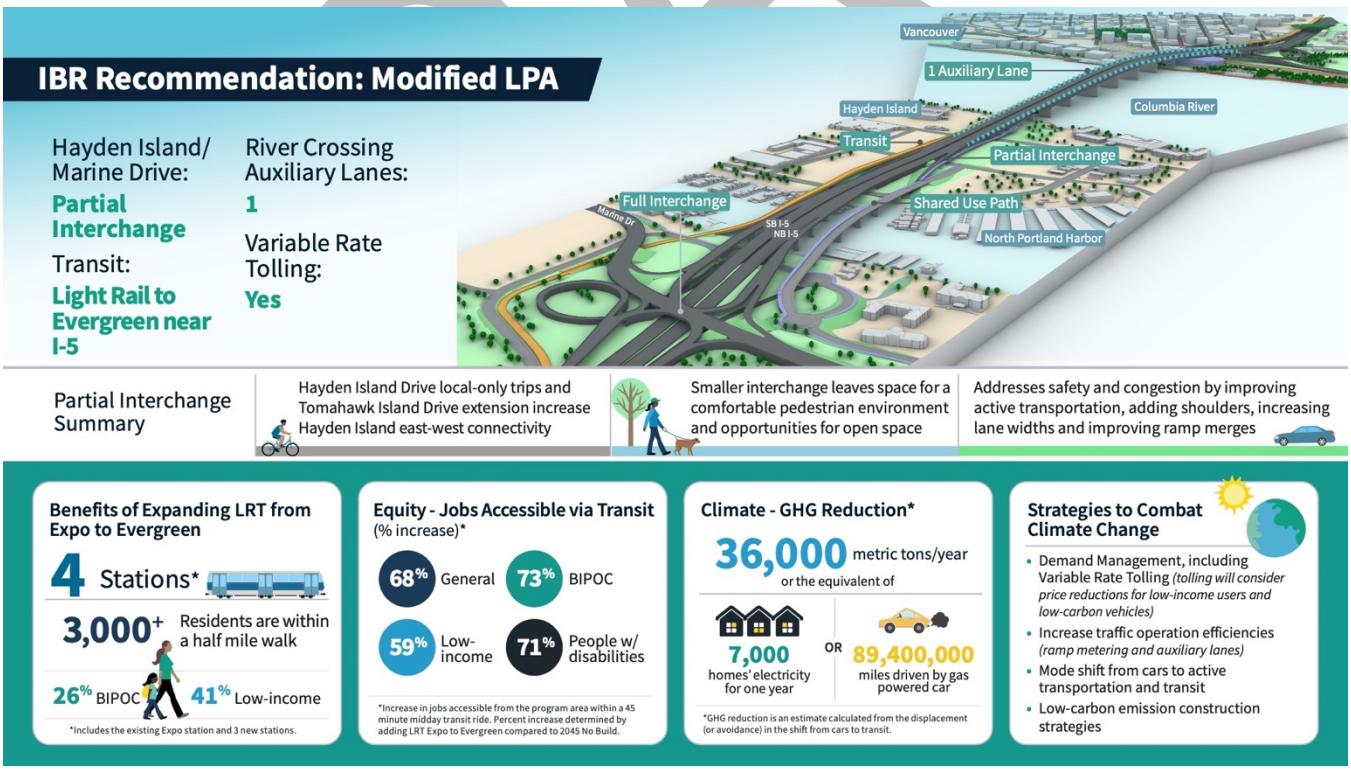
MAY 5, 2022

INTRODUCTION

The Interstate Bridge Replacement (IBR) program would replace the aging Interstate 5 (I-5) bridge across the Columbia River with a modern, seismically resilient, multimodal structure. Current planning work has defined the physical and contextual changes that have occurred in the program area since 2013 and builds upon previous planning efforts accomplished as part of the Columbia River Crossing (CRC) project. To address these changes, the IBR program, in coordination with program partners and the community, developed design options, desired outcomes, and transit investments, in order to identify a Modified Locally Preferred Alternative (LPA) to be further studied through a Supplemental Draft Environmental Impact Statement (SDEIS) in compliance with the National Environmental Policy Act (NEPA).

A Modified LPA identifies the foundational elements local partners agree should move forward for further evaluation, including potential benefits and impacts and formal public comment. Detailed evaluation of the IBR program's Modified LPA will begin in fall 2022 and be documented in a SDEIS.

PROGRAM RECOMMENDATION FOR MODIFIED LPA



The IBR program recommendation for the Modified LPA includes key components representing foundational transportation improvements: transit investments, interchange configuration for Hayden Island/Marine Drive, and the number of auxiliary lanes across the bridge. Additional considerations are also assumed to be part of the Modified LPA.

TRANSIT RECOMMENDATION:

- **Extend light rail from the Expo Center in Portland, Oregon north to a new station on Hayden Island, continuing across the Columbia River on the new I-5 bridge, following I-5 to multiple stations in the City of Vancouver, including a northern terminus at Evergreen Station in Vancouver, Washington.**

SUPPORTING RATIONALE:

The IBR program transit investment preference for light rail was developed in close coordination with our transit partners, C-TRAN and TriMet, and informed by extensive stakeholder and community input, and data. Community engagement shows widespread support for expanding transit and light rail transit, specifically.

A light rail transit extension of the MAX Yellow Line from Expo Center into Vancouver best integrates existing transit investments in the region – including C-TRAN's Vine bus rapid transit network and express bus service. The Evergreen terminus via I-5 offers the best opportunity for merging the two metro area transit systems together. The I-5 alignment provides faster, safer, more reliable service and minimizes disruptions to downtown Vancouver.

TECHNICAL TAKEAWAYS:

- An LRT extension of the Max Yellow Line from Expo Center into Vancouver best integrates existing transit investment in the region including C-TRAN's Vine and express bus current and future system.
- Capacity on LRT options allows the program to maximize trips.
- LRT provides more competitive travel time compared with trips that require a transfer at Expo.
- LRT investments improve access to jobs to a greater degree than BRT alone.
- LRT is more competitive for FTA discretionary funding.
- An Evergreen terminus has fewer potential property impacts and connects directly to the downtown library, the Historic Reserve, jobs, services, and amenities.
- An Evergreen terminus maximizes transfer opportunities given direct connections to several local routes as well as planned BRT routes

**COMMUNITY FEEDBACK:*

- Desire for greater connectivity from Clark County into Portland and the regional transit system.
- Support for High Capacity Transit options, with many preferring light rail or a combined light rail/bus rapid transit option.
- Strong support among residents in the entire region and solid majority support throughout Clark County for the concept of extending the MAX Yellow Line from Expo Station to Vancouver in a dedicated space across the new I-5 bridge.

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    - 79% of total community opinion survey respondents strongly or somewhat support light rail across the bridge, including 84% of Portland Metro Area respondents and 61% of Clark County respondents.
- Reliability and travel time of mode expressed as the most important transit priorities.
- Equity-priority communities expressed high interest in accessible and dependable transit options, including a desire for multiple transportation options that are efficient, reliable, and user-friendly and infrastructure that promotes high capacity transit.
- Highest preferences for transit stations located at (or near) Expo Center, Hayden Island, Vancouver Waterfront, Vancouver Library (Evergreen) and Clark College.

HAYDEN ISLAND/MARINE DRIVE CONFIGURATION RECOMMENDATION:

- **Construct a partial interchange at Hayden Island, and a full interchange at Marine Drive, designed to minimize impacts while making improvement to freight and workforce traffic and active transportation on Hayden Island and Marine Drive.**

SUPPORTING RATIONALE:

This option would provide an expanded interchange at Marine Drive combined with a partial Hayden Island interchange. Traffic on I-5 coming from the north would be able to access Hayden Island through direct ramps at Jantzen Drive. Traffic on I-5 accessing Hayden Island to/from the south would use an upgraded interchange at Marine Drive and an arterial bridge connection between Marine Drive and Hayden Island. Local streets would also be reconnected under I-5.

The recommendation for a partial interchange on Hayden Island recognizes the desire to balance vehicle and freight access with a preference expressed by the community to minimize the footprint over Hayden Island. It also provides the opportunity for improved active transportation and transit access.

TECHNICAL TAKEAWAYS:

- A partial interchange will create a smaller footprint over North Portland Harbor than a full interchange option with fewer floating home impacts.
- Smaller scale and complexity of I-5 over Hayden Island provides higher quality experience for active transportation and transit access on east-west streets.
- This option considers Hayden Island vehicle and freight access to/from Portland via local roads and I-5 ramps that cross under Marine Drive.
- This option considers Hayden Island vehicle and freight access to/from Vancouver via Jantzen Drive I-5 ramps.

**COMMUNITY FEEDBACK:*

- Prioritize the option with smallest footprint over Hayden Island.
- Consider freight needs, as well as active transportation safety and access.
- Prioritize congestion relief on I-5 near Hayden Island, safe intersections and road improvements, and convenient access to services, shopping, and restaurants.

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- Washington residents preferred direct access to Hayden Island and Oregon residents preferred island access via Marine Drive and local access bridge.

AUXILIARY LANE RECOMMENDATION:

- **Include one auxiliary lane northbound and one auxiliary lane southbound between Marine Drive and Mill Plain Blvd to accommodate the safe movement of vehicles and freight.**

SUPPORTING RATIONALE:

The IBR program intends to maintain the three existing through traffic lanes in each direction to remain consistent with the existing system on either side of the bridge. Auxiliary lanes are ramp-to-ramp connections designed to give drivers space to merge safely when entering or exiting the roadway, reducing bottlenecks and optimizing traffic flow. The addition of auxiliary lanes can help optimize the three through lanes and allow for more efficient movement through the corridor – improving safety, helping to relieve congestion with better traffic flow, and reducing emissions from vehicles idling in congestion.

The program is committed to "right-sizing" the bridge replacement investment to best meet the needs of the region. The recommendation to study one auxiliary lane in each direction recognizes the desire to balance all of the regional needs and priorities, including safe, efficient, and reliable travel; as well as equity and climate goals. Additional analysis will be completed as part of the SDEIS process to confirm that one auxiliary lane can adequately address the Purpose and Need for the program and provide safe and effective traffic operations.

TECHNICAL TAKEAWAYS:

The addition of one auxiliary lane in each direction would provide a number of benefits compared to the 2045 No Build, including:

- Travel time improvements of 3 minutes (5% faster) SB AM between I-5/I-205 split and I-405, and 11 minutes (30% faster) NB PM between Broadway Ave and SR-500
- Congestion reduction:
  - reduces overall congestion during off-peak travel
  - reduces local street diversion
  - faster congestion recovery from incidents
- Mode shift: the daily transit share is expected to increase from 7% in the No Build to 11% in the build
- Fewer lane changes will be required (i.e. lane balance)
- Climate – GHG reduction is expected due to less congestion, as well as a reduction in VMT
- Safety improvements realized due to fewer sideswipe crashes and improved visibility

**COMMUNITY FEEDBACK:*

- Support for the addition of auxiliary lanes consistently expressed
- Feedback received from advisory groups and surveys was mixed on the preference for the number of auxiliary lanes:
  - Prioritize the option that maximizes capacity and minimizes congestion

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- Both travel time and environmental impacts are important from an equity standpoint
- Prioritize the option that is most environmentally friendly, including a reduction in GHG
- Combined with transit considerations, one auxiliary lane is appropriate
- Two auxiliary lanes meet community values of congestion and safety issues
- Clark County residents were more likely to select the two auxiliary lane option
- Oregon residents were split between one and two auxiliary lane options

ADDITIONAL CONSIDERATIONS

Assumptions that are expected to be included in the recommendation for the Modified LPA:

- **Replace the current I-5 bridge** over the Columbia River with a seismically sound bridge.
- **Replace the North Portland Harbor Bridge** with a seismically sound crossing.
- The construction of **three through lanes** northbound and southbound throughout the BIA (Bridge Influence Area).
- Include **active transportation and multi-modal facilities** that adhere to universal design principles and facilitate safety and comfort for all ages and abilities. This includes creating exceptional regional and bi-state multi-use trail facilities and transit connection within the Bridge Influence Area (BIA).
- Study **improvements of other interchanges** within the BIA.
- Implement a **variable rate toll** on motorists using the river crossing, with a recommendation to the Oregon and Washington State Transportation Commission to consider a low-income toll program, including exemptions and discounts.
- Establish a **GHG reduction target** relative to regional transportation and land use impacts, and to develop and evaluate design solutions that contribute to achieving program, regional, and state-wide climate goals.
- Evaluate program design options according to their impact on equity priority areas including developing a **Community Benefits Agreement**.

Additionally, in response to partner feedback, the IBR program is developing a list of commitments that will accompany the Modified LPA. The commitments are operational details and secondary design elements that support the design concepts outlined in the Modified LPA

**Community feedback synthesizes what the program has heard from targeted community engagement efforts to gather feedback around design options. This engagement has included a variety of tools, including an online community survey with over 9,600 responses, over 300 listening session participants across multiple sessions, four Community Working Groups, and over two dozen public meetings of the program's steering and advisory groups between October 2021 and May 2022. A community opinion survey was also conducted in April 2022 to gather additional input.*

NEXT STEPS

All eight partner agencies and the program's Executive Steering Group will be asked to consider the Modified LPA, with the goal of receiving approval by the end of July 2022. An update on progress, including the detail of the Modified LPA, is due from the Washington members of the bi-state legislative committee to the Washington State Legislature by August 1, 2022.

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Adoption of a Modified LPA demonstrates regional consensus to move forward into the next phase of work to further study and refine the corridor-wide program alternative. The adoption of the Modified LPA by local agencies does not represent a formal decision by the federal agencies leading the NEPA process or any federal funding commitment. Other elements and investments may enhance the Modified LPA and will be identified as the IBR program continues to gather input from advisory groups and partner agencies, and further analyze the Modified LPA in the SDEIS process. Elements such as additional transit improvements (i.e. transit stations, park and rides, bus route changes, and potential expansion of an LRT maintenance facility) and river crossing structure type and alignment are anticipated to be determined in the next phase of the program.

The next phase of work will analyze benefits and impacts of the of the Modified LPA and will be shared with the public for review and comment as part of the SDEIS process. Refinements will be made in response to partner, public, and Tribal engagement, as well as additional design analysis. After the Modified LPA is refined to address public comments, the combined Supplemental Final Environmental Impact Statement and Amended Record of Decision will be published. The goal is to begin construction by late 2025.

IBR MODIFIED LPA BRIEFING PACKET PURPOSE AND OVERVIEW

The *IBR Modified Locally Preferred Alternative Briefing Packet* was created as supporting documentation that reflects a compilation of the work completed by the IBR program team and program partners in support of identifying a program recommendation for a Modified LPA. Design options and transit investments were screened against criteria to evaluate their ability to meet the program's Purpose and Need statement and desired outcomes, including equity and climate objectives. The *IBR Modified Locally Preferred Alternative Briefing Packet* provides an overview of the work that has gone into developing the program's Modified LPA recommendation, including: climate and equity frameworks, design concepts and investments; screening results and modeling data; and input and feedback from partner agencies, program advisory groups, and the community.

DRAFT

Memo

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

Date: May 27, 2022

To: TPAC and Interested Parties

From: Dan Kaempff, Principal Transportation Planner

Subject: Developing Investment Proposals for Regional Funding Decisions (RFFA and Trails Bond)

Introduction

Over the next four months, TPAC and JPACT will discuss and ultimately identify a package of projects to be funded through the 2025-2027 Regional Flexible Funds Allocation (RFFA). In addition, they will provide input to Metro staff in developing a recommended list of trails projects to be funded through the voter-approved 2019 Metro Parks and Nature bond measure.

Staff provided an overview of the proposed projects, funding categories and introduced the project Outcomes Evaluation at the May 11 TPAC workshop. In this meeting, staff is seeking input from TPAC on how to use the project ratings in developing draft funding proposals intended to aid upcoming discussions at TPAC and JPACT.

Understanding the project ratings

The Outcomes Evaluation looks at the projects' ability to achieve the region's priorities. Metro Council adopted these priorities through the 2018 Regional Transportation Plan (RTP) and referring to the ballot the Parks and Nature Bond Measure, which voters approved in 2019.

Projects were grouped into four categories, first by the source of funding requested, then by the project phases to be funded through a funding award, as shown below:

- Projects seeking Trails Bond funds for Planning and Project Development
- Projects seeking Trails Bond funds for Construction
- Projects seeking RFFA funds for Planning and Project Development
- Projects seeking RFFA funds for Construction

There are five primary criteria areas in the Outcomes Evaluation, based on the policy priorities noted above. The **Equity, Safety, Climate and Congestion Relief** criteria are based on the RTP. The **Trails** criteria are based on the Bond Measure language. The Equity, Safety and Climate areas were used in rating all the projects. The Congestion Relief criteria was used only for RFFA projects, and the Trails criteria was only used for Trails Bond projects.

draft

The Outcomes Evaluation report illustrates how projects performed in each of the relevant criteria areas, as well as an overall rating. Structuring the report in this manner provides decision makers with information to better understand how well projects advance specific regional priorities. The projects are rated in comparison to the other projects within their specific category. Projects requesting consideration for either funding source are shown in the relevant category for both funding types.

This version of the Outcomes Evaluation report included in the meeting materials has been updated with responses from applicants to issues or questions raised in the comments sections for projects.

Examples of Approaches to Using Project Ratings

Included with the meeting materials is a PDF with several different examples of potential ways to show differences in outcomes between the criteria areas. Each example emphasizes a different approach to using the Outcomes Evaluation ratings in a manner that best advances regional investment priorities. These examples are intended solely to facilitate conversation among TPAC members.

The "Uncategorized" project list provides information on how the 29 projects collectively performed. There are five additional lists that illustrate project rankings by criteria, and by category:

1. **Overall –** Illustrates the overall ranked outcomes of projects within each category. The overall rating is an average of each project's criteria ratings (average rating = 61 percent)[1]
2. **Equity –** Illustrates the Equity ranked outcomes of projects within each category (average rating = 62 percent)
3. **Safety –** Illustrates the Safety ranked outcomes of projects within each category (Average rating = 65 percent)
4. **Climate –** Illustrates the Climate ranked outcomes of projects within each category (average rating = 51 percent)
5. **Congestion | Trails –** Illustrates the Congestion ranked outcomes of projects within the RFFA categories (average rating = 68 percent) and the Trails ranked outcomes of projects within the Trails Bond categories (average rating = 63 percent)

Draft Project Risk Assessment

Kittelson and Associates has prepared a draft Risk Assessment memo included with the materials for this meeting. The Risk Assessment is an independent evaluation of the candidate projects to identify any issues that may impact their scope, schedule and budget. The purpose is for this Risk Assessment is twofold; to ensure that projects selected to receive regional funds are delivered as they were conceived and described in the project application, and to minimize impacts on the region's federal funding obligation targets.

Please consult the Risk Assessment memo for further details. Kittelson is still working with applicants to gather responses to issues raised in their initial project review. A final Risk Assessment report with updated risk ratings will be available for the July 8 TPAC meeting.

[1] Average ratings are found on the "Uncategorized" tab on the Excel worksheet.

draft

Questions for TPAC discussion

Staff intend to develop two or more draft funding proposals for TPAC and JPACT discussion and consideration, based on input received from those committees. These proposals are intended to illustrate different approaches to awarding funds.

In July and August, TPAC has three opportunities to discuss and refine project funding proposals, leading to a TPAC recommendation in September. There is still additional information being gathered through the Risk Assessment and Public Comment, as well as Coordinating Committee priorities yet to be known. And a final selection of projects to be funded must follow the overall RFFA funding allocation objectives, found on page 5 of the 2025-2027 RFFA Program Direction.

In this meeting, staff is asking TPAC to discuss and provide input to different approaches to using the Outcomes Evaluation information along with this additional information in developing funding proposals. Among the questions for further discussion:

- What input does TPAC wish to provide regarding using the project ratings in developing proposals for further discussion? Should consideration be given to different approaches to using criteria? For example, in looking at the different average ratings, there are certain criteria areas that this specific group of projects perform better in than others. Should the region consider funding proposals that emphasize stronger performing criteria areas? Or is a balanced approach preferable?
- Several Trails projects are requesting funding from either source. Does TPAC want to see proposals illustrating the differences in funding Trails projects with RFFA vs. Trails Bond?
- What consideration, if any, should be made between projects seeking Planning or Project Development funding and those seeking Construction funding?
- A final project selection should take all the available information into consideration, not the project ratings alone. What input does TPAC wish to share on how additional information could be used in shaping a final funding decision?

draft

KITTELSON & ASSOCIATES
851 SW 6th Avenue, Suite 600
Portland, OR 97204
P 503.228.5230

Technical Memorandum

May 26, 2022 Project# 23066.003

To: Dan Kaempff, Ted Leybold, and Robert Spurlock
Metro
600 NE Grand Avenue
Portland, OR 97232

From: Camilla Dartnell, PE, Russ Doubleday, and Hermanus Steyn, PE

RE: 2025-27 Regional Flexible Funds and Trails Bond Risk Assessment

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Overview

Metro's Regional Flexible Funds Allocation (RFFA) process allows local agencies to apply for federal funding, distributed through Metro, for local projects, and/or Metro's 2019 Parks and Nature bond measure funds trail projects within the region (Trails Bond). Metro is evaluating the 2025-2027 RFFA and Trails Bond project applications based on how meaningfully they can help the region achieve the four Regional Transportation Plan priorities of advancing social equity, improving safety, implementing the region's Climate Smart Strategy and managing congestion.

In addition, Kittelson & Associates, Inc. (Kittelson) is working with Metro and the local agencies to identify and mitigate risks through the RFFA and Trails Bond application process. Prior to submitting applications, agencies had the opportunity for Kittelson to review preliminary application materials and provide recommendations for additional information and/or risk mitigation. Kittelson developed and applied a methodology for evaluating risks for each project application, considering the likelihood of a project being completed on budget and as intended. This memorandum summarizes the draft risk assessment methodology and provides a draft risk level and summary for each RFFA project application. Kittelson then provided these draft risk assessments to each agency with a set of clarifying questions about their application(s). Many agencies have responded, and Kittelson is updating the risk assessments based on the clarifications or updates made by the agencies. Those updates are not all reflected in this draft memorandum. The final version of this memorandum with the final assessments will be available in mid-June.

Methodology

The following section outlines the risks that Kittelson used to examine each RFFA and Trails Bond project application, how project risks varied based on the level of project development a project was seeking, and how risks were scored. This methodology was based on a review of risk evaluation best practices the project team conducted for the 2022-2024 RFFA cycle and applied to the local evaluation scenarios.

Major Risk Considerations

In considering potential risks, the project team divided project risks into two groups. The first group are risks (Project Management risks) that can be accounted for through project budget, with sufficient outreach and collaboration, with an adequate project scope, and/or with an appropriate timeline for project completion. For example, if there are significant utilities that need to be moved to accommodate a

project, the risks captured in the Project Management risk category are risks that can be minimized. A jurisdiction can reach out to the utility about the project in advance of the project, utility relocation costs can be included in a project budget, and an appropriate amount of time can be added to a project schedule to account for the relocation needs. In short, this risk category captures the level of risk identification and mitigation.

The second group (Inherent Risks) are risks due to the complexities of a project that cannot be changed. Continuing the example used above, a project that requires significant utility relocation is inherently riskier than one that requires no utility relocation simply because it adds complexity to the project, creating a greater likelihood of something unexpected happening that may impact the project. In short, this risk category captures the fact that the more complex a project, the riskier the project is even when available risk management measures are taken. These risk categories and their related assessments are explained in more detail in the following sections.

Project Management Risks

The project team evaluated multiple risk assessment factors within this risk category. These risks are focused on project scope, budget, and collaboration and are defined below.

Project Scope

The project scope assessment measures project understanding and whether the project needs have been considered comprehensively. The farther along in scoping or development a project is, the more details have been determined and the lower the likelihood of an unknown risk developing. These assessment factors are based on current project stage in relation to the stages of project development requested for funding. To reduce risk, projects requesting funding for construction are expected to have a greater level of previous project development and project understanding, To help inform the scope risk, the Kittelson team considered the following assessment factors:

- Is the scope comprehensive?
- What is the status of planning and scoping documents?
- What is the status of the preliminary engineering and design phase?
- Have environmental (and the National Environmental Policy Act, if applicable) impacts and mitigation been defined and accounted for?
- Have utility relocation needs been addressed?
- Has stormwater treatment been identified and accounted for?
- Is there a need for street lighting and has it been accounted for?

Project Budget

The project budget assessment examined the project budget for completeness and appropriate cost projections. An inadequate project budget can risk the ability to deliver the full scope of a project or to deliver a project at all. Kittelson considered the following budget assessment factors as a cross section to determine budget related risks:

- Has staff time been budgeted?
- Does the budget include Oregon Department of Transportation (ODOT) or other agency delivery if necessary?

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- Have inflation/escalation[1] costs been included?
- Is there adequate budget contingency?
- Is community engagement appropriately budgeted?
- Are permitting costs included if necessary?
- Are mobilization costs included if necessary?
- Are construction easement costs included if necessary?
- Do the overall project costs feel reasonable?
- Has the jurisdiction secured local funding match for the project?

Addressing Outside Coordination

The addressing outside coordination assessment addressed the extent to whether the applicant has included or accounted for relevant outside jurisdictions or organizations in the project development or scoping process. In cases where the agency has coordinated with those outside agencies and organizations, such as for outside project delivery, projects that impact another jurisdiction's right-of-way, adjacent railroads, and other major partners, the project received a lower risk score, whereas if there were outside organizational interests that had not been accounted for that could change the scope of the project, the project received a higher risk score. Kittelson considered the following assessment factors related to outside coordination:

- Will an outside agency be delivering the project and does the applicant have support from that agency?
- Are there other jurisdictions or major partners involved and has the applicant coordinated with these partners?
- Does the project impact an existing railroad and has the applicant addressed this appropriately (made contact, completed permits, etc.)?
- Will the project require right-of-way acquisitions, and have they been initiated or completed?
- Is there local community support?
- Is there governing body support?

Inherent Risks

Within the Inherent Risk group, all risks fall under the project complexity group. While the project complexity category also falls within the Project Management group, the risks are measured in a different way under Inherent Risk. The risks here are measured based on whether and to what extent they exist within each project, whereas the risks in the section above are measured based on whether the applicant has adequately addressed on each risk item.

Project Complexity

The project complexity assessment aimed to identify potential implementation challenges that could impact the project and are beyond the control of the applicant agency. These challenges included physical impact complexities like needing to acquire right-of-way and working in wetlands, floodplains, and other environmentally sensitive areas as well as outside coordination related complexities. The outside coordination complexities assessment addressed issues that could arise that go beyond the applicant jurisdiction's control, such as working with a large number of partners or stakeholders and needing to work with a railroad. This grouping asks evaluates questions similar to the *addressing outside* coordination category within the PM risks, but as outlined previously, the assessment factors within this Inherent Risk

[1] Inflation/escalation was evaluated in comparison to ODOT's current estimated inflation index and the expected timeframe for the project.

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category are judged based on whether the additional complexity of needing to work with other agencies exists. Kittelson considered the following assessment factors within the "Project Complexity" category:

Physical Impact Complexities

- How many right-of-way acquisitions will be needed and what level of controversy is anticipated for these parcels?
- To what extent will the project create environmental impacts and the need for environmental permitting?
- Will major utilities need to be relocated?
- Are there major or complex water quality or water quantity treatment needs?

Outside Coordination Complexities

- Will an outside agency be delivering the project?
- How many other jurisdictions or major partners are involved?
- Will a railroad line impact the project?
- Are there other important complexities or impacts that have not previously been covered?

Project Development Stage Considerations

In reviewing the RFFA and Trails Bond applications, Kittelson distinguished between projects of different project development stages. Some projects just sought funding to complete planning work for a project, some projects sought funding for preliminary engineering and design, and some project sought funding for project construction. Other projects sought funding for some combination of these three project phases. The team assigned each assessment factor to the project development stages appliable for that assessment factor. Mobilization costs and right-of-way acquisitions, for example, apply to construction projects but not to planning or preliminary engineering projects.

As a result, all of the risks within the Project Management Risk category and Inherent Risk apply to projects that are seeking funding for construction, while a handful of these risks are screened out for projects that are only seeking funding up to preliminary engineering or planning.

Project Scoring

Every risk assessment factor was judged on a low-, medium-, and high-risk scale based on a standard definition of what constituted each level of risk for each assessment factor. The team also assigned different scoring weights to each assessment factor based on the severity of the risk.

Table 1 below shows three sample risk categories, their weightings, and the scores associated with each level of risk. *Appendix A includes the full risk assessment with all assessment factors and weights.*

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Table 1. Sample Risk Categories and Associated Scoring

Assessment Factor	Weighting	Low Risk Definition	Low Risk Point Allocation	Medium Risk Definition	Medium Risk Point Allocation	High Risk Definition	High Risk Point Allocation
Street Lighting Need	Low	Not necessary or complete	0	Need is uncertain or partially addressed	2	Necessary and not addressed	4
Quality of Project Scope	Medium	High	0	Developing	4	Low	8
Status of Right-of-Way Acquisitions	High	Complete or Unnecessary	0	Underway	8	Not Initiated	16

Based on the results of the evaluation, each RFFA and Trails Bond project application received a Project Management Risk score and an Inherent Risk score, as well as a combined total score. As shown in the table above, lower scores represent lower overall risk.

Overview of Project Risks (DRAFT)

Kittelson evaluated each project based on the aforementioned assessment factors. For consistency, each project was assigned a score per assessment factors, and the sum of the scores was used to determine overall risk level. Those risk levels and a summary of risk for each project are provided below and categorized by the funding source and project development stages for which they are seeking funding.

Risk Summary for All Projects – By Funding Source and Project Type

Table 2. Trails Bond Planning and Project Development Projects

Project	Applicant	Fund Source	Requested Amount	Scope, Schedule, Budget, Collaboration Risk	Inherent Risk	Total Risk	Risk Score
Emerald Necklace Trail Master Plan	Forest Grove	Either	$200,000	36	24	60	Medium-High
Tigard-Lake Oswego Regional Trail Gap: I-5 to Wall Street	Tigard	Either	$245,000	16	20	36	Medium-Low
Brookwood Parkway Pedestrian Overpass	Hillsboro	Either	$4,500,000	40	36	76	High
Scott Creek Trail Development	Happy Valley	Bond	$162,840	42	20	62	Medium-High

Project	Applicant	Fund Source	Requested Amount	Scope, Schedule, Budget, Collaboration Risk	Inherent Risk	Total Risk	Risk Score
Westside Trail: Segment 1 Planning and Design	King City	Bond	$210,000	24	36	60	Medium-High
Westside Trail Bicycle and Pedestrian Bridge	Tualatin Hills Parks & Recreation District (THPRD)	Bond	$1,907,500	28	32	60	Medium-High

Table 3. Trails Bond Construction Projects

Project	Applicant	Fund Source	Requested Amount	Scope, Schedule, Budget, Collaboration Risk	Inherent Risk	Total Risk	Risk Score
Marine Drive Trail: I-205 to NE 122nd Avenue	Portland Parks & Recreation	Either	$2,261,645	22	12	34	Medium-Low
North Portland Greenway: Kelley Point Park to the North Slough	Portland Parks & Recreation	Either	$3,483,699	20	16	36	Medium-Low
North Portland Greenway: Columbia Boulevard to Cathedral Park	Portland Parks & Recreation	Either	$2,700,061	26	20	46	Medium
Council Creek Regional Trail Enhanced Street Crossings	Washington County	Either	$5,511,000	38	20	58	Medium
Cornfoot Road Multi-Use Path	Portland Bureau of Transportation	Either	$5,225,500	32	24	56	Medium
Clackamas River Trail	Happy Valley	Bond	$666,175	52	36	88	High
Trolley Trail: Milwaukie Bay Park	North Clackamas Parks & Recreation District (NCPRD)	Bond	$624,250	18	16	34	Medium-Low
Gresham-Fairview Trail: Halsey to Sandy	Gresham	Bond	$4,979,975	20	12	32	Medium-Low

Project	Applicant	Fund Source	Requested Amount	Scope, Schedule, Budget, Collaboration Risk	Inherent Risk	Total Risk	Risk Score
Sandy River Greenway – Riverfront Trail and Park	Troutdale	Bond	$1,945,800	12	28	40	Medium-Low

Table 4. RFFA Planning and Project Development Projects

Project	Applicant	Fund Source	Requested Amount	Scope, Schedule, Budget, Collaboration Risk	Inherent Risk	Total Risk	Risk Score
Emerald Necklace Trail Master Plan	Forest Grove	Either	$200,000	48	24	72	High
Tigard-Lake Oswego Regional Trail Gap: I-5 to Wall Street	Tigard	Either	$245,000	20	20	40	Medium-Low
Brookwood Parkway Pedestrian Overpass	Hillsboro	Either	$4,500,000	50	44	94	High
SW Allen Blvd: SW Murray Blvd to SW King Boulevard	Beaverton	RFFA	$723,670	6	8	14	Low
Fanno Creek Trail Project Development: Bonita Road to Durham Road	Tigard	RFFA	$1,606,705	2	32	34	Low
I-205 Multi-Use Path Gap Refinement Plan	Clackamas County	RFFA	$935,884	10	16	26	Low
Lakeview Boulevard – Jean Road to McEwan Road	Lake Oswego	RFFA	$450,036	34	8	42	Medium-Low
S Troutdale Road Complete Street and Fish Passage: SE Stark Street to Beaver Creek Lane	Multnomah County	RFFA	$1,720,000	8	24	32	Low

Table 5. RFFA Construction Projects

Project	Applicant	Fund Source	Requested Amount	Scope, Schedule, Budget, Collaboration Risk	Inherent Risk	Total Risk	Risk Score
Marine Drive Trail: I-205 to NE 122nd Avenue	Portland Parks & Recreation	Either	$2,899,104	22	12	34	Medium-Low
North Portland Greenway: Kelley Point Park to the North Slough	Portland Parks & Recreation	Either	$4,648,824	20	16	36	Medium-Low
North Portland Greenway: Columbia Boulevard to Cathedral Park	Portland Parks & Recreation	Either	$2,799,573	26	20	46	Medium
Council Creek Regional Trail Enhanced Street Crossings	Washington County	Either	$5,511,000	38	28	66	Medium-High
Cornfoot Road Multi-Use Path Project	Portland Bureau of Transportation	Either	$6,698,345	34	24	58	Medium
NE 148th Avenue Safety and Access to Transit	Portland Bureau of Transportation	RFFA	$7,100,335	20	4	24	Low
Beaverton Creek Trail Segments #3 and #4	Tualatin Hills Parks & Recreation District	RFFA	$1,774,575	48	76	124	High
SE 7th Avenue Complete Street Project	Portland Bureau of Transportation	RFFA	$10,692,227	12	4	16	Low
NE 162nd Avenue Complete Street	Gresham	RFFA	$8,442,976	38	12	64	Medium
Cully Boulevard/ 57th Avenue Complete Street Project	Portland Bureau of Transportation	RFFA	$7,643,201	14	8	22	Low
SW Taylors Ferry Road Access to Transit	Portland Bureau of Transportation	RFFA	$10,124,236	50	44	94	High
NE Sandy Boulevard Complete Street: Gresham City Limits to NE 230th Avenue	Multnomah County	RFFA	$20,660,000	32	56	88	High

Project	Applicant	Fund Source	Requested Amount	Scope, Schedule, Budget, Collaboration Risk	Inherent Risk	Total Risk	Risk Score
NE Martin Luther King Jr. Blvd Safety and Access to Transit (Phase 2)	Portland Bureau of Transportation	RFFA	$5,532,955	16	8	24	Low
Willamette Falls Drive Multimodal Improvement Project – 16th Street to Ostman Road	West Linn	RFFA	$3,512,985	26	28	54	Medium

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Risk Summary for Individual Projects - Alphabetically

Project name:	NE 148th Avenue Safety and Access to Transit
Applicant:	Portland Bureau of Transportation
Amount requested:	$7,100,335
Source requested:	RFFA
Project phase(s):	Construction
Risk overview:	This is a low-risk project as most of the changes are occurring through signing/striping within the existing curbs and existing project development has defined and accounted for most of the complexities.
Risk ratings:	**RFFA**
Risk Score	Low

Project name:	NE 162nd Avenue Complete Street
Applicant:	Gresham
Amount requested:	$8,442,976
Source requested:	RFFA
Project phase(s):	Construction
Risk overview:	Project risks center on right-of-way, which has been accounted for but still may pose a risk.
Risk ratings:	**RFFA**
Risk Score	Medium

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Project name:	SE 7th Avenue Complete Street Project
Applicant:	Portland Bureau of Transportation
Amount requested:	$10,692,227
Source requested:	RFFA
Project phase(s):	Construction
Risk overview:	The key project risk is potential controversy due to parking removal, but prior outreach has indicated that this is the most supported option for this project, and further outreach will confirm this.
Risk ratings:	**RFFA**
Risk Score	Low

Project name:	SW Allen Blvd: SW Murray Blvd to SW King Boulevard
Applicant:	Beaverton
Amount requested:	$723,670
Source requested:	RFFA
Project phase(s):	Planning
Risk overview:	The team found this project to be a low-risk planning project to identify multimodal safety options for this corridor, and the project appears to be well budgeted and has few external complexities.
Risk ratings:	**RFFA**
Risk Score	Low

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Project name:	Beaverton Creek Trail Segments #3 and #4
Applicant:	Tualatin Hills Parks & Recreation District
Amount requested:	$1,774,575
Source requested:	RFFA
Project phase(s):	Construction
Risk overview:	The project application includes significant inherent risks, including wetland implications, right-of-way acquisitions, utility and railroad impacts, and contaminated soil. However, the applicant has made a lot of progress in identifying and mitigating the risks that can be controlled. There is some risk in requesting construction funds while utility, preliminary engineering, and right-of-way activities are ongoing.
Risk ratings:	**RFFA**
Risk Score	High

Project name:	Brookwood Parkway Pedestrian Overpass	
Applicant:	Hillsboro	
Amount requested:	$4,500,000	
Source requested:	Either	
Project phase(s):	Planning, Project Development	
Risk overview:	There are inherent risks due to the complexities regarding the proximity to a floodplain, potential impact to major utilities, and the need to coordinate with multiple partners including ODOT, Washington County, Portland General Electric, and Bonneville Power Administration. There are risks around the project budget. There is risk in assuming that Washington County (not federally-certified) will deliver the project.	
Risk ratings:	**Trails Bond**	**RFFA**
Risk Score	High	High

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Project name:	Clackamas River Trail
Applicant:	Happy Valley
Amount requested:	$666,175
Source requested:	Trails Bond
Project phase(s):	Construction
Risk overview:	The biggest risks include whether more public outreach should be incorporated, how to access the site, and understanding the implications for stormwater, wildlife habitat impacts, and the environmental impacts more broadly.
Risk ratings:	**Trails Bond**
Risk Score	High

Project name:	Cornfoot Road Multi-Use Path Project	
Applicant:	Portland Bureau of Transportation	
Amount requested:	$5,225,500 (Trails Bond)	$6,698,345 (RFFA)
Source requested:	Either	
Project phase(s):	Project Development, Construction	
Risk overview:	Key project risks include the special National Environmental Policy Act process with the Federal Aviation Administration, uncertainty about ability to widen the bridge over the Columbia Slough to add facilities, and right-of-way acquisition needs.	
Risk ratings:	**Trails Bond**	**RFFA**
Risk Score	Medium	Medium

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Project name:	Council Creek Regional Trail Enhanced Street Crossings	
Applicant:	Washington County	
Amount requested:	$5,511,000	
Source requested:	Either	
Project phase(s):	Construction	
Risk overview:	The main project risks are associated with the fact that project development activities are currently underway, and changes in those projects may affect this project. While Washington County has a comprehensive plan to keep current project work on track, if it is delayed or not completed for any reason, this project will not be applicable. There are other risks associated with project complexities including the number of jurisdictions required for coordination, ODOT delivery, and that it is not ideal to mix and match RFFA and Trails Bond funding.	
Risk ratings:	**Trails Bond**	**RFFA**
Risk Score	Medium	Medium-High

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Project name:	Cully Boulevard/ 57th Avenue Complete Street Project
Applicant:	Portland Bureau of Transportation
Amount requested:	$7,643,201
Source requested:	RFFA
Project phase(s):	Construction
Risk overview:	This project is generally low risk, as it is well-defined through existing project development, only affecting an already urban cross section without environmental complexities and will only require right-of-way from one adjacent parcel. There are some minor risks around inclusion of items in the cost estimate.
Risk ratings:	**RFFA**
Risk Score	Low

Project name:	Emerald Necklace Trail Master Plan	
Applicant:	Forest Grove	
Amount requested:	$200,000	
Source requested:	Either	
Project phase(s):	Planning	
Risk overview:	Key risks focus on scope development, the number of complexities that arise from the length of this project, and whether the budget will be appropriate for the large scope of this project.	
Risk ratings:	**Trails Bond**	**RFFA**
Risk Score	Medium-High	High

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Project name:	Fanno Creek Trail Project Development: Bonita Road to Durham Road
Applicant:	Tigard
Amount requested:	$1,606,705
Source requested:	RFFA
Project phase(s):	Planning
Risk overview:	Key project risks include inherent project complexities due to proximity to riparian zone/waterways. The project scope and budget accounts for these risks appropriately, the request is only for project development funds to help mitigate these risks further, and there has been significant work on the project to this point already. The applicant applying for "planning" but there is some risk that some scope items will be considered to be preliminary engineering (PE) tasks. This will require active management with the Federal Highway Administration (FHWA) during project scoping and throughout the project.
Risk ratings:	**RFFA**
Risk Score	Low

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Project name:	Gresham-Fairview Trail: Halsey to Sandy
Applicant:	Gresham
Amount requested:	$4,979,975
Source requested:	Trails Bond
Project phase(s):	Construction
Risk overview:	The key risks for this project are the coordination with the railroad and ODOT: although the project is not anticipating impacting these structures, coordination with the agencies is still likely necessary. Minor risks include potential stormwater and tree related permits and the need to do more direct outreach to abutters. The applicant must be comfortable covering any project overruns. Additional project considerations include: considering treatments at intersections like bicycle-related striping and protected left and right turns to improve awareness of bidirectional bicyclists at intersections.
Risk ratings:	**Trails Bond**
Risk Score	Medium-Low

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Project name:	I-205 Multi-Use Path Gap Refinement Plan
Applicant:	Clackamas County
Amount requested:	$935,884
Source requested:	RFFA
Project phase(s):	Planning, Project Development
Risk overview:	This project is well-scoped and further project development will consider risks before construction. The biggest risks include the budget and agency coordination. Project budget does not include escalation or contingency for tasks other than focused bridge type, size, and location. Project will require significant outside agency involvement, including involvement by ODOT. Lower risk alternatives may also be lower impact.
Risk ratings:	**RFFA**
Risk Score	Low

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Project name:	Lakeview Boulevard – Jean Road to McEwan Road
Applicant:	Lake Oswego
Amount requested:	$450,036
Source requested:	RFFA
Project phase(s):	Project Development
Risk overview:	The overall cost estimate seems sufficient but there is no activity break down provided, which poses a risk because the project may not sufficiently fund each task. There is some risk in whether cost overages will be able to be sufficiently covered by the City. There is some risk that future phases of this project will face neighborhood opposition due to right-of-way impacts and roadway character changes and there is some risk in the lack of coordination with ODOT. However, this does not pose a risk to the project as scoped, as the project is only requesting funding through 30% design and may be able to mitigate this risk through this project development process by coming up with a neighborhood supported design.
Risk ratings:	**RFFA**
Risk Score	Medium-Low

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Project name:	Marine Drive Trail: I-205 to NE 122nd Avenue	
Applicant:	Portland Parks & Recreation	
Amount requested:	$2,261,645 (Trails Bond)	$2,899,104 (RFFA)
Source requested:	Either	
Project phase(s):	Project Development, Construction	
Risk overview:	Key project risks include complexities related to coordination and permitting work due to proximity to the river, work on the levee, and coordination with other agencies/jurisdictions, including the US Army Corps of Engineers. There has been limited project development so far, but the project has a relatively focused scope and construction easements are secured along the entire alignment.	
Risk ratings:	**Trails Bond**	**RFFA**
Risk Score	Medium-Low	Medium-Low

Project name:	NE Martin Luther King Jr. Blvd Safety and Access to Transit (Phase 2)
Applicant:	Portland Bureau of Transportation
Amount requested:	$5,532,955
Source requested:	RFFA
Project phase(s):	Construction
Risk overview:	This project is relatively low risk due to its focused and limited scope but there are some outstanding questions based on interpretation of the budget, including questions about utilities and possible streetcar rail ties.
Risk ratings:	**RFFA**
Risk Score	Low

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Project name:	North Portland Greenway: Columbia Boulevard to Cathedral Park	
Applicant:	Portland Parks & Recreation	
Amount requested:	$2,700,061 (Trails Bond)	$2,799,573 (RFFA)
Source requested:	Either	
Project phase(s):	Project Development, Construction	
Risk overview:	This project involves multiple risks including potentially impacting a 72" storm main, coordination with the Columbia Boulevard pedestrian and bicycle bridge, and utility relocation needs.	
Risk ratings:	**Trails Bond**	**RFFA**
Risk Score	Medium	Medium

Project name:	North Portland Greenway: Kelley Point Park to the North Slough	
Applicant:	Portland Parks & Recreation	
Amount requested:	$3,626,632 (Trails Bond)	$4,648,824 (RFFA)
Source requested:	Either	
Project phase(s):	Project Development, Construction	
Risk overview:	There is some inherent risk with the trail proximity to a floodplain and wetland. There are also some issues with the budget around whether adequate staff time is budgeted, and if permitting costs are included.	
Risk ratings:	**Trails Bond**	**RFFA**
Risk Score	Medium-Low	Medium-Low

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Project name:	NE Sandy Boulevard Complete Street: Gresham City Limits to NE 230th Avenue
Applicant:	Multnomah County
Amount requested:	$20,660,000
Source requested:	RFFA
Project phase(s):	Construction
Risk overview:	This is a project of considerable length and with quite a few project complexities. With the design phase yet to kick off, there are inherent significant project risks related to utility relocation and environmental impacts. Known risks include needing to acquire right-of-way and crossing two potential wetlands. The budget seems to sufficiently account for project risks, but additional clarifications are requested.
Risk ratings:	**RFFA**
Risk Score	High

Project name:	Sandy River Greenway – Riverfront Trail and Park
Applicant:	Troutdale
Amount requested:	$1,945,800
Source requested:	Trails Bond
Project phase(s):	Construction
Risk overview:	The biggest risks to this project are the railroad undercrossing, which the team is working to mitigate, and the proximity to the river, which has been accounted for. The project is well-defined through extensive project development already, and risks are documented and accounted for in the cost estimate.
Risk ratings:	**Trails Bond**
Risk Score	Medium-Low

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Project name:	Scott Creek Trail Development
Applicant:	Happy Valley
Amount requested:	$162,840
Source requested:	Trails Bond
Project phase(s):	Planning, Project Development
Risk overview:	There is risk in the budget not being sufficient for the scope: the budget is low in comparison to other similar recently completed projects and other Trails Bond/RFFA requests for a similar scope. For a low-cost project, there are considerable risks including potential federal nexus for a creekside trail (which would mean that the benefits from using Trail Bond money would be moot), inadequate budgeting, and potential community pushback for the street alignment.
Risk ratings:	**Trails Bond**
Risk Score	Medium-High

Project name:	SW Taylors Ferry Road Access to Transit
Applicant:	Portland Bureau of Transportation
Amount requested:	$10,124,236
Source requested:	RFFA
Project phase(s):	Construction
Risk overview:	There is significant risk regarding right-of-way impacts, environmental impacts to Woods Creek, and complexities with coordinating with BES on major project elements such as watermain and culvert relocation.
Risk ratings:	**RFFA**
Risk Score	High

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Project name:	Tigard-Lake Oswego Regional Trail Gap: I-5 to Wall Street	
Applicant:	Tigard	
Amount requested:	$245,000	
Source requested:	Either	
Project phase(s):	Planning	
Risk overview:	The key risks include coordination with other agencies (ODOT) and complexities due to the existing interchange and future interchange project. If it could be determined whether an alignment through the interchange is a possibility before this project kicked-off, it would allow for this project to have a much more focused scope.	
Risk ratings:	**Trails Bond**	**RFFA**
Risk Score	Medium-Low	Medium-Low

Project name:	Trolley Trail: Milwaukie Bay Park
Applicant:	North Clackamas Parks & Recreation District
Amount requested:	$624,250
Source requested:	Trails Bond
Project phase(s):	Construction
Risk overview:	The cost estimate provides a good level of detail for the project phase and most risks seem to be considered and addressed. The overall cost for constructing a trail of this length seems a bit low, but we believe that is because so many project development tasks are included in the larger Milwaukie Bay Park project.
Risk ratings:	**Trails Bond**
Risk Score	Medium-Low

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Project name:	S Troutdale Road Complete Street and Fish Passage: SE Stark Street to Beaver Creek Lane
Applicant:	Multnomah County
Amount requested:	$1,720,000
Source requested:	RFFA
Project phase(s):	Project Development
Risk overview:	This project area has several inherent risks, as it impacts an environmentally sensitive area, will require culvert replacement on a salmon bearing stream, will trigger stormwater management requirements, extensive permits, etc. but the project is requesting only project development funding in order to better understand impacts and be able to mitigate risk.
Risk ratings:	**RFFA**
Risk Score	Low

Project name:	Westside Trail Bicycle and Pedestrian Bridge
Applicant:	Tualatin Hills Parks & Recreation District
Amount requested:	$1,907,500
Source requested:	Trails Bond
Project phase(s):	Project Development
Risk overview:	There are many risks related to this project including major utilities, wetlands, irregular grades, limited right-of-way, and the involvement of many jurisdictions, agencies, and organizations. The project has had quite a bit of project development to date to help understand and mitigate risks.
Risk ratings:	**Trails Bond**
Risk Score	Medium-High

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Project name:	Westside Trail: Segment 1 Planning and Design
Applicant:	King City
Amount requested:	$210,000
Source requested:	Trails Bond
Project phase(s):	Planning, Project Development
Risk overview:	Key risks include outstanding budget related questions and a number of complexities including multiple major utilities, stormwater considerations, permits, and right-of-way needs. The provided construction cost estimate does not seem to match with the RFFA breakdowns provided. The budget breakdown for construction identifies $3.3M as the cost estimate, but the funding request and "other funds" for construction, add up to less than $2.4M even though the application include some items like right-of-way that are not captured in the construction cost estimate. There are some complexities like ROW acquisition/easements from Portland General Electric, Bonneville Power Administration, Edgewood Home Owners Association, and Mountain View Mobile Estates and permits that will need to be figured out before construction that are outside the scope of this project.
Risk ratings:	**Trails Bond**
Risk Score	Medium-High

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Project name:	Willamette Falls Drive Multimodal Improvement Project – 16th Street to Ostman Road
Applicant:	West Linn
Amount requested:	$3,512,985
Source requested:	RFFA
Project phase(s):	Construction
Risk overview:	There are project risks related to right-of-way/easement needs, potential impacts and project delays from unknown water line work, and unknowns related to the project delivery agency. Right-of-way/construction easements have been accounted for but still create complexity for the project.
Risk ratings:	**RFFA**
Risk Score	Medium

Conclusion

This risk assessment is intended to provide information about the likelihood of a project being completed on time, on budget, and as intended. Project risk should be balanced with intended project outcomes to make the decision about which RFFA and Trails Bond applications should be prioritized.

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Appendix A: Risk Assessment Scoring Sheet

Project Name
KAI Reviewer
Funding Type? If either, do we have a suggestion?
Federally Certified?
Project Development Phases?
Description
Risk Overview

Assessment Factor	Project Development Phase	Risk Rank	Low Risk	Low	Low Score	Mid Risk	Medium	Mid Score	High Risk	High	High Score	Risk Level	SCORE	RFFA	Trails Bond	General Notes
Scope, Schedule, Budget, and Collaboration Risk														0	0	
Quality of Project Scope	Planning, PE, Construction	Medium	*High*	Low	0	*Developing*	Medium	4	*Low*	High	8		0			
Status of Planning and Scoping Documents	PE, Construction	Low	*Complete*	Low	0	*Underway*	Medium	2	*Not Initiated*	High	4		0			
Quality of Project Budget (*see details below*)	Planning, PE, Construction	High	*See Budget information below*													
Staff time budgeted?	Planning, PE, Construction	*Low*	*Adequate*	*Low*	*0*	*Inadequate*	*Medium*	2	*None*	*High*	4		0			
ODOT project delivery budget?	Planning, PE, Construction	*Low*	*Adequate or Unnecessary*	*Low*	*0*	*Inadequate*	*Medium*	2	*None*	*High*	4		0			
Inflation/escalation?	Planning, PE, Construction	*Low*	*Adequate*	*Low*	*0*	*Inadequate*	*Medium*	2	*None*	*High*	4		0			
Is there an adequate budget contingency?	Planning, PE, Construction	*Low*	*Adequate*	*Low*	*0*	*Inadequate*	*Medium*	2	*None*	*High*	4		0			
Is community engagement appropriately budgeted?	Planning, PE, Construction	*Low*	*Adequate*	*Low*	*0*	*Inadequate*	*Medium*	2	*None*	*High*	4		0			
Are permitting costs included?	PE, Construction	*Low*	*Adequate or Unnecessary*	*Low*	*0*	*Inadequate*	*Medium*	2	*None*	*High*	4		0			
Are mobilization costs included?	Construction	*Low*	*Adequate*	*Low*	*0*	*Inadequate*	*Medium*	2	*None*	*High*	4		0			
Are construction easements included?	Construction	*Low*	*Adequate or Unnecessary*	*Low*	*0*	*Inadequate*	*Medium*	2	*None*	*High*	4		0			
Do costs feel reasonable?	Planning, PE, Construction	*Medium*	*Yes*	*Low*	*0*	*Inadequate*	*Medium*	4	*No*	*High*	8		0			
Status of Preliminary Engineering and Design Phase	Construction	Low	*Complete*	Low	0	*Underway*	Medium	2	*Not Initiated*	High	4		0			
Local Community Support	PE, Construction	Medium	*Supported*	Low	0	*Controversial*	Medium	4	*Opposed or Unknown*	High	8		0			
Governing Body Support	Planning, PE, Construction	Low	*Supported*	Low	0	*Controversial*	Medium	2	*Opposed or Unknown*	High	4		0			
Secured Funding Toward Project Completion	Planning, PE, Construction	Low	*Certain*	Low	0	*Probable*	Medium	2	*Unlikely*	High	4		0			
Environmental/NEPA Impacts and Mitigation Defined	PE, Construction	High	Yes or Unnecessary	Low	0	Incomplete	Medium	8	Not Initiated	High	16		0			
Utility Relocation Need	PE, Construction	High	No, Minor, or Complete	Low	0	Uncertain or Underway	Medium	8	Yes and Not Addressed	High	16		0			
Water Quality or Quantity Mitigation Need	PE, Construction	Medium	Low or Complete	Low	0	Uncertain or Underway	Medium	4	High and Not Addressed	High	8		0			
Street Lighting Need	PE, Construction	Low	No, Minor, or Complete	Low	0	Uncertain or partially addressed	Medium	2	Yes and Not Addressed	High	4		0			
Outside Coordination Needs and Status	Planning, PE, Construction	High	*See Outside Coordination information below*													
ODOT delivery?	Planning, PE, Construction	Medium	*No and/or Complete*	*Low*	*0*	*Yes and Some Progress*	*Medium*	4	*Yes and No Contact*	*High*	8		0			
Other jurisdictional/major partner involvement?	Planning, PE, Construction	Medium	*No and/or Complete*	*Low*	*0*	*Yes and Some Progress*	*Medium*	4	*Yes and No Contact*	*High*	8		0			
Railroad impact?	Planning, PE, Construction	High	*No and/or Complete*	*Low*	*0*	*Yes and Some Progress*	*Medium*	8	*Yes and No Contact*	*High*	16		0			
Status of Right-of-Way Acquisitions	Construction	High	Complete or Unnecessary	Low	0	Underway	Medium	8	Not Initiated	High	16		0			
Other impact?	Planning, PE, Construction	Medium	*No and/or Addressed*	*Low*	*0*	*Yes and Some Progress*	*Medium*	4	*Yes and Not Addressed*	*High*	8		0			
Inherent Risk														0	0	
Right-of-Way Acquisitions	Construction	High	None/Only Construction Easements	Low	0	Yes, 1-5 non-controversial parcels	Medium	8	Yes, 6+ parcels or controversial parcels	High	16		0			
Environmental Impacts/Environmental Permitting?	PE, Construction	High	None/Very Minor	Low	0	Indirect or minor impact to riparian zone, floodplain, environmentally sensitive area, endangered species, etc.	Medium	8	Direct or major impact to riparian zone, wetland, floodplain, environmentally sensitive areas, endangered species, etc.	High	16		0			
Utility Relocation Need	PE, Construction	High	None/very Minor (on public ROW)	Low	0	(Unlikely) Yes, minor utility (waterline, high voltage transmission lines, gas lines, etc.) and utility owned/operated ROW	Medium	8	Yes, major utility (waterline, high voltage transmission lines, gas lines, etc.) and utility owned/operated ROW	High	16		0			
Water Quality or Quantity Treatment Needs	PE, Construction	Medium	Low, likely not triggering new stormwater treatment--no to very little impervious pavement added/stormwater treatment already in place/trails	Low	0	New impervious, but space within ROW to move/treat	Medium	4	Very constrained ROW (no space to deal with water within the ROW) or significant new impervious along sensitive areas (wetlands, floodplains, fish bearing streams)	High	8		0			
Outside Coordination Needs	Planning, PE, Construction	High	*See Outside Coordination information below*													
ODOT delivery?	Planning, PE, Construction	Medium	*Locally certified or Using Trail Bond*	*Low*	*0*	*Other agency delivery*	*Medium*	4	*ODOT delivery*	*High*	8		0			
Other jurisdictional/major partner involvement?	Planning, PE, Construction	Medium	*No*	*Low*	*0*	*Yes - 1*	*Medium*	4	*Yes - 2 or more*	*High*	8		0			
Railroad impact?	Planning, PE, Construction	High	*No*	*Low*	*0*	*Minor*	*Medium*	8	*Major*	*High*	16		0			
Other impact?	Planning, PE, Construction	Medium	*No*	*Low*	*0*	*Minor*	*Medium*	4	*Major*	*High*	8		0			

DRAFT 25-27 Project Ratings (Uncategorized)

Project	Applicant	Fund Source	Requested amount	Equity	Safety	Climate	Con. Rel.	Trails	Overall
148th Ave	PBOT	RFFA	$ 7,100,335	89%	63%	67%	54%	N/A	68%
162nd Ave	Gresham	RFFA	$ 7,316,080	100%	83%	67%	79%	N/A	82%
57th Ave-Cully Blvd	PBOT	RFFA	$ 7,643,201	67%	63%	67%	71%	N/A	67%
7th Ave	PBOT	RFFA	$ 10,692,227	56%	71%	67%	79%	N/A	68%
Allen Blvd	Beaverton	RFFA	$ 723,670	67%	50%	67%	79%	N/A	66%
Beaverton Creek Trail	THPRD	RFFA	$ 1,774,575	78%	71%	56%	79%	N/A	71%
Brookwood Ped Overpass	Hillsboro	Bond	$ 4,500,000	44%	71%	33%	N/A	71%	55%
Brookwood Ped Overpass	Hillsboro	RFFA	$ 4,500,000	44%	71%	33%	67%	N/A	54%
Clackamas River Trail	Happy Valley	Bond	$ 666,175	33%	42%	11%	N/A	29%	29%
Cornfoot Rd	PBOT	Bond	$ 5,225,500	56%	46%	44%	N/A	59%	51%
Cornfoot Rd	PBOT	RFFA	$ 6,698,345	56%	46%	44%	83%	N/A	57%
Council Ck Trail	Washington Co	Bond	$ 5,511,000	67%	92%	67%	N/A	82%	77%
Council Ck Trail	Washington Co	RFFA	$ 5,511,000	67%	92%	67%	79%	N/A	76%
Emerald Necklace Trail	Forest Grove	Bond	$ 200,000	56%	63%	33%	N/A	53%	51%
Emerald Necklace Trail	Forest Grove	RFFA	$ 200,000	56%	63%	33%	54%	N/A	51%
Fanno Ck Trail	Tigard	RFFA	$ 1,606,705	67%	50%	56%	54%	N/A	57%
Gresh-Fairview Trail	Gresham	Bond	$ 4,167,723	67%	79%	56%	N/A	65%	67%
I-205 MUP	Clackamas Co	RFFA	$ 935,884	78%	71%	56%	71%	N/A	69%
Lakeview Blvd	Lake Oswego	RFFA	$ 450,036	67%	13%	56%	13%	N/A	37%
Marine Dr Trail	PPR	Bond	$ 2,161,124	56%	71%	56%	N/A	59%	60%
Marine Dr Trail	PPR	RFFA	$ 2,770,252	56%	71%	56%	79%	N/A	65%
MLK Blvd	PBOT	RFFA	$ 5,532,955	78%	63%	78%	88%	N/A	76%
NP Greenway (Col to Cath)	PPR	Bond	$ 2,647,950	78%	83%	44%	N/A	71%	69%
NP Greenway (Col to Cath)	PPR	RFFA	$ 2,745,541	78%	83%	44%	79%	N/A	71%
NP Greenway (Kelley to Slough)	PPR	Bond	$ 3,483,699	56%	58%	44%	N/A	56%	54%
NP Greenway (Kelley to Slough)	PPR	RFFA	$ 4,465,605	56%	58%	44%	54%	N/A	53%
Sandy Blvd	Multnomah Co	RFFA	$ 20,660,000	44%	63%	67%	79%	N/A	63%
Sandy River Greenway	Troutdale	Bond	$ 1,945,800	22%	67%	44%	N/A	47%	45%
Scott Creek Trail	Happy Valley	Bond	$ 89,562	78%	79%	44%	N/A	47%	62%
Taylors Fy Rd	PBOT	RFFA	$ 10,124,236	56%	58%	56%	67%	N/A	59%
Tigard-LO Trail	Tigard	Bond	$ 245,000	67%	71%	56%	N/A	82%	69%
Tigard-LO Trail	Tigard	RFFA	$ 245,000	67%	71%	56%	79%	N/A	68%
Trolley Trail	NCPRD	Bond	$ 624,250	67%	71%	56%	N/A	88%	70%
Troutdale Rd	Multnomah Co	RFFA	$ 1,720,000	56%	58%	44%	50%	N/A	52%
Westside Trail Bridge	THPRD	Bond	$ 1,907,500	89%	71%	33%	N/A	76%	67%
Westside Trail: Seg 1	King City	Bond	$ 210,000	44%	50%	22%	N/A	56%	43%
Willamette Falls Dr	West Linn	RFFA	$ 3,497,580	33%	63%	56%	54%	N/A	51%
			average rating	**62%**	**65%**	**51%**	**68%**	**63%**	**61%**
			max	100%	92%	78%	88%	88%	82%
			min	22%	13%	11%	13%	29%	29%
			max/min diff	78%	79%	67%	75%	59%	53%

1. Overall

Legend: BEST | BETTER | GOOD

Project	Applicant	Fund Source	Requested amount	Equity	Safety	Climate	Con. Rel.	Trails	Overall
Trails Bond Planning/PD projects									
Tigard-LO Trail	Tigard	Either	$ 245,000	67%	71%	56%	N/A	82%	**69%**
Westside Trail Bridge	THPRD	Bond	$ 1,907,500	89%	71%	33%	N/A	76%	**67%**
Scott Creek Trail	Happy Valley	Bond	$ 89,562	78%	79%	44%	N/A	47%	**62%**
Brookwood Ped Overpass	Hillsboro	Either	$ 4,500,000	44%	71%	33%	N/A	71%	**55%**
Emerald Necklace Trail	Forest Grove	Either	$ 200,000	56%	63%	33%	N/A	53%	**51%**
Westside Trail: Seg 1	King City	Bond	$ 210,000	44%	50%	22%	N/A	56%	**43%**
			average rating	**63%**	**68%**	**37%**	**N/A**	**64%**	**58%**
			max	89%	79%	56%		82%	**69%**
			min	44%	50%	22%		47%	**43%**
			diff	44%	29%	33%		35%	**26%**
Trails Bond Construction projects									
Council Ck Trail	Washington Co	Either	$ 5,511,000	67%	92%	67%	N/A	82%	**77%**
Trolley Trail	NCPRD	Bond	$ 624,250	67%	71%	56%	N/A	88%	**70%**
NP Greenway (Col to Cath)	PPR	Either	$ 2,647,950	78%	83%	44%	N/A	71%	**69%**
Gresh-Fairview Trail	Gresham	Bond	$ 4,167,723	67%	79%	56%	N/A	65%	**67%**
Marine Dr Trail	PPR	Either	$ 2,161,124	56%	71%	56%	N/A	59%	**60%**
NP Greenway (Kelley to Slough)	PPR	Either	$ 3,483,699	56%	58%	44%	N/A	56%	**54%**
Cornfoot Rd	PBOT	Either	$ 5,225,500	56%	46%	44%	N/A	59%	**51%**
Sandy River Greenway	Troutdale	Bond	$ 1,945,800	22%	67%	44%	N/A	47%	**45%**
Clackamas River Trail	Happy Valley	Bond	$ 666,175	33%	42%	11%	N/A	29%	**29%**
			average rating	**56%**	**68%**	**47%**	**N/A**	**62%**	**58%**
			max	78%	92%	67%		88%	**77%**
			min	22%	42%	11%		29%	**29%**
			diff	56%	50%	56%		59%	**48%**
RFFA Planning/PD projects									
I-205 MUP	Clackamas Co	RFFA	$ 935,884	78%	71%	56%	71%	N/A	**69%**
Tigard-LO Trail	Tigard	Either	$ 245,000	67%	71%	56%	79%	N/A	**68%**
Allen Blvd	Beaverton	RFFA	$ 723,670	67%	50%	67%	79%	N/A	**66%**
Fanno Ck Trail	Tigard	RFFA	$ 1,606,705	67%	50%	56%	54%	N/A	**57%**
Brookwood Ped Overpass	Hillsboro	Either	$ 4,500,000	44%	71%	33%	67%	N/A	**54%**
Troutdale Rd	Multnomah Co	RFFA	$ 1,720,000	56%	58%	44%	50%	N/A	**52%**
Emerald Necklace Trail	Forest Grove	Either	$ 200,000	56%	63%	33%	54%	N/A	**51%**
Lakeview Blvd	Lake Oswego	RFFA	$ 450,036	67%	13%	56%	13%	N/A	**37%**
			average rating	**63%**	**56%**	**50%**	**58%**	**N/A**	**57%**
			max	78%	71%	67%	79%		**69%**
			min	44%	13%	33%	13%		**37%**
			diff	33%	58%	33%	67%		**32%**
RFFA Construction projects									
162nd Ave	Gresham	RFFA	$ 7,316,080	100%	83%	67%	79%	N/A	**82%**
MLK Blvd	PBOT	RFFA	$ 5,532,955	78%	63%	78%	88%	N/A	**76%**
Council Ck Trail	Washington Co	Either	$ 5,511,000	67%	92%	67%	79%	N/A	**76%**
NP Greenway (Col to Cath)	PPR	Either	$ 2,745,541	78%	83%	44%	79%	N/A	**71%**
Beaverton Creek Trail	THPRD	RFFA	$ 1,774,575	78%	71%	56%	79%	N/A	**71%**
7th Ave	PBOT	RFFA	$ 10,692,227	56%	71%	67%	79%	N/A	**68%**
148th Ave	PBOT	RFFA	$ 7,100,335	89%	63%	67%	54%	N/A	**68%**
57th Ave-Cully Blvd	PBOT	RFFA	$ 7,643,201	67%	63%	67%	71%	N/A	**67%**
Marine Dr Trail	PPR	Either	$ 2,770,252	56%	71%	56%	79%	N/A	**65%**
Sandy Blvd	Multnomah Co	RFFA	$ 20,660,000	44%	63%	67%	79%	N/A	**63%**
Taylors Fy Rd	PBOT	RFFA	$ 10,124,236	56%	58%	56%	67%	N/A	**59%**
Cornfoot Rd	PBOT	Either	$ 6,698,345	56%	46%	44%	83%	N/A	**57%**
NP Greenway (Kelley to Slough)	PPR	Either	$ 4,465,605	56%	58%	44%	54%	N/A	**53%**
Willamette Falls Dr	West Linn	RFFA	$ 3,497,580	33%	63%	56%	54%	N/A	**51%**
			average rating	**65%**	**68%**	**60%**	**73%**	**N/A**	**65%**
			max	100%	92%	78%	88%		**82%**
			min	33%	46%	44%	54%		**51%**
			diff	67%	46%	33%	33%		**31%**

2. Equity

Legend: BEST | BETTER | GOOD

Project	Applicant	Fund Source	Requested amount	Equity	Safety	Climate	Con. Rel.	Trails	Overall
Trails Bond Planning/PD projects									
Westside Trail Bridge	THPRD	Bond	$ 1,907,500	**89%**	71%	33%	N/A	76%	67%
Scott Creek Trail	Happy Valley	Bond	$ 89,562	**78%**	79%	44%	N/A	47%	62%
Tigard-LO Trail	Tigard	Either	$ 245,000	**67%**	71%	56%	N/A	82%	69%
Emerald Necklace Trail	Forest Grove	Either	$ 200,000	**56%**	63%	33%	N/A	53%	51%
Brookwood Ped Overpass	Hillsboro	Either	$ 4,500,000	**44%**	71%	33%	N/A	71%	55%
Westside Trail: Seg 1	King City	Bond	$ 210,000	**44%**	50%	22%	N/A	56%	43%
			average rating	**63%**	68%	37%		64%	58%
			max	**89%**	79%	56%		82%	69%
			min	**44%**	50%	22%		47%	43%
			diff	**44%**	29%	33%		35%	26%
Trails Bond Construction projects									
NP Greenway (Col to Cath)	PPR	Either	$ 2,647,950	**78%**	83%	44%	N/A	71%	69%
Council Ck Trail	Washington Co	Either	$ 5,511,000	**67%**	92%	67%	N/A	82%	77%
Gresh-Fairview Trail	Gresham	Bond	$ 4,167,723	**67%**	79%	56%	N/A	65%	67%
Trolley Trail	NCPRD	Bond	$ 624,250	**67%**	71%	56%	N/A	88%	70%
Cornfoot Rd	PBOT	Either	$ 5,225,500	**56%**	46%	44%	N/A	59%	51%
Marine Dr Trail	PPR	Either	$ 2,161,124	**56%**	71%	56%	N/A	59%	60%
NP Greenway (Kelley to Slough)	PPR	Either	$ 3,483,699	**56%**	58%	44%	N/A	56%	54%
Clackamas River Trail	Happy Valley	Bond	$ 666,175	**33%**	42%	11%	N/A	29%	29%
Sandy River Greenway	Troutdale	Bond	$ 1,945,800	**22%**	67%	44%	N/A	47%	45%
			average rating	**56%**	68%	47%		62%	58%
			max	**78%**	92%	67%		88%	77%
			min	**22%**	42%	11%		29%	29%
			diff	**56%**	50%	56%		59%	48%
RFFA Planning/PD projects									
I-205 MUP	Clackamas Co	RFFA	$ 935,884	**78%**	71%	56%	71%	N/A	69%
Tigard-LO Trail	Tigard	Either	$ 245,000	**67%**	71%	56%	79%	N/A	68%
Allen Blvd	Beaverton	RFFA	$ 723,670	**67%**	50%	67%	79%	N/A	66%
Fanno Ck Trail	Tigard	RFFA	$ 1,606,705	**67%**	50%	56%	54%	N/A	57%
Lakeview Blvd	Lake Oswego	RFFA	$ 450,036	**67%**	13%	56%	13%	N/A	37%
Emerald Necklace Trail	Forest Grove	Either	$ 200,000	**56%**	63%	33%	54%	N/A	51%
Troutdale Rd	Multnomah Co	RFFA	$ 1,720,000	**56%**	58%	44%	50%	N/A	52%
Brookwood Ped Overpass	Hillsboro	Either	$ 4,500,000	**44%**	71%	33%	67%	N/A	54%
			average rating	**63%**	56%	50%	58%		57%
			max	**78%**	71%	67%	79%		69%
			min	**44%**	13%	33%	13%		37%
			diff	**33%**	58%	33%	67%		32%
RFFA Construction projects									
162nd Ave	Gresham	RFFA	$ 7,316,080	**100%**	83%	67%	79%	N/A	82%
148th Ave	PBOT	RFFA	$ 7,100,335	**89%**	63%	67%	54%	N/A	68%
Beaverton Creek Trail	THPRD	RFFA	$ 1,774,575	**78%**	71%	56%	79%	N/A	71%
MLK Blvd	PBOT	RFFA	$ 5,532,955	**78%**	63%	78%	88%	N/A	76%
NP Greenway (Col to Cath)	PPR	Either	$ 2,745,541	**78%**	83%	44%	79%	N/A	71%
57th Ave-Cully Blvd	PBOT	RFFA	$ 7,643,201	**67%**	63%	67%	71%	N/A	67%
Council Ck Trail	Washington Co	Either	$ 5,511,000	**67%**	92%	67%	79%	N/A	76%
7th Ave	PBOT	RFFA	$ 10,692,227	**56%**	71%	67%	79%	N/A	68%
Cornfoot Rd	PBOT	Either	$ 6,698,345	**56%**	46%	44%	83%	N/A	57%
Marine Dr Trail	PPR	Either	$ 2,770,252	**56%**	71%	56%	79%	N/A	65%
NP Greenway (Kelley to Slough)	PPR	Either	$ 4,465,605	**56%**	58%	44%	54%	N/A	53%
Taylors Fy Rd	PBOT	RFFA	$ 10,124,236	**56%**	58%	56%	67%	N/A	59%
Sandy Blvd	Multnomah Co	RFFA	$ 20,660,000	**44%**	63%	67%	79%	N/A	63%
Willamette Falls Dr	West Linn	RFFA	$ 3,497,580	**33%**	63%	56%	54%	N/A	51%
			average rating	**65%**	68%	60%	73%		65%
			max	**100%**	92%	78%	88%		82%
			min	**33%**	46%	44%	54%		51%
			diff	**67%**	46%	33%	33%		31%

3. Safety

Legend: BEST | BETTER | GOOD

Project	Applicant	Fund Source	Requested amount	Equity	Safety	Climate	Con. Rel.	Trails	Overall
Trails Bond Planning/PD projects									
Scott Creek Trail	Happy Valley	Bond	$ 89,562	78%	**79%**	44%	N/A	47%	62%
Westside Trail Bridge	THPRD	Bond	$ 1,907,500	89%	**71%**	33%	N/A	76%	67%
Tigard-LO Trail	Tigard	Either	$ 245,000	67%	**71%**	56%	N/A	82%	69%
Brookwood Ped Overpass	Hillsboro	Either	$ 4,500,000	44%	**71%**	33%	N/A	71%	55%
Emerald Necklace Trail	Forest Grove	Either	$ 200,000	56%	**63%**	33%	N/A	53%	51%
Westside Trail: Seg 1	King City	Bond	$ 210,000	44%	**50%**	22%	N/A	56%	43%
			average rating	63%	**68%**	37%		64%	58%
			max	89%	**79%**	56%		82%	69%
			min	44%	**50%**	22%		47%	43%
			diff	44%	**29%**	33%		35%	26%
Trails Bond Construction projects									
Council Ck Trail	Washington Co	Either	$ 5,511,000	67%	**92%**	67%	N/A	82%	77%
NP Greenway (Col to Cath)	PPR	Either	$ 2,647,950	78%	**83%**	44%	N/A	71%	69%
Gresh-Fairview Trail	Gresham	Bond	$ 4,167,723	67%	**79%**	56%	N/A	65%	67%
Trolley Trail	NCPRD	Bond	$ 624,250	67%	**71%**	56%	N/A	88%	70%
Marine Dr Trail	PPR	Either	$ 2,161,124	56%	**71%**	56%	N/A	59%	60%
Sandy River Greenway	Troutdale	Bond	$ 1,945,800	22%	**67%**	44%	N/A	47%	45%
NP Greenway (Kelley to Slough)	PPR	Either	$ 3,483,699	56%	**58%**	44%	N/A	56%	54%
Cornfoot Rd	PBOT	Either	$ 5,225,500	56%	**46%**	44%	N/A	59%	51%
Clackamas River Trail	Happy Valley	Bond	$ 666,175	33%	**42%**	11%	N/A	29%	29%
			average rating	56%	**68%**	47%		62%	58%
			max	78%	**92%**	67%		88%	77%
			min	22%	**42%**	11%		29%	29%
			diff	56%	**50%**	56%		59%	48%
RFFA Planning/PD projects									
Tigard-LO Trail	Tigard	Either	$ 245,000	67%	**71%**	56%	79%	N/A	68%
Brookwood Ped Overpass	Hillsboro	Either	$ 4,500,000	44%	**71%**	33%	67%	N/A	54%
I-205 MUP	Clackamas Co	RFFA	$ 935,884	78%	**71%**	56%	71%	N/A	69%
Emerald Necklace Trail	Forest Grove	Either	$ 200,000	56%	**63%**	33%	54%	N/A	51%
Troutdale Rd	Multnomah Co	RFFA	$ 1,720,000	56%	**58%**	44%	50%	N/A	52%
Fanno Ck Trail	Tigard	RFFA	$ 1,606,705	67%	**50%**	56%	54%	N/A	57%
Allen Blvd	Beaverton	RFFA	$ 723,670	67%	**50%**	67%	79%	N/A	66%
Lakeview Blvd	Lake Oswego	RFFA	$ 450,036	67%	**13%**	56%	13%	N/A	37%
			average rating	63%	**56%**	50%	58%		57%
			max	78%	**71%**	67%	79%		69%
			min	44%	**13%**	33%	13%		37%
			diff	33%	**58%**	33%	67%		32%
RFFA Construction projects									
Council Ck Trail	Washington Co	Either	$ 5,511,000	67%	**92%**	67%	79%	N/A	76%
162nd Ave	Gresham	RFFA	$ 7,316,080	100%	**83%**	67%	79%	N/A	82%
NP Greenway (Col to Cath)	PPR	Either	$ 2,745,541	78%	**83%**	44%	79%	N/A	71%
Beaverton Creek Trail	THPRD	RFFA	$ 1,774,575	78%	**71%**	56%	79%	N/A	71%
7th Ave	PBOT	RFFA	$ 10,692,227	56%	**71%**	67%	79%	N/A	68%
Marine Dr Trail	PPR	Either	$ 2,770,252	56%	**71%**	56%	79%	N/A	65%
57th Ave-Cully Blvd	PBOT	RFFA	$ 7,643,201	67%	**63%**	67%	71%	N/A	67%
MLK Blvd	PBOT	RFFA	$ 5,532,955	78%	**63%**	78%	88%	N/A	76%
148th Ave	PBOT	RFFA	$ 7,100,335	89%	**63%**	67%	54%	N/A	68%
Sandy Blvd	Multnomah Co	RFFA	$ 20,660,000	44%	**63%**	67%	79%	N/A	63%
Willamette Falls Dr	West Linn	RFFA	$ 3,497,580	33%	**63%**	56%	54%	N/A	51%
Taylors Fy Rd	PBOT	RFFA	$ 10,124,236	56%	**58%**	56%	67%	N/A	59%
NP Greenway (Kelley to Slough)	PPR	Either	$ 4,465,605	56%	**58%**	44%	54%	N/A	53%
Cornfoot Rd	PBOT	Either	$ 6,698,345	56%	**46%**	44%	83%	N/A	57%
			average rating	65%	**68%**	60%	73%		66%
			max	100%	**92%**	78%	88%		82%
			min	33%	**46%**	44%	54%		51%
			diff	67%	**46%**	33%	33%		31%

4. Climate

Legend: BEST | BETTER | GOOD

Project	Applicant	Fund Source	Requested amount	Equity	Safety	Climate	Con. Rel.	Trails	Overall
Trails Bond Planning/PD projects									
Tigard-LO Trail	Tigard	Either	$ 245,000	67%	71%	**56%**	N/A	82%	69%
Scott Creek Trail	Happy Valley	Bond	$ 89,562	78%	79%	**44%**	N/A	47%	62%
Westside Trail Bridge	THPRD	Bond	$ 1,907,500	89%	71%	**33%**	N/A	76%	67%
Brookwood Ped Overpass	Hillsboro	Either	$ 4,500,000	44%	71%	**33%**	N/A	71%	55%
Emerald Necklace Trail	Forest Grove	Either	$ 200,000	56%	63%	**33%**	N/A	53%	51%
Westside Trail: Seg 1	King City	Bond	$ 210,000	44%	50%	**22%**	N/A	56%	43%
			average rating	63%	68%	**37%**		64%	58%
			max	89%	79%	**56%**		82%	69%
			min	44%	50%	**22%**		47%	43%
			diff	44%	29%	**33%**		35%	26%
Trails Bond Construction projects									
Council Ck Trail	Washington Co	Either	$ 5,511,000	67%	92%	**67%**	N/A	82%	77%
Gresh-Fairview Trail	Gresham	Bond	$ 4,167,723	67%	79%	**56%**	N/A	65%	67%
Trolley Trail	NCPRD	Bond	$ 624,250	67%	71%	**56%**	N/A	88%	70%
Marine Dr Trail	PPR	Either	$ 2,161,124	56%	71%	**56%**	N/A	59%	60%
NP Greenway (Col to Cath)	PPR	Either	$ 2,647,950	78%	83%	**44%**	N/A	71%	69%
Sandy River Greenway	Troutdale	Bond	$ 1,945,800	22%	67%	**44%**	N/A	47%	45%
NP Greenway (Kelley to Slough)	PPR	Either	$ 3,483,699	56%	58%	**44%**	N/A	56%	54%
Cornfoot Rd	PBOT	Either	$ 5,225,500	56%	46%	**44%**	N/A	59%	51%
Clackamas River Trail	Happy Valley	Bond	$ 666,175	33%	42%	**11%**	N/A	29%	29%
			average rating	56%	68%	**47%**		62%	58%
			max	78%	92%	**67%**		88%	77%
			min	22%	42%	**11%**		29%	29%
			diff	56%	50%	**56%**		59%	48%
RFFA Planning/PD projects									
Allen Blvd	Beaverton	RFFA	$ 723,670	67%	50%	**67%**	79%	N/A	66%
Tigard-LO Trail	Tigard	Either	$ 245,000	67%	71%	**56%**	79%	N/A	68%
I-205 MUP	Clackamas Co	RFFA	$ 935,884	78%	71%	**56%**	71%	N/A	69%
Fanno Ck Trail	Tigard	RFFA	$ 1,606,705	67%	50%	**56%**	54%	N/A	57%
Lakeview Blvd	Lake Oswego	RFFA	$ 450,036	67%	13%	**56%**	13%	N/A	37%
Troutdale Rd	Multnomah Co	RFFA	$ 1,720,000	56%	58%	**44%**	50%	N/A	52%
Brookwood Ped Overpass	Hillsboro	Either	$ 4,500,000	44%	71%	**33%**	67%	N/A	54%
Emerald Necklace Trail	Forest Grove	Either	$ 200,000	56%	63%	**33%**	54%	N/A	51%
			average rating	63%	56%	**50%**	58%		57%
			max	78%	71%	**67%**	79%		69%
			min	44%	13%	**33%**	13%		37%
			diff	33%	58%	**33%**	67%		32%
RFFA Construction projects									
MLK Blvd	PBOT	RFFA	$ 5,532,955	78%	63%	**78%**	88%	N/A	76%
Council Ck Trail	Washington Co	Either	$ 5,511,000	67%	92%	**67%**	79%	N/A	76%
162nd Ave	Gresham	RFFA	$ 7,316,080	100%	83%	**67%**	79%	N/A	82%
7th Ave	PBOT	RFFA	$ 10,692,227	56%	71%	**67%**	79%	N/A	68%
57th Ave-Cully Blvd	PBOT	RFFA	$ 7,643,201	67%	63%	**67%**	71%	N/A	67%
148th Ave	PBOT	RFFA	$ 7,100,335	89%	63%	**67%**	54%	N/A	68%
Sandy Blvd	Multnomah Co	RFFA	$ 20,660,000	44%	63%	**67%**	79%	N/A	63%
Beaverton Creek Trail	THPRD	RFFA	$ 1,774,575	78%	71%	**56%**	79%	N/A	71%
Marine Dr Trail	PPR	Either	$ 2,770,252	56%	71%	**56%**	79%	N/A	65%
Willamette Falls Dr	West Linn	RFFA	$ 3,497,580	33%	63%	**56%**	54%	N/A	51%
Taylors Fy Rd	PBOT	RFFA	$ 10,124,236	56%	58%	**56%**	67%	N/A	59%
NP Greenway (Col to Cath)	PPR	Either	$ 2,745,541	78%	83%	**44%**	79%	N/A	71%
NP Greenway (Kelley to Slough)	PPR	Either	$ 4,465,605	56%	58%	**44%**	54%	N/A	53%
Cornfoot Rd	PBOT	Either	$ 6,698,345	56%	46%	**44%**	83%	N/A	57%
			average rating	65%	68%	**60%**	73%		66%
			max	100%	92%	**78%**	88%		82%
			min	33%	46%	**44%**	54%		51%
			diff	67%	46%	**33%**	33%		31%

5. Congestion | Trails

Legend: BEST | BETTER | GOOD

Project	Applicant	Fund Source	Requested amount	Equity	Safety	Climate	Con. Rel.	Trails	Overall
Trails Bond Planning/PD projects									
Tigard-LO Trail	Tigard	Either	$ 245,000	67%	71%	56%	N/A	**82%**	69%
Westside Trail Bridge	THPRD	Bond	$ 1,907,500	89%	71%	33%	N/A	**76%**	67%
Brookwood Ped Overpass	Hillsboro	Either	$ 4,500,000	44%	71%	33%	N/A	**71%**	55%
Westside Trail: Seg 1	King City	Bond	$ 210,000	44%	50%	22%	N/A	**56%**	43%
Emerald Necklace Trail	Forest Grove	Either	$ 200,000	56%	63%	33%	N/A	**53%**	51%
Scott Creek Trail	Happy Valley	Bond	$ 89,562	78%	79%	44%	N/A	**47%**	62%
			average rating	63%	68%	37%		**64%**	58%
			max	89%	79%	56%		**82%**	69%
			min	44%	50%	22%		**47%**	43%
			diff	44%	29%	33%		**35%**	26%
Trails Bond Construction projects									
Trolley Trail	NCPRD	Bond	$ 624,250	67%	71%	56%	N/A	**88%**	70%
Council Ck Trail	Washington Co	Either	$ 5,511,000	67%	92%	67%	N/A	**82%**	77%
NP Greenway (Col to Cath)	PPR	Either	$ 2,647,950	78%	83%	44%	N/A	**71%**	69%
Gresh-Fairview Trail	Gresham	Bond	$ 4,167,723	67%	79%	56%	N/A	**65%**	67%
Marine Dr Trail	PPR	Either	$ 2,161,124	56%	71%	56%	N/A	**59%**	60%
Cornfoot Rd	PBOT	Either	$ 5,225,500	56%	46%	44%	N/A	**59%**	51%
NP Greenway (Kelley to Slough)	PPR	Either	$ 3,483,699	56%	58%	44%	N/A	**56%**	54%
Sandy River Greenway	Troutdale	Bond	$ 1,945,800	22%	67%	44%	N/A	**47%**	45%
Clackamas River Trail	Happy Valley	Bond	$ 666,175	33%	42%	11%	N/A	**29%**	29%
			average rating	56%	68%	47%		**62%**	58%
			max	78%	92%	67%		**88%**	77%
			min	22%	42%	11%		**29%**	29%
			diff	56%	50%	56%		**59%**	48%
RFFA Planning/PD projects									
Allen Blvd	Beaverton	RFFA	$ 723,670	67%	50%	67%	**79%**	N/A	66%
Tigard-LO Trail	Tigard	Either	$ 245,000	67%	71%	56%	**79%**	N/A	68%
I-205 MUP	Clackamas Co	RFFA	$ 935,884	78%	71%	56%	**71%**	N/A	69%
Brookwood Ped Overpass	Hillsboro	Either	$ 4,500,000	44%	71%	33%	**67%**	N/A	54%
Fanno Ck Trail	Tigard	RFFA	$ 1,606,705	67%	50%	56%	**54%**	N/A	57%
Emerald Necklace Trail	Forest Grove	Either	$ 200,000	56%	63%	33%	**54%**	N/A	51%
Troutdale Rd	Multnomah Co	RFFA	$ 1,720,000	56%	58%	44%	**50%**	N/A	52%
Lakeview Blvd	Lake Oswego	RFFA	$ 450,036	67%	13%	56%	**13%**	N/A	37%
			average rating	63%	56%	50%	**58%**		57%
			max	78%	71%	67%	**79%**		69%
			min	44%	13%	33%	**13%**		37%
			diff	33%	58%	33%	**67%**		32%
RFFA Construction projects									
MLK Blvd	PBOT	RFFA	$ 5,532,955	78%	63%	78%	**88%**	N/A	76%
Cornfoot Rd	PBOT	Either	$ 6,698,345	56%	46%	44%	**83%**	N/A	57%
Sandy Blvd	Multnomah Co	RFFA	$ 20,660,000	44%	63%	67%	**79%**	N/A	63%
Council Ck Trail	Washington Co	Either	$ 5,511,000	67%	92%	67%	**79%**	N/A	76%
162nd Ave	Gresham	RFFA	$ 7,316,080	100%	83%	67%	**79%**	N/A	82%
7th Ave	PBOT	RFFA	$ 10,692,227	56%	71%	67%	**79%**	N/A	68%
Beaverton Creek Trail	THPRD	RFFA	$ 1,774,575	78%	71%	56%	**79%**	N/A	71%
Marine Dr Trail	PPR	Either	$ 2,770,252	56%	71%	56%	**79%**	N/A	65%
NP Greenway (Col to Cath)	PPR	Either	$ 2,745,541	78%	83%	44%	**79%**	N/A	71%
57th Ave-Cully Blvd	PBOT	RFFA	$ 7,643,201	67%	63%	67%	**71%**	N/A	67%
Taylors Fy Rd	PBOT	RFFA	$ 10,124,236	56%	58%	56%	**67%**	N/A	59%
148th Ave	PBOT	RFFA	$ 7,100,335	89%	63%	67%	**54%**	N/A	68%
Willamette Falls Dr	West Linn	RFFA	$ 3,497,580	33%	63%	56%	**54%**	N/A	51%
NP Greenway (Kelley to Slough)	PPR	Either	$ 4,465,605	56%	58%	44%	**54%**	N/A	53%
			average rating	65%	68%	60%	**73%**		66%
			max	100%	92%	78%	**88%**		82%
			min	33%	46%	44%	**54%**		51%
			diff	67%	46%	33%	**33%**		31%

25-27 RFFA/Trails Bond Project Applications

Project name	Type	Applicant	Sub-region	Requested amount	Fund source requested
Clackamas River Trail	Trail	Happy Valley	Clack	$ 666,175	Tr Bond
I-205 MUP	Trail	Clackamas Co	Clack	$ 935,884	RFFA
Lakeview Blvd: Jean to McEwan	Street	Lake Oswego	Clack	$ 450,036	RFFA
Scott Creek Trail	Trail	Happy Valley	Clack	$ 89,562	Tr Bond
Trolley Trail: Milwaukie Bay Pk	Trail	NCPRD	Clack	$ 624,250	Tr Bond
Willamette Falls Dr: 16th to Ostman	Street	West Linn	Clack	$ 3,497,580	RFFA
162nd Ave: Glisan to Halsey	Street	Gresham	Mult	$ 7,316,080	RFFA
Gresham-Fairview Trail: Halsey to Sandy	Trail	Gresham	Mult	$ 4,167,723	Tr Bond
Sandy Blvd: Gresham to 230th	Street	Multnomah Co	Mult	$ 20,660,000	RFFA
Sandy River Greenway	Trail	Troutdale	Mult	$ 1,945,800	Tr Bond
Troutdale Rd: Stark to Beaver Ck	Street	Multnomah Co	Mult	$ 1,720,000	RFFA
148th Ave: Halsey to Powell	Street	PBOT	Port	$ 7,100,335	RFFA
57th Ave/Cully Blvd	Street	PBOT	Port	$ 7,643,201	RFFA
7th Ave: Washington to Division	Street	PBOT	Port	$ 10,692,227	RFFA
Cornfoot Rd MUP	Trail	PBOT	Port	$ 6,698,345	Either
Marine Dr Trail	Trail	PPR	Port	$ 2,161,124	Either
MLK Jr Blvd: Fremont to Lombard	Street	PBOT	Port	$ 5,532,955	RFFA
NP Greenway: Columbia to Cathedral Pk	Trail	PPR	Port	$ 2,745,541	Either
NP Greenway: Kelley Pt to N. Slough	Trail	PPR	Port	$ 4,465,605	Either
Taylors Fy Rd: 49th to Capitol Hwy	Street	PBOT	Port	$ 10,124,236	RFFA
Allen Blvd: Murray to King	Street	Beaverton	Wash	$ 723,670	RFFA
Beaverton Creek Trail	Trail	THPRD	Wash	$ 1,774,575	RFFA
Brookwood Pkwy Ped Overpass	Trail	Hillsboro	Wash	$ 4,500,000	Either
Council Creek Trail	Trail	Washington Co	Wash	$ 5,511,000	Either
Emerald Necklace Trail	Trail	Forest Grove	Wash	$ 200,000	Either
Fanno Creek Trail	Trail	Tigard	Wash	$ 1,606,705	RFFA
Tigard-Lake Oswego Trail	Trail	Tigard	Wash	$ 245,000	Either
Westside Trail: Bike/Ped Br	Trail	THPRD	Wash	$ 1,907,500	Tr Bond
Westside Trail: Seg. 1	Trail	King City	Wash	$ 210,000	Tr Bond
			total requested:	**$ 115,915,108**	

RFFA	**$ 79,777,484**	**14**
Trails Bond	**$ 9,611,009**	**7**
Either	**$ 26,526,615**	**8**

County	Amount	Projects
Clackamas	**$ 6,263,486**	**6**
Multnomah	**$ 35,809,603**	**5**
Portland	**$ 57,163,569**	**9**
Washington	**$ 16,678,450**	**9**

Planning/PD	**$ 12,588,357**	**11**
Construction	**$ 103,326,751**	**18**

Trail	**$ 40,454,788**	**18**
Street	**$ 75,460,320**	**11**

25-27 RFFA/Trails Bond Project Applications

Project name	Applicant	Sub-region	Requested amount	Project phase(s)			Fund source requested
148th Ave: Halsey to Powell	PBOT	Port	$ 7,100,335	PD	ROW/Util	Const	RFFA
162nd Ave: Glisan to Halsey	Gresham	Mult	$ 7,316,080	PD	ROW/Util	Const	RFFA
57th Ave/Cully Blvd	PBOT	Port	$ 7,643,201	PD	ROW/Util	Const	RFFA
7th Ave: Washington to Division	PBOT	Port	$ 10,692,227	PD	ROW/Util	Const	RFFA
Allen Blvd: Murray to King	Beaverton	Wash	$ 723,670	Plan			RFFA
Beaverton Creek Trail	THPRD	Wash	$ 1,774,575	Const			RFFA
Brookwood Pkwy Ped Overpass	Hillsboro	Wash	$ 4,500,000	Plan	PD	ROW/Util	Either
Clackamas River Trail	Happy Valley	Clack	$ 666,175	PD	ROW/Util	Const	Tr Bond
Cornfoot Rd MUP	PBOT	Port	$ 6,698,345	PD	ROW/Util	Const	Either
Council Creek Trail	Washington Co	Wash	$ 5,511,000	PD	ROW	Const	Either
Emerald Necklace Trail	Forest Grove	Wash	$ 200,000	Plan			Either
Fanno Creek Trail	Tigard	Wash	$ 1,606,705	Plan			RFFA
Gresham-Fairview Trail: Halsey to Sandy	Gresham	Mult	$ 4,167,723	PD	ROW	Const	Tr Bond
I-205 MUP	Clackamas Co	Clack	$ 935,884	Plan	PD	Other	RFFA
Lakeview Blvd: Jean to McEwan	Lake Oswego	Clack	$ 450,036	Plan	PD	ROW/Util	RFFA
Marine Dr Trail	PPR	Port	$ 2,161,124	PD	ROW/Util	Const	Either
MLK Jr Blvd: Fremont to Lombard	PBOT	Port	$ 5,532,955	PD	ROW/Util	Const	RFFA
NP Greenway: Columbia to Cathedral Pk	PPR	Port	$ 2,745,541	PD	ROW/Util	Const	Either
NP Greenway: Kelley Pt to N. Slough	PPR	Port	$ 4,465,605	PD	ROW/Util	Const	Either
Sandy Blvd: Gresham to 230th	Multnomah Co	Mult	$ 20,660,000	ROW	Const	Other	RFFA
Sandy River Greenway	Troutdale	Mult	$ 1,945,800	PD	Const	Other	Tr Bond
Scott Creek Trail	Happy Valley	Clack	$ 89,562	PD	ROW/Util	Other	Tr Bond
Taylors Fy Rd: 49th to Capitol Hwy	PBOT	Port	$ 10,124,236	PD	ROW/Util	Const	RFFA
Tigard-Lake Oswego Trail	Tigard	Wash	$ 245,000	Plan			Either
Trolley Trail: Milwaukie Bay Pk	NCPRD	Clack	$ 624,250	PD	ROW/Util	Const	Tr Bond
Troutdale Rd: Stark to Beaver Ck	Multnomah Co	Mult	$ 1,720,000	PD	Other		RFFA
Westside Trail: Bike/Ped Br	THPRD	Wash	$ 1,907,500	PD			Tr Bond
Westside Trail: Seg. 1	King City	Wash	$ 210,000	Plan	PD	ROW	Tr Bond
Willamette Falls Dr: 16th to Ostman	West Linn	Clack	$ 3,497,580	PD	ROW	Const	RFFA
	total requested:		**$ 115,915,108**				

RFFA	**$ 79,777,484**	**14**
Trails Bond	**$ 9,611,009**	**7**
Either	**$ 26,526,615**	**8**
Clack	**$ 6,263,486**	**6**
Mult	**$ 35,809,603**	**5**
Portland	**$ 57,163,569**	**9**
Wash	**$ 16,678,450**	**9**
Planning/PD	**$ 12,588,357**	**11**
Const	**$ 103,326,751**	**18**
Trail	**$ 40,454,788**	**18**
Street	**$ 75,460,320**	**11**

Regional Funding Allocation: Outcomes Evaluation Report

2025-2027 Regional Flexible Funds

Parks & Nature Trails Bond funding

May 2022 (UPDATED 5/27/22)

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INTRODUCTION

Every three years, Metro leads a discussion among the region's residents, jurisdictional and public agency staff, and elected officials to select which transportation needs are to be funded with the region's allotment of federal transportation dollars, known as the Regional Flexible Funds Allocation (RFFA). Metro is currently deciding how to invest federal funding available in the federal fiscal years 2025 through 2027.

A portion of these funds – approximately $47 million – is targeted towards improvements to streets and trails throughout the region. Unique to the 2025-27 funding cycle is the addition of up to $20 million for trails projects generated through the voter-approved 2019 Metro Parks and Nature bond measure. The estimated total funding to be allocated in this process is $67.35 million.

While this amount of regional funding is small relative to the scale of all the dollars spent on transportation in the region, the Regional Flexible Funds are eligible to be spent on a wide range of transportation system needs. As such, they are a critical part of fulfilling the vision, goals, and objectives of the Regional Transportation Plan (RTP) and commitments made to voters who passed the 2019 Parks and Nature bond measure.

BACKGROUND AND METHODOLOGY

In November 2021, Metro opened a call for project proposals to be submitted by the region's local jurisdictions and special districts. Twenty-nine proposals were submitted by the February 2022 deadline.

The OE is an analysis of the proposals, comparing and rating the projects using a set of criteria and performance measures. It is one of several sources of information used by decision makers in developing a list of project investments.

The criteria were developed as part of the 2025-2027 RFFA Program Direction adopted by the Metro Council in September 2021. The criteria for the Regional Flexible Funds are taken directly from the 2018 RTP Investment Priorities. The criteria for the Trails Bond Funds were identified in the 2019 Parks and Nature bond measure.

The main criteria areas for the two funding sources are as follows:

RFFA Funds	Trails Bond Funds
Equity	Racial Equity
Safety	Climate Resilience
Climate	Community Engagement
Congestion Relief	

Performance measures for each of the criterion were first discussed and refined by a work group comprised of TPAC members and community organization representatives.

Using the criteria and performance measures, Metro staff completed a rating of each project within multiple investment priority areas. The project rating worksheet was comprised of a series of "Yes" or "No" questions. Most of the project analysis was done using GIS to determine if the project met a given performance measure. A few additional performance measures were evaluated by staff to determine the response.

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All projects seeking RFFA funds are given a BEST/BETTER/GOOD rating in each of the four RFFA criteria areas. Projects seeking Trails Bond funds are rated using the Equity, Safety and Climate RFFA criteria areas, plus a set of Trails criteria specific to the Bond funding. Trails projects seeking either source of funding are scored using both sets of criteria.

UNDERSTANDING THE PROJECT RATINGS

This RFFA cycle is unique due to the inclusion of the Trails Bond funding in the application and evaluation processes. Metro wished to provide applicants with greater opportunities and an easier process to receive regional funding for trails projects. To that end, leveraging the existing RFFA process and developing an application methodology that allowed for trails projects to be considered for either funding source was a key goal of Metro.

While many trails projects have been funded through the RFFA process in previous funding cycles, it was not possible to simply use the RFFA criteria alone to conduct the project technical analysis in this cycle. The bond measure passed by voters included specific criteria to be used in selecting trails projects. While there is some overlap between the RFFA criteria and the bond measure criteria, there are also criteria unique to each source.

In addition, both funding sources may be used to fund planning and development activities to prepare for project construction. Projects needing planning and development work invariably have a lower degree of certainty in their design, alignment, budget, etc. This makes them difficult to directly compare in a technical analysis to projects that have been through a sufficient level of development to be eligible for construction funding.

Because of these factors, it made sense to compare projects within the following **four categories:**

- Projects seeking Trails Bond funds for Planning and Project Development
- Projects seeking Trails Bond funds for Construction
- Projects seeking RFFA funds for Planning and Project Development
- Projects seeking RFFA funds for Construction

Creating distinct categories allows for a more relevant comparison between projects at similar phases of their development and seeking a specific funding source with different criteria. Trails projects requesting either source of funding are rated in both the RFFA and Trails Bond categories.

- Each project was evaluated and given a GOOD/BETTER/BEST rating in each of the relevant criteria areas for the requested funding source. No criteria area is weighted greater than the others. Projects requesting Trails Bond funding only are not rated in the Congestion Relief criteria area. The trails criteria are not used for non-trail projects. Projects were also given an overall rating, based on the averages of the criteria scores.

- With each of the criteria areas, the projects were evaluated using a series of Yes/No questions. “Yes” answers were awarded points, “No” answers were awarded no points. The number of points per question in each criteria area was adjusted so that the total number of points available in each RFFA criteria area equaled 20. The total number of points available in the Trails Bond criteria was 34.

Simply totaling the scores would have resulted in some questions being weighted differently than others, which was not the policy intent of the RFFA Program Direction. Using percentages of the total points in each criteria area creates a rating methodology that does not unintentionally weight

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the scoring towards any specific criteria area.

The GOOD/BETTER/BEST ratings are based on how a project compares relative to other projects within its specific category (e.g., Equity or Safety). Here is an example of how ratings were derived, using the projects in the Trails Bond Planning and Project Development category:

> In the Equity criteria area, the average score was 63 percent. The scores ranged from a high of 89 percent to a low of 44 percent. Looking at the average, maximum and minimum Equity scores of these projects, natural breaks in the scores emerged. There were two projects that achieved a 78 percent score or greater; these were rated BEST. Two projects had scores ranging from 56 percent to 67 percent; these were rated BETTER. Two projects had a 44 percent score and were rated GOOD.
>
> For the same group of projects, their Climate scores averaged 37 percent, with a high of 56 percent and a low of 22 percent. One project was at 56 percent and was rated BEST. Four projects rated between 44 and 33 percent and were rated BETTER. One project had a 22 percent score and was rated GOOD.
>
> The Overall score was calculated using the average of the criteria area ratings for project within a specific category. The Overall score is relative to the other project's average scores, not to the project's criteria area scores. For example, a project may have BETTER ratings in the Equity, Safety, Climate and Trails criteria area, but still receive a GOOD rating overall. This is because its Overall rating is low compared to the other project's overall ratings.

DRAFT 25-27 Project Ratings			**Legend:**	BEST	BETTER	GOOD			
Project	**Applicant**	**Fund Source**	**Requested amt**	**Equity**	**Safety**	**Climate**	**Con. Rel.**	**Trails**	**Overall**
Trails Bond Planning/PD projects									
Emerald Necklace Trail	Forest Grove	Either	$ 200,000	56%	63%	33%	N/A	53%	51%
Tigard-LO Trail	Tigard	Either	$ 245,000	67%	71%	56%	N/A	82%	69%
Brookwood Ped Overpass	Hillsboro	Either	$ 4,500,000	44%	71%	33%	N/A	71%	55%
Scott Creek Trail	Happy Valley	Bond	$ 89,562	78%	79%	44%	N/A	47%	62%
Westside Trail: Seg 1	King City	Bond	$ 210,000	44%	50%	22%	N/A	56%	43%
Westside Trail Bridge	THPRD	Bond	$ 1,907,500	89%	71%	33%	N/A	76%	67%
			avg	63%	68%	37%		64%	58%
			max	89%	79%	56%		82%	69%
			min	44%	50%	22%		47%	43%
			diff	44%	29%	33%		35%	26%

The evaluation also included Yes/No questions related to project economic outcomes. These outcomes are included in the detailed evaluation notes for each project.

PROJECT RATING DETAILS

All the individual project technical rating worksheets and compiled ratings are included in a separate Excel worksheet available on Metro's website (oregonmetro.gov/RFFA).

The following pages provide details on the candidate project's technical ratings. A summary table illustrates the projects' ratings. Following this, rating details for each project are listed in alphabetical order by project name as follows:

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- 148th Ave: Halsey to Powell
- 162nd Ave - Glisan to Halsey
- 7th Ave: Washington to Division
- Allen Blvd: Murray to King
- Beaverton Creek Trail
- Brookwood Pkwy Ped Overpass
- Clackamas River Trail
- Cornfoot Rd MUP
- Council Creek Trail
- Cully Blvd/57th Ave
- Emerald Necklace Trail
- Fanno Creek Trail
- Gresham-Fairview Trail: Halsey to Sandy
- I-205 MUP
- Lakeview Blvd: Jean to McEwan
- Marine Dr Trail
- MLK Jr Blvd: Fremont to Lombard
- NP Greenway: Columbia to Cathedral Pk
- NP Greenway: Kelley Pt to N. Slough
- Sandy Blvd: Gresham to 230th
- Sandy River Greenway
- Scott Creek Trail
- Taylors Fy Rd: 49th to Capitol Hwy
- Tigard-Lake Oswego Trail
- Trolley Trail: Milwaukie Bay Pk
- Troutdale Rd: Stark to Beaver Ck
- Westside Trail: Bike/Ped Br
- Westside Trail: Seg. 1
- Willamette Falls Dr: 16th to Ostman

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DRAFT 25-27 Project Ratings			Legend:	BEST	BETTER	GOOD			
Project	**Applicant**	**Fund Source**	**Requested amt**	**Equity**	**Safety**	**Climate**	**Con. Rel.**	**Trails**	**Overall**
Trails Bond Planning/PD projects									
Brookwood Ped Overpass	Hillsboro	Either	$ 4,500,000				N/A		
Emerald Necklace Trail	Forest Grove	Either	$ 200,000				N/A		
Scott Creek Trail	Happy Valley	Bond	$ 89,562				N/A		
Tigard-LO Trail	Tigard	Either	$ 245,000				N/A		
Westside Trail Bridge	THPRD	Bond	$ 1,907,500				N/A		
Westside Trail: Seg 1	King City	Bond	$ 210,000				N/A		
Trails Bond Construction projects									
Clackamas River Trail	Happy Valley	Bond	$ 666,175				N/A		
Cornfoot Rd	PBOT	Either	$ 5,225,500				N/A		
Council Ck Trail	Washington Co	Either	$ 5,511,000				N/A		
Gresh-Fairview Trail	Gresham	Bond	$ 4,167,723				N/A		
Marine Dr Trail	PPR	Either	$ 2,161,124				N/A		
NP Greenway (Col to Cath)	PPR	Either	$ 2,647,950				N/A		
NP Greenway (Kelley to Slough)	PPR	Either	$ 3,483,699				N/A		
Sandy River Greenway	Troutdale	Bond	$ 1,945,800				N/A		
Trolley Trail	NCPRD	Bond	$ 624,250				N/A		
RFFA Planning/PD projects									
Allen Blvd	Beaverton	RFFA	$ 723,670					N/A	
Brookwood Ped Overpass	Hillsboro	Either	$ 4,500,000					N/A	
Emerald Necklace Trail	Forest Grove	Either	$ 200,000					N/A	
Fanno Ck Trail	Tigard	RFFA	$ 1,606,705					N/A	
I-205 MUP	Clackamas Co	RFFA	$ 935,884					N/A	
Lakeview Blvd	Lake Oswego	RFFA	$ 450,036					N/A	
Tigard-LO Trail	Tigard	Either	$ 245,000					N/A	
Troutdale Rd	Multnomah Co	RFFA	$ 1,720,000					N/A	
RFFA Construction projects									
148th Ave	PBOT	RFFA	$ 7,100,335					N/A	
162nd Ave	Gresham	RFFA	$ 7,316,080					N/A	
57th Ave-Cully Blvd	PBOT	RFFA	$ 7,643,201					N/A	
7th Ave	PBOT	RFFA	$ 10,692,227					N/A	
Beaverton Creek Trail	THPRD	RFFA	$ 1,774,575					N/A	
Cornfoot Rd	PBOT	Either	$ 6,698,345					N/A	
Council Ck Trail	Washington Co	Either	$ 5,511,000					N/A	
Marine Dr Trail	PPR	Either	$ 2,770,252					N/A	
MLK Blvd	PBOT	RFFA	$ 5,532,955					N/A	
NP Greenway (Col to Cath)	PPR	Either	$ 2,745,541					N/A	
NP Greenway (Kelley to Slough)	PPR	Either	$ 4,465,605					N/A	
Sandy Blvd	Multnomah Co	RFFA	$ 20,660,000					N/A	
Taylors Fy Rd	PBOT	RFFA	$ 10,124,236					N/A	
Willamette Falls Dr	West Linn	RFFA	$ 3,497,580					N/A	

Project name:	148th Avenue
Applicant:	Portland Bureau of Transportation
Amount requested:	$7,100,335
Source requested:	RFFA
Project phase(s):	Construction
Evaluation notes:	Project adds wider bike lanes and sidewalks along the length of the project area (Halsey St to Powell Blvd, approx. 2.5 mi.). Other amenities, such as enhanced ped crossings and buffers, are added at key points along the street. Project does not fill the pedestrian network gap along the west side of 148th between Halsey and Glisan along Glendoveer Golf Course. Improves freight network, increases access to tracts with high residential developability.
Outcomes ratings:	**RFFA**
Equity	BEST
Safety	BETTER
Climate	BETTER
Congestion	GOOD
Overall	BETTER

Project name:	162nd Avenue
Applicant:	Gresham
Amount requested:	$7,316,080
Source requested:	RFFA
Project phase(s):	Construction
Evaluation notes:	Project builds complete street between Halsey St. and Glisan St. (approx. .5 mi.). Improves crossing of 162nd to connect to planned Holladay St. greenway. Fills gap in pedestrian network; improves transit stops. Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential.
Outcomes ratings:	**RFFA**
Equity	BEST
Safety	BEST
Climate	BETTER
Congestion	BEST
Overall	BEST

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Project name:	7th Avenue
Applicant:	Portland Bureau of Transportation
Amount requested:	$10,692,227
Source requested:	RFFA
Project phase(s):	Construction
Evaluation notes:	Project upgrades existing bike lanes and sidewalks to add protected bike lanes and other active transportation improvements on a street identified on the High Crash Corridor network, e.g., ADA curb ramps, modernized signals and improved crossings. ROW is constrained; project removes parking on one side of the street. Project area includes residential and commercial uses; 7th Ave provides a safer alternative to a regional freight network street (MLK/Grand couplet). Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.
Outcomes ratings:	**RFFA**
Equity	BETTER
Safety	BEST
Climate	BETTER
Congestion	BEST
Overall	BETTER

Project name:	Allen Blvd
Applicant:	Beaverton
Amount requested:	$723,670
Source requested:	RFFA
Project phase(s):	Planning
Evaluation notes:	Analysis of multiple options for multi-modal street improvements between Murray Rd. and King St. (approx. 1.5 miles). Options noted in application range from roadway reallocation to create a three-lane cross section, as well as roadway widening to retain the existing travel lanes and create space for protected bike facilities, wider sidewalks, and street trees. Project does not reach to Hwy. 217 interchange, approx. .2 mi east. Potential TSMO and ITS solutions identified, but further understanding of TSMO or ITS needs on this corridor are necessary. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.
Outcomes ratings:	**RFFA**
Equity	BETTER
Safety	BETTER
Climate	BEST
Congestion	BEST
Overall	BEST

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Project name:	Beaverton Creek Trail
Applicant:	Tualatin Hills Parks & Recreation District
Amount requested:	$1,774,575
Source requested:	RFFA
Project phase(s):	Construction
Evaluation notes:	Project constructs and improves section of trail up to regional standards. Design is constrained in places due to constrained ROW through developed property. Has multiple on and off-street sections. Connects to MAX stations. Some additional project features at the intersections where the trails crosses the roadway. These features make it safer to cross. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.
Outcomes ratings:	**RFFA**
Equity	BEST
Safety	BEST
Climate	BETTER
Congestion	BEST
Overall	BETTER

Project name:	Brookwood Pedestrian Overpass	
Applicant:	Hillsboro	
Amount requested:	$4,500,000	
Source requested:	Either	
Project phase(s):	Planning, Project Development	
Evaluation notes:	The project would design bridge across a major arterial that is also a segment of the Crescent Park Greenway. Adjoining segments of the regional trail are currently under construction. The project will address environmental considerations such as wetlands and floodplain issues. The project has a stated purpose of being more recreational and a lot of the project features are focused to support recreational use. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.	
Outcomes ratings:	**Trails Bond**	**RFFA**
Equity	GOOD	GOOD
Safety	BETTER	BEST
Climate	BETTER	GOOD
Congestion	N/A	BETTER
Trails	BETTER	N/A
Overall	BETTER	BETTER

Project name:	Clackamas River Trail
Applicant:	Happy Valley
Amount requested:	$666,175
Source requested:	Bond
Project phase(s):	Construction
Evaluation notes:	Project would build a 1,450 foot multi-use trail along the Clackamas River in Carver. The property adjacent is undeveloped and difficult to plan / build without knowing what will be going there. Many unknowns regarding facility design and construction – major access issues - accessible likely and issue. Not currently filling a gap. The city would bring considerable overmatch, providing 75% of the overall project cost. Improves access to tracts with high residential development potential. Improves regional freight network.
Outcomes ratings:	**Trails Bond**
Equity	GOOD
Safety	GOOD
Climate	GOOD
Trails	GOOD
Overall	GOOD

Project name:	Cornfoot Road Multiuse Path	
Applicant:	Portland Bureau of Transportation	
Amount requested:	$5,225,500	
Source requested:	Either	
Project phase(s):	Project Development, Construction	
Evaluation notes:	Creates separated path along designated freight intermodal network connection in commercial/industrial zone. Fills 1.2 mile bike/ped network gap and is a segment of the Columbia Slough Trail. Improves connections to airport, employment, shopping. Not in an equity focus area but completes a direct connection between EFAs and employment area (via 47th Ave improvements). Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.	
Outcomes ratings:	**Trails Bond**	**RFFA**
Equity	BETTER	BETTER
Safety	GOOD	GOOD
Climate	BETTER	GOOD
Congestion	N/A	BEST
Trails	BETTER	N/A
Overall	BETTER	BETTER

Project name:	Council Creek Trail	
Applicant:	Washington County	
Amount requested:	$5,511,000	
Source requested:	Either	
Project phase(s):	Construction	
Evaluation notes:	Project builds 20 street and driveway crossings along the six mile long Council Creek Trail and would leverage $17.5M in local and federal funding dedicated to trail construction. Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.	
Outcomes ratings:	**Trails Bond**	**RFFA**
Equity	BEST	BETTER
Safety	BEST	BEST
Climate	BEST	BETTER
Congestion	N/A	BEST
Trails	BEST	N/A
Overall	BEST	BEST

Project name:	Cully Boulevard/57th Avenue
Applicant:	Portland Bureau of Transportation
Amount requested:	$7,643,201
Source requested:	RFFA
Project phase(s):	Construction
Evaluation notes:	Project improves bike/ped infrastructure between Fremont and Prescott streets. Creates protected bike lanes to continue existing protected facilities north of Prescott. Improves access to tracts with high residential development potential.
Outcomes ratings:	**RFFA**
Equity	BETTER
Safety	BETTER
Climate	BETTER
Congestion	BETTER
Overall	BETTER

Project name:	Emerald Necklace Trail	
Applicant:	Forest Grove	
Amount requested:	$200,000	
Source requested:	Either	
Project phase(s):	Planning	
Evaluation notes:	Refinement of several sections of an 11 mile trail loop encircling the city. Roughly half of the loop is already built. Through community engagement, the project would propose an alignment and preliminary design to complete the remaining gaps. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.	
Outcomes ratings:	**Trails Bond**	**RFFA**
Equity	BETTER	BETTER
Safety	BETTER	BETTER
Climate	BETTER	GOOD
Congestion	N/A	BETTER
Trails	BETTER	N/A
Overall	BETTER	BETTER

Project name:	Fanno Creek Trail
Applicant:	Tigard
Amount requested:	$1,606,705
Source requested:	RFFA
Project phase(s):	Planning
Evaluation notes:	Analysis of trail alignment options between Bonita Rd. and Durham Rd. (approx. 1 mile). Increases access to schools, library/services for an EFA and adjacent affordable housing complex. Significant portion of much longer trail system. Links/provides access to bus on perpendicular roads. Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.
Outcomes ratings:	**RFFA**
Equity	BETTER
Safety	BETTER
Climate	BETTER
Congestion	BETTER
Overall	BETTER

Project name:	Gresham – Fairview Trail
Applicant:	Gresham
Amount requested:	$4,167,723
Source requested:	Trails Bond
Project phase(s):	Construction
Evaluation notes:	Builds a new 0.6 mile long multi-use path along west side of NE 201st Ave. Completes a gap in the Gresham-Fairview Trail and connects to the perpendicular I-84 path. The project has a high cost due to the need to move and rebuild the existing road. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential.
Outcomes ratings:	**Trails Bond**
Equity	BEST
Safety	BEST
Climate	BEST
Trails	BETTER
Overall	BEST

Project name:	I-205 Multiuse Path
Applicant:	Clackamas County
Amount requested:	$935,884
Source requested:	RFFA
Project phase(s):	Planning, Project Development
Evaluation notes:	Analysis of three potential alignments to replace current on-street section of regional multi-use path between Highways 224 and 212 (approx. 4,000 ft. straight line distance). Project will complete gap on regional trails network. Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential.
Outcomes ratings:	**RFFA**
Equity	BEST
Safety	BEST
Climate	BETTER
Congestion	BEST
Overall	BEST

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Project name:	Lakeview Blvd
Applicant:	Lake Oswego
Amount requested:	$450,036
Source requested:	RFFA
Project phase(s):	Project Development
Evaluation notes:	Analysis and planning for road improvements. Indicated initial project design would widen .7 mile of Lakeview Blvd. (Jean Rd to McEwan Rd) to 14' travel lanes with bicycle sharrows, and upgrade sidewalk on one side of street. The street has single-family homes on the south side and industrial uses on the north, presenting a challenge to meet both purposes. Analysis and outreach are needed to design a facility that will serve the needs of businesses and residents while increasing the livability of the streets in the area. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential.
Outcomes ratings:	**RFFA**
Equity	BETTER
Safety	GOOD
Climate	BETTER
Congestion	GOOD
Overall	GOOD

Project name:	Marine Drive Trail	
Applicant:	Portland Parks & Recreation	
Amount requested:	$2,161,124	
Source requested:	Either	
Project phase(s):	Project Development, Construction	
Evaluation notes:	Project would fill a 4,050 foot gap in the 40-Mile Loop. The design is appropriate for the classification with good safety and crossing features. Applicant has on-levee design and construction experience. A good level of work has gone into project development. The project would replace 4,000+ft of dangerous on street bike lanes in a high crash corridor with a separated path. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.	
Outcomes ratings:	**Trails Bond**	**RFFA**
Equity	GOOD	BETTER
Safety	BETTER	BEST
Climate	BEST	BETTER
Congestion	N/A	BEST
Trails	BETTER	N/A
Overall	BETTER	BETTER

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Project name:	Martin Luther King Jr. Boulevard
Applicant:	Portland Bureau of Transportation
Amount requested:	$5,532,955
Source requested:	RFFA
Project phase(s):	Construction
Evaluation notes:	Project consists of multiple crossing and signal improvements along MLK Blvd between Fremont and Lombard streets (approx. 2 mi). Adding bicycle facilities to MLK is not feasible due to nature of the street; improving crossings is safest improvement possible. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.
Outcomes ratings:	**RFFA**
Equity	BEST
Safety	BETTER
Climate	BEST
Congestion	BEST
Overall	BEST

Project name:	N Portland Greenway: Columbia Blvd to Cathedral Park	
Applicant:	Portland Parks & Recreation	
Amount requested:	$2,647,950	
Source requested:	Either	
Project phase(s):	Project Development, Construction	
Evaluation notes:	Project consists of three main elements: 1) makes up funding shortfall for partially designed and funded bike/ped bridge over Columbia Blvd, 2) builds 1,450 feet of paved regional trail in Baltimore Woods Natural Area and Cathedral Park, and 3) completes 2,300 feet of on-street neighborhoods greenways. Reviewers are concerned that the requested funds may not be enough to cover the bridge shortfall and that the neighborhood greenway elements may not be eligible for bond funds, as they are not shown in the Regional Trails System Plan Map. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.	
Outcomes ratings:	**Trails Bond**	**RFFA**
Equity	BEST	BEST
Safety	BEST	BEST
Climate	BETTER	GOOD
Congestion	N/A	BEST
Trails	BEST	N/A
Overall	BEST	BETTER

Project name:	N Portland Greenway: Kelley Point Park to Columbia Slough	
Applicant:	Portland Parks & Recreation	
Amount requested:	$4,465,605	
Source requested:	Either	
Project phase(s):	Project Development, Construction	
Evaluation notes:	Project would build a new 2,000 foot paved trail in Kelley Point Park and rebuild the 2,600 Rivergate Trail along the Columbia Slough. There is concern that the Rivergate Trail would be a "path to nowhere," as it dead ends at the site of an unfunded future bike-ped bridge across the Slough. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.	
Outcomes ratings:	**Trails Bond**	**RFFA**
Equity	GOOD	BETTER
Safety	BETTER	BETTER
Climate	BETTER	GOOD
Congestion	N/A	GOOD
Trails	BETTER	N/A
Overall	BETTER	GOOD

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Project name:	Sandy Boulevard
Applicant:	Multnomah County
Amount requested:	$20,660,000
Source requested:	RFFA
Project phase(s):	Construction
Evaluation notes:	Project adds sidewalks and bike lanes, improves transit access along a 1.4 mile section of Sandy Blvd. between Gresham city limits and 230th Ave. Overall project funding request is phased into smaller sections to allow for different funding options to be considered. Project is not on high crash corridor network nor in equity focus area. But there is a large amount of affordable housing in the project area and it is in close proximity to employment areas. Project would not completely fill network gap; project extent does not include approx. 2 block length between improvements eastward to 201st and the Gresham city limit. It is unclear from the application if a future project is planned to close this gap. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.
Additional information from applicant:	The project builds on a previous RFFA award to design the improvements on Sandy Blvd from the Gresham City Limits to 230th. The County and neighboring jurisdictions along Sandy Blvd have been working for many years over phased projects to make this former ODOT road a complete street safe for pedestrians. It is a narrow freight route and lacks safe bicycling, walking, or ADA accessible infrastructure in an area with senior and affordable housing and where more new multifamily housing is being constructed. Recent development has been required to fill in sidewalk gaps along the parcel's frontage, but the piecemeal nature of this development means it is still unsafe for people to walk along the corridor and impossible for people using mobility devices - this project builds on those existing projects and closes the gaps along this nearly 30 block corridor. This section and a couple of adjacent blocks in Gresham are the final gap in active transportation infrastructure on Sandy Blvd. We are partnering with Gresham to include the two blocks from the city limits to 201st Avenue so that there is no remaining gap after this project is completed.
Outcomes ratings:	**RFFA**
Equity	GOOD
Safety	BETTER
Climate	BETTER
Congestion	BEST
Overall	BETTER

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Project name:	Sandy River Greenway
Applicant:	Troutdale
Amount requested:	$1,945,800
Source requested:	Trails Bond
Project phase(s):	Construction
Evaluation notes:	Riverfront path construction completes a gap in the 40-mile loop, and connects existing trails at I-84 to the Historic Columbia River Highway in downtown Troutdale. Helps create safer connection to industrial area and employment. Proposed design provides a high-quality experience. Design challenge will be to cross under railroad while staying above flood elevation. 60% design is already completed.
Outcomes ratings:	**Trails Bond**
Equity	GOOD
Safety	BETTER
Climate	BETTER
Trails	GOOD
Overall	GOOD

Project name:	Scott Creek Trail
Applicant:	Happy Valley
Amount requested:	$89,562
Source requested:	Trails Bond
Project phase(s):	Planning, Project Development
Evaluation notes:	Project would complete 30% design for a regional trail gap in an equity focus area, providing a grade-separated crossing of Sunnyside Road and a connection to Mt. Talbert Nature Park. They have reached out to Tribes about the grant request and project. The project would address a network gap and has both a Preferred A) off street option and a Backup B) On Street alignment. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential.
Outcomes ratings:	**Trails Bond**
Equity	BEST
Safety	BEST
Climate	BETTER
Trails	GOOD
Overall	BETTER

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Project name:	Taylors Ferry Road
Applicant:	Portland Bureau of Transportation
Amount requested:	$10,124,236
Source requested:	RFFA
Project phase(s):	Construction
Evaluation notes:	Fills gap between 48th Ave and Barbur Blvd. Improves access to transit, creates safer biking/walking conditions. Project design is limited due to right-of-way limitations and environmental impacts. This segment of Taylors Ferry Rd traverses Woods Creek and surrounding natural area; sidewalk only on one side of street. Identified in Regional Investment Measure. Improves access to tracts with high residential development potential. Improves regional freight network.
Outcomes ratings:	**RFFA**
Equity	BETTER
Safety	GOOD
Climate	BETTER
Congestion	BETTER
Overall	BETTER

Project name:	Tigard – Lake Oswego Trail	
Applicant:	Tigard	
Amount requested:	$245,000	
Source requested:	Either	
Project phase(s):	Planning	
Evaluation notes:	This alignment study will refine a concept alignment for a 4,400 foot regional trail connection that includes crossings of a freeway ramp and two private properties, and a reconfiguration of city streets. The future trail would provide an important link in the active transportation network by connecting to an existing bike/ped bridge across I-5. The project faces many constraints and unknowns, particularly around ODOT's future plans within its right-of-way. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.	
Outcomes ratings:	**Trails Bond**	**RFFA**
Equity	BETTER	BETTER
Safety	BETTER	BEST
Climate	BEST	BETTER
Congestion	N/A	BEST
Trails	BEST	N/A
Overall	BEST	BEST

Project name:	Trolley Trail
Applicant:	North Clackamas Parks & Recreation District
Amount requested:	$624,250
Source requested:	Trails Bond
Project phase(s):	Construction
Evaluation notes:	Realigns and improves an existing 1,065 foot substandard section of the regional trail along McLoughlin Blvd, within the park. The design will create a 14-ft paved multi-use path and will remove tight turns, delineate bike and ped zones, mitigate potential crossing conflict, and provide more uniform paving. This segment connects people from the regional trail network to the park and the river as well as from the transit stops, housing, and commercial areas in the adjacent downtown and neighboring communities. Identified in Regional Investment Measure. Improves access to tracts with high residential development potential. Improves regional freight network.
Outcomes ratings:	**Trails Bond**
Equity	BEST
Safety	BEST
Climate	BEST
Trails	BEST
Overall	BEST

Project name:	Troutdale Road
Applicant:	Multnomah County
Amount requested:	$1,720,000
Source requested:	RFFA
Project phase(s):	Project Development
Evaluation notes:	Project improves .35 mile of Troutdale Rd. between Stark St. and Beaver Creek Ln. Includes culvert replacement for Beaver Creek and adds sidewalks and bike facilities. Improves transit stops. Troutdale Rd/Buxton Rd are identified as a 1.5 mile gap in the regional bike/ped network. Curb tight sidewalks and painted bike lanes are present for most of this gap but are largely missing in the project area particularly at the culvert. There are few viable alternative options for north/south active transportation travel in this area.
Outcomes ratings:	**RFFA**
Equity	BETTER
Safety	BETTER
Climate	GOOD
Congestion	BETTER
Overall	BETTER

Project name:	Westside Trail Bridge
Applicant:	Tualatin Hills Parks & Recreation District
Amount requested:	$1,907,500
Source requested:	Trails Bond
Project phase(s):	Project Development
Evaluation notes:	Project will complete design and engineering for a bike/ped bridge across US-26 Sunset Highway. Crosses a major barrier (the freeway) and the design thus far has been informed by a thorough planning and engagement process. Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.
Outcomes ratings:	**Trails Bond**
Equity	BEST
Safety	BETTER
Climate	BETTER
Trails	BEST
Overall	BEST

Project name:	Westside Trail: Segment 1
Applicant:	King City
Amount requested:	$210,000
Source requested:	Trails Bond
Project phase(s):	Planning, Project Development
Evaluation notes:	Project would plan and design the entirety of King City's 4,000 foot segment of the regional trail. The Urban Growth Boundary was recently expanded to encompass this portion of trail. The trail would provide connections to the local trail network and public transit on 99W to the people living North of Beef Bend Rd or west of the Power Line. Because it is a planning project there are still many unknowns regarding facility design. Improves access to tracts with high residential development potential.
Outcomes ratings:	**Trails Bond**
Equity	GOOD
Safety	GOOD
Climate	GOOD
Trails	BETTER
Overall	GOOD

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Project name:	Willamette Falls Drive
Applicant:	West Linn
Amount requested:	$3,497,580
Source requested:	RFFA
Project phase(s):	Construction
Evaluation notes:	Project continues complete street improvements for .4 mile between 16th and Ostman Streets. High level of design detailed in application; concern is that available right-of-way may not be sufficient along the entire length to include all identified project elements.
Outcomes ratings:	**RFFA**
Equity	GOOD
Safety	BETTER
Climate	BETTER
Congestion	GOOD
Overall	GOOD

draft

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Performance Measures Work Group:
Glen Bolen – ODOT
William Francis – Community Cycling Center
Hau Hagedorn – Portland State University
Ted Labbe – Urban Greenspaces Institute
Lewis Lem – Port of Portland
Andre Lightsey-Walker – The Street Trust
Stephanie Noll – Oregon Trails Coalition
Jeff Owen – TriMet
Momoko Saunders – Community Cycling Center
Ashton Simpson – Oregon Walks

Metro staff:
Margi Bradway – Planning, Development and Research Department Deputy Director
Ted Leybold – Resource Development Section Manager
Dan Moller – Conservation Program Director
Summer Blackhorse
Clint Chiavarini
Grace Cho
Kim Ellis
Matthew Hampton
Ally Holmqvist
Dan Kaempff
Lake Strongheart McTighe
John Mermin
Noel Mickelberry
Eliot Rose
Jeff Raker
Allan Schmidt
Robert Spurlock
Karen Vitkay

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If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we've already crossed paths.

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Mary Nolan, District 5
Duncan Hwang, District 6

Auditor
Brian Evans

600 NE Grand Ave. Portland,
OR 97232-2736
503-797-1700

draft

Date: May 27, 2022
To: Transportation Policy Alternatives Committee and Interested Parties
From: Alex Oreschak, Senior Transportation Planner
Subject: 2023 Regional Transportation Plan Policy Brief – Congestion Pricing Policy Development

Purpose

This meeting is to:

1. Discuss with and receive feedback from TPAC on proposed congestion pricing policy language for the 2023 Regional Transportation Plan (RTP)

Request to TPAC

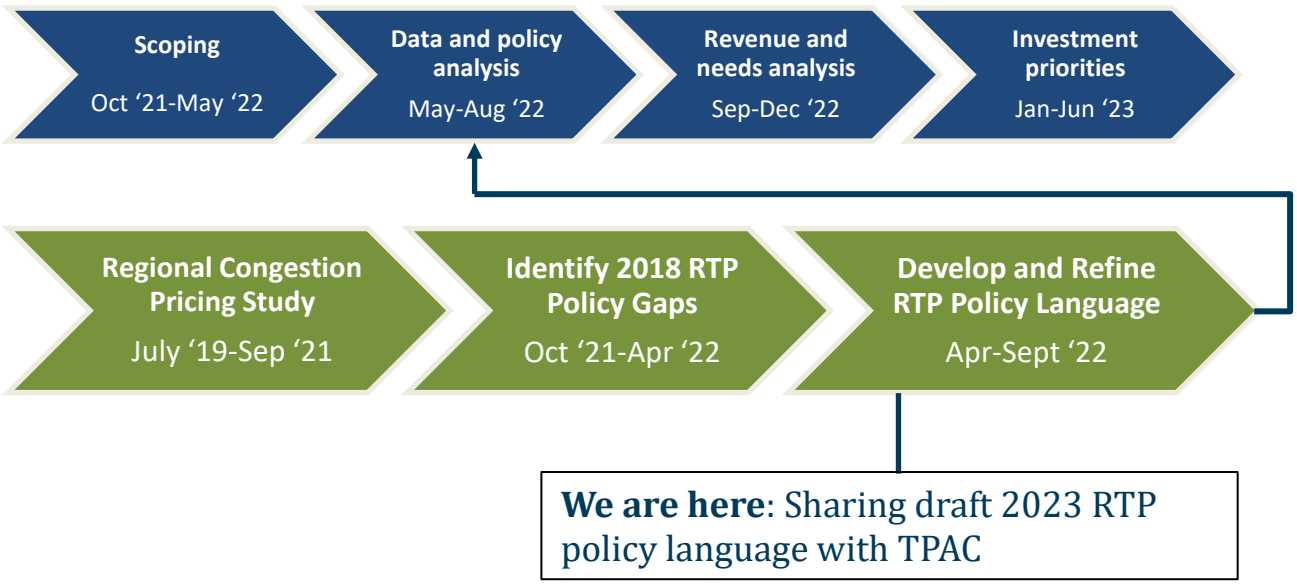
Provide input and comment on the proposed congestion pricing policy language for the 2023 RTP update.

2023 RTP Draft Congestion Pricing Policy Development and Timeline

In September 2021, Metro Council passed a resolution accepting the findings and recommendations in the Regional Congestion Pricing Study (RCPS) report, and directing staff to build upon existing policy in the 2018 RTP by incorporating the findings and recommendations from the study in the 2023 RTP update. On April 20, 2022, Metro staff presented to TPAC and MTAC on congestion pricing policies in the 2018 RTP, intersections with the findings and recommendations from the RCPS, and other supportive language from both the RCPS and the Expert Review Panel that convened in April 2021.

Following that meeting, Metro staff have been working with a consultant team (Nelson\Nygaard) to review TPAC and MTAC feedback (summarized later in this memo) and develop draft congestion pricing policy language for the 2023 RTP. The draft language is documented in **Attachment 1: Metro Regional Transportation Plan – Draft Congestion Pricing Policy Language June 2022**.

Staff is requesting feedback from TPAC members on the draft congestion pricing policy language. This feedback will help guide refinement of the draft language for further review by TPAC and other Metro Committees and for eventual inclusion in the 2023 RTP. The timing for this work is part of the data and policy analysis for the 2023 RTP update, as shown below.



2023 RTP Update Relationship to Oregon Highway Plan Amendment

Concurrently with the 2023 RTP update process, the Oregon Department of Transportation's (ODOT) Office of Urban Mobility is preparing an amendment to the Oregon Highway Plan (OHP) which would update the plan's toll policies, which are primarily located in Goal 6 of the OHP. Amendments to the OHP are reviewed and adopted by the Oregon Transportation Commission. No action is required from TPAC, JPACT, or Metro Council for the OHP amendment.

Metro staff and ODOT staff are coordinating on the two efforts, and have identified opportunities to comparatively evaluate policy development, including providing updates and opportunities for feedback on the OHP amendment to TPAC and other committees concurrently with updates on the 2023 RTP congestion pricing policy development. More information on the OHP amendment can be found at in **Attachment 2: OHP Toll Policy Amendment Overview** and at https://www.oregon.gov/odot/Planning/Pages/Oregon-Highway-Plan-Update.aspx.

Summary of TPAC and MTAC Feedback on 2018 RTP Congestion Pricing Policy

On April 20, 2022, Metro staff shared a presentation at the TPAC/MTAC workshop on congestion pricing policies in the 2018 RTP and requested feedback from committee members by May 4, 2022. Written feedback was received from seven partner agencies and is documented in **Attachment 3: Feedback from April 2022 TPAC and MTAC Workshop**. Attachment 3 also includes a high-level summary of the feedback received, identifying key themes and how Metro staff has or will address those themes. This information was used to help develop the 2023 RTP congestion pricing policy recommendations identified above.

Next Steps – Refined Congestion Pricing Policy Options

Metro staff requests that TPAC provide feedback on the draft congestion pricing policy recommendations by **Friday, June 17**. Staff will consider TPAC feedback as part of refining the draft congestion pricing policy recommendations, which will be shared with TPAC in July 2022. Staff will then present the congestion pricing policy options to MPAC and at a joint Metro Council/JPACT workshop in July 2022.

Following those meetings, staff will further refine the draft congestion pricing policy recommendations and present a memo outlining final proposed congestion pricing policy language to TPAC, JPACT, and Metro Council in fall 2022.

Questions for TPAC

- Does TPAC agree with the approach to provide a separate section in Chapter 3 for congestion pricing?
- Are there still gaps in the proposed congestion pricing policy that you would like to see addressed?
- What specific changes would you like to see to improve the proposed policy language?

Attachments:

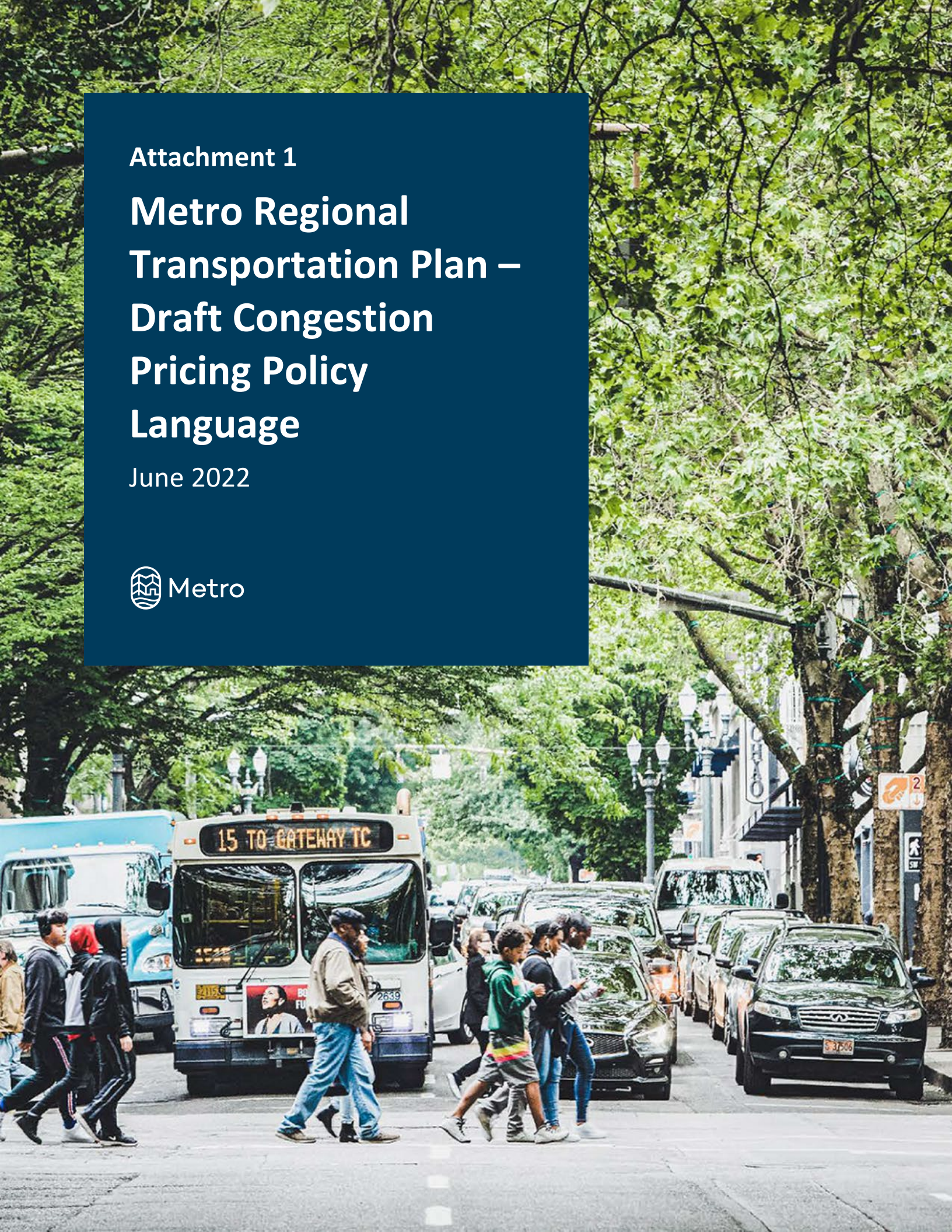
Attachment 1: Metro Regional Transportation Plan – Draft Congestion Pricing Policy Language June 2022
Attachment 2: OHP Toll Policy Amendment Overview
Attachment 3: Feedback from April 2022 TPAC and MTAC Workshop

Attachment 1

Metro Regional Transportation Plan – Draft Congestion Pricing Policy Language

June 2022

Metro



Attachment 1 - Metro Regional Transportation Plan – Draft Congestion Pricing Policy Language June 2022

Metro staff, with consideration of input from TPAC and MTAC at the April 20, 2022 workshop, proposes the following updates to the 2023 RTP to better address congestion pricing:

Include new section in Chapter 3: System Policies to Achieve our Vision specific to congestion pricing policy

This new section would include the following elements:

- Definitions of congestion pricing, including defining different types of pricing
  - Congestion Pricing
  - Road User Charge/Vehicle Miles Traveled Fee
  - Cordon Pricing
  - Parking Pricing
  - Roadway Pricing/Tolling
- New congestion pricing policies
  - Mobility: Implement congestion pricing programs that improve regional mobility by managing congestion, reducing VMT, and increasing transportation options through investments in modal alternatives, including transit-supportive elements and increased access to transit.
  - Equity: Implement congestion pricing programs that integrate equity and affordability from the outset.
    - Include spotlight/example of EMAC and/or POEM
  - Safety and Diversion: Implement congestion pricing programs that reduce overall automobile trips, address traffic safety and minimize diversion.
  - Climate: Implement congestion pricing programs that reduce greenhouse gas emissions and vehicle miles travelled while increasing access to low-carbon travel options.
  - Emerging Technologies: Coordinate emerging technologies and pricing programs to create an integrated transportation experience for the users of the system.
- Description of other pricing work currently underway in the region
  - ODOT: I-205 Toll Project, I-5 Bridge Replacement, Boone Bridge Replacement, Regional Mobility Pricing Project
  - PBOT Pricing Options for Equitable Mobility
- Overview of federal pricing programs
  - Section 129
  - Value Pricing Pilot Program
- Description of HB 2017 and HB 3055 tolling policies
- Discussion of potential revenue opportunities and limitations under Article IX, section 3a of the Oregon Constitution

Update other RTP Goals and Objectives, and Chapter 3 sections to include congestion pricing

The following goals, objectives, and Chapter 3 sections have been identified by Metro staff and members of TPAC and MTAC. Specific changes have been identified for a subset of these goals, objectives, and sections; the remaining identified areas will be documented and shared with Metro RTP staff to update as appropriate to better reflect congestion pricing policy language in the new section in Chapter 3. Proposed changes are identified below; proposed additions are underlined and in orange text, while deletions are struck through and in orange text.

- **Goal 4: Reliability and Efficiency, Objective 4.6 Pricing** – Expand the use of pricing strategies to improve regional mobility and support additional development in 2040 growth areas by increasing transportation options, managing demand, and reducing VMT. ~~manage vehicle congestion and encourage shared trips and use of transit.~~
- **Climate Smart Strategy policies (3.2.3.2)**
  - **Policy 5.** Use technology and congestion pricing to actively manage the transportation system and ensure that new and emerging technology affecting the region's transportation system supports shared trips and other Climate Smart Strategy policy and strategies.
- **Safety and Security Policies (3.2.1.4)**
  - **Policy 4**. Increase safety for all modes of travel for all people through the planning, design, construction, operation, pricing and maintenance of the transportation system, with a focus on reducing vehicle speeds on local roadways and minimizing diversion from priced facilities.
- **Transportation Demand Management Policies (3.11)**
  - **Policy 1** – Expand use of pricing strategies to improve regional mobility by managing travel demand, reducing VMT, and increasing transportation options through investments in modal alternatives, including transit-supportive elements and increased access to transit. ~~manage travel demand on the transportation system in combination with adequate transit service options.~~
  - Remove definition of pricing strategies and discussion of ODOT work on congestion pricing.
- **Regional Motor Vehicle Network Policies (3.5)**
  - **Policy 6** – In combination with increased transit service, consider use of ~~value~~ pricing to manage traffic congestion and reduce VMT as an alternative to adding ~~and raise revenue when~~ one or more lanes ~~are being added~~ to throughways.
  - **Policy 12** – Prior to adding new motor vehicle capacity beyond the planned system of motor vehicle through lanes, demonstrate that system and demand management strategies, including access management, transit and freight priority, ~~and value~~ congestion pricing~~,~~ and transit service and multimodal connectivity improvements cannot adequately address arterial or throughway deficiencies and bottlenecks.
  - **Table 3.7 Toolbox of strategies to address congestion in the region**
    - ***Congestion pricing strategies***
      - *Roadway Pricing, including:*
        - ~~*Peak period*~~ *Variable rate or time of day pricing*
        - *Managed lanes*

    - *High occupancy toll (HOT) lanes*
- *Road User Charge (or Vehicle Miles Traveled Fee)*
- *Parking Pricing*
- *Cordon Pricing*

Review Chapter 8: Moving Forward Together for future updates

In the 2018 RTP, Section 8.2 identified mobility corridors recommended for future corridor refinement plans. The descriptions of many of these corridors referenced pricing in a variety of contexts, and were unclear on how or whether pricing might help address the goals of the RTP. A comprehensive look at the corridor refinement planning work identified in Section 8.2: Planning and Programs is needed to recommend updates in a future round of review.

Continue development of the Finance Chapter of the RTP, including incorporation of congestion pricing into the financial forecast

This work is underway and will be shared with partners in Summer 2022.

Attachment 1 - Metro Regional Transportation Plan – Draft Congestion Pricing Policy Language June 2022

This table provides an overview of existing policies from the 2018 RTP that are relevant to congestion pricing, along with related findings and recommendations from Metro's Regional Congestion Pricing Study (RCPS), as well as supportive language from the RCPS and the Expert Review Panel that was convened in April 2021 to review the RCPS. The first column in the table below identifies which one or more of the four RTP priorities (Equity, Safety, Climate, Mobility) relate to each policy.

The column on the far right documents the proposed new and updated policy language outlined earlier in this attachment as they relate back to information in the other columns. As in the above outline, for the updated policies, proposed additions are underlined and in orange text, while deletions are struck through and in orange text.

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	Suggested draft policy updates in 2023 RTP
☐ **Equity** ☐ **Safety** ☑ **Climate** ☑ **Mobility**	**Goal 4: Reliability and Efficiency (2-16)** • **Objective 4.6 Pricing –** Expand the use of pricing strategies to manage vehicle congestion and encourage shared trips and use of transit.	**RCPS** • Define clear goals and outcomes from the beginning of a pricing program. The program priorities such as mobility, revenues, or equity should inform the program design and implementation strategies. Optimizing for one priority over another can lead to different outcomes. (pg. 84)	**Expert Review Panel** • Revenue reinvestment is single most important factor, but pricing is an expensive and difficult way to raise revenue. Pricing should be done for other goals, like congestion and reducing GHG emissions. **RCPS** • …identify and commit to equity indicators to assess the benefits and burdens of pricing. Measurable indicators can and should be established for both outcome equity (such as affordability, access to opportunity, community health) and process equity (community engagement) indicators. (pg. 9-10)	***UPDATE Objective 4.6 Pricing:*** Expand the use of pricing strategies to improve regional mobility and support additional development in 2040 growth areas by increasing transportation options, managing demand, and reducing VMT. ~~manage vehicle congestion and encourage shared trips and use of transit.~~

☑ **Equity**
☐ **Safety**
☐ **Climate**
☐ **Mobility**
	Regional Transportation Equity Policies (3-18)
	
	• **Policy 1**: Embed equity into the planning implementation of transportation projects, programs, policies and strategies to comprehensively consider the benefits and impacts of transportation and eliminate disparities and barriers experienced by historically marginalized communities, particularly communities of color and people with low income.
	• **Policy 2**. Ensure investments in the transportation system anticipate and minimize the effects of displacement and other affordability impacts on historically marginalized communities, with a focus on communities of color and people with low income.
	• **Policy 4**. Use inclusive decision-making processes that provide meaningful opportunities for communities of color, people with low income and other historically marginalized communities to engage and participate in the development and implementation of transportation plans, projects and programs.
	• **Policy 6**. Evaluate transportation plans, policies, programs and investments to understand how they address transportation-related disparities and barriers experienced by communities of color, people with low-income and other historically marginalized communities and the extent the disparities are being eliminated.
		RCPS
		• Congestion pricing can benefit communities that have been harmed in the past, providing meaningful equity benefits to the region. However, if not done thoughtfully, congestion pricing could harm BIPOC and low-income communities, compounding past injustices. (pg. 85)
		• Conduct meaningful engagement and an extensive outreach campaign, including with those who would be most impacted by congestion pricing, to develop a project that works and will gain public and political acceptance. (pg. 85)
		• Recognize that benefits and impacts of pricing programs will vary across geographies. These variations should inform decisions about where a program should target investments and affordability strategies and in depth outreach. (pg. 84)
		• Carefully consider how the benefits and costs of congestion pricing impact different geographic and demographic groups. In particular, projects and programs need to conduct detailed analysis to show how to:
		  ○ maximize benefits (mobility, shift to transit, less emissions, better
			Expert Review Panel
			• Co-creation process partnering with community-based organizations. Focus on organizations that represent region's low income and BIPOC communities
			  ○ Compensate people who are a part of this process.
			  ○ Participants should help shape goals and performance metrics, what defines success, help shape policy options, how they would make tradeoffs, help prioritize use of revenues
			• Look at outcomes – who pays and what is the distribution of benefits – make sure that providing a disproportionate benefit to most vulnerable communities.
			• Understand and consider ability to pay as part of the structure – progressive fee structure.
			• Study people who are spending over 50% of their income on housing.
			• Use of revenues – focus on improving access and options to the area that is congested/priced, especially improving options for those places that do not have great options today.
			• Ensure that revenues are being used to support the desired costs and benefits
			RCPS
			• See table in Figure 1
			• Selection of particular technologies and methodologies for pricing should consider impacts on different demographic and income groups in the region. Expensive or complex pricing methods may not only unfairly burden transportation disadvantaged travelers and create barriers to entry for them but could also cause these groups to be punitively treated as violators due to their lack of access to the proper technologies…
				NEW Policy in Congestion Pricing section:
				Implement congestion pricing programs that integrate equity and affordability from the outset.

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	Suggested draft policy updates in 2023 RTP
		access to jobs and community places, affordability, and safety) ○ address negative impacts (diversion and related congestion on nearby routes, slowing of buses, potential safety issues, costs to low-income travelers, and equity issues). (pg. 84)	For example, paying tolls should allow those without access to traditional banking services to be able to use alternative payment methods, such as cash payment kiosks at local stores, or to preload a pass account at a retail location. (pg. 75-76) • Improve equity outcomes by: ○ Reducing harm and increasing benefits if agencies are willing to focus engagement on historically impacted residents and other stakeholders traditionally at a disadvantage and ensure they have a role in decision making at every step in the process. (pg. 6) ○ Committing to targeted investments of net toll revenues for locally supported improvements such as improved transit infrastructure and services and traffic safety improvements. (pg. 6) ○ Exploring who pays and to what degree, and considering a suite of affordability programs such as rebates or exemptions for low-income drivers, a "transportation wallet", or other investments that address affordability. (pg. 6) • With substantial community input and collaboration with representatives of impacted communities, agencies should gain consensus on equity definitions and to establish the equitable direction for the project, program, or study. (pg. 9)	
☐ **Equity** ☐ **Safety** ☑ **Climate** ☐ **Mobility**	**Climate Smart Strategy policies (3.2.3.2)** • **Policy 2.** Make transit convenient, frequent, accessible and affordable. • **Policy 5.** Use technology to actively manage the transportation system and ensure that new and emerging technology affecting the region's transportation system supports shared trips and other Climate Smart Strategy policy and strategies. • **Policy 6.** Provide information and incentives to expand the use of travel options. • **Policy 7.** Make efficient use of vehicle parking spaces through parking management and reducing the amount of land dedicated to parking. • **Policy 9.** Secure adequate funding for transportation investments that support the RTP climate leadership goal and objectives.	**RCPS** • The success of a specific project or program is largely based on how it is developed and implemented requiring detailed analysis, outreach, monitoring, and incorporation of best practices. (pg. 85) • …projects and programs need to conduct detailed analysis to show how to: ○ maximize benefits (mobility, shift to transit, less emissions, better access to jobs and community places, affordability, and safety) ○ address negative impacts (diversion and related congestion on nearby routes, slowing of buses, potential safety issues, costs to low-income travelers, and equity issues). (pg. 84)	**Expert Review Panel** • Build multimodal elements into program design. You can't mitigate your way out of an inequitable program design. • Incentivize mode shift. All aspects should be part of this, including use of revenues. ○ Provide and fund alternatives to driving ○ Commuter credits ○ Use revenues to provide funds for transit passes • Ideas for alternatives to driving and vehicle ownership that could be subsidized ○ Cash on transit card, ○ EV carshare, including to affordable housing sites ○ Transit passes ○ Discounted rideshare rides • The thing that really moves the needle on VMT reduction is auto ownership. How to encourage people to not need/want cars. Densify transit. • Subsidize the ongoing operation and maintenance of transit. • Small investments in striping bike lanes, pedestrian walkways, and similar things can help to solve the first/last mile between transit and key employment hubs. **RCPS** • Improve equity outcomes by: ○ Committing to targeted investments of net toll revenues for locally supported improvements such as	***NEW Policy in Congestion Pricing section:*** Implement congestion pricing programs that reduce greenhouse gas emissions and vehicle miles travelled while increasing access to low-carbon travel options. ***UPDATE Policy 5:*** Use technology and congestion pricing to actively manage the transportation system and ensure that new and emerging technology affecting the region's transportation system supports shared trips and other Climate Smart Strategy policy and strategies.

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	Suggested draft policy updates in 2023 RTP
			improved transit infrastructure and services and traffic safety improvements. (pg. 6)	
☐ **Equity** ☑ **Safety** ☐ **Climate** ☐ **Mobility**	**Safety and Security Policies (3.2.1.4)** • **Policy 4**. Increase safety for all modes of travel for all people through the planning, design, construction, operation and maintenance of the transportation system, with a focus on reducing vehicle speeds.	**RCPS** • 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. (pg. 85) •	**RCPS** • Once indicators have been selected, agencies should conduct the necessary assessments to identify the extent to which the identified populations of concern are impacted by project or program alternatives. Special attention should be placed on travelers by geography, mode, and demographics of interest. (pg. 11) • In depth analysis with modeling and mapping can show the geographies where benefits and impacts are likely to occur with a project. This analysis can help project implementers to understand where to focus investments (and outreach) and what types of investments make sense to improve equity. (pg. 12) • Agencies and communities will need to strike a balance between affordability programs and the kinds of strategies that can best increase access to opportunity, mode shift, improve community health/safety, or other desirable outcomes. (pg. 12) • …resources should be provided to lower income communities and neighborhoods that are in the vicinity of roadways being considered in pricing scenarios. Some potential resources for these communities should include introducing programs to dedicate pricing revenues to affordability programs for low-income auto-users, public transit improvements, and bicycle and pedestrian improvements in communities faced with heavy congestion and health disparities. (pg. 21)	***NEW Policy in Congestion Pricing section:*** Implement congestion pricing programs that reduce overall automobile trips, address traffic safety and minimize diversion. ***UPDATE Policy 4:*** Increase safety for all modes of travel for all people through the planning, design, construction, operation, pricing and maintenance of the transportation system, with a focus on reducing vehicle speeds on local roadways and minimizing diversion from priced facilities.
☐ **Equity** ☐ **Safety** ☑ **Climate** ☑ **Mobility**	**Transportation Demand Management Policies (3.11)** • **Policy 1** – Expand use of pricing strategies to manage travel demand on the transportation system in combination with adequate transit service options. • **Table 3.10** Examples of TSMO strategies and investments The policy further defines the suite of pricing strategies as involving "*the application of market pricing (through variable tolls, variable priced lanes, area-wide charges or cordon charges) to the use of roadways at different times of day…this strategy manages peak use on limited roadway infrastructure by providing an incentive for drivers to select other modes, routes, destinations or times of day for their travels. Reducing discretionary peak hour travel helps the system operate more efficiently improving mobility and reliability of the transportation system while limiting vehicle miles traveled and congestion-related auto emissions…..*"	**RCPS** • Congestion pricing can be used to improve mobility and reduce emissions. This study demonstrated how these tools could work with the region's land use and transportation system. (pg. 84) • …projects and programs need to conduct detailed analysis to show how to: ○ maximize benefits (mobility, shift to transit, less emissions, better access to jobs and community places, affordability, and safety) ○ address negative impacts (diversion and related congestion on nearby routes, slowing of buses, potential safety issues, costs to low-income travelers, and equity issues). (pg. 84)	**Expert Review Panel** • Incentivize mode shift. All aspects should be part of this, including use of revenues. ○ Provide and fund alternatives to driving ○ Commuter credits ○ Use revenues to provide funds for transit passes • Ideas for alternatives to driving and vehicle ownership that could be subsidized ○ Cash on transit card, ○ EV carshare, including to affordable housing sites ○ Transit passes ○ Discounted rideshare rides	***NEW Policy in Congestion Pricing section:*** Implement congestion pricing programs that improve regional mobility by managing congestion, reducing VMT, and increasing transportation options through investments in modal alternatives, including transit-supportive elements and increased access to transit. ***UPDATE Policy 1:*** Expand use of pricing strategies to improve regional mobility by managing travel demand, reducing VMT, and increasing transportation options through investments in modal alternatives, including transit-supportive elements and increased access to transit. ~~manage travel demand on the transportation system in combination with adequate transit service options.~~

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	Suggested draft policy updates in 2023 RTP
	The policy also discusses ODOT work on congestion pricing at the time of the 2018 RTP's publication: *Through the end of 2018, ODOT conducted a feasibility analysis to explore the options available and determine how congestion (value) pricing could help ease congestion in the greater Portland area. Oregon's House Bill 2017, also known as Keep Oregon Moving, directs the Oregon Transportation Commission to develop a proposal for value pricing on I-5 and I-205 from the state line to the junction of the two freeways just south of Tualatin, to reduce congestion. The State Legislature directed the OTC to seek approval from the Federal Highway Administration no later than December 31, 2018. If FHWA approves the proposal, the OTC is required to implement value pricing. See Chapter 8 for more information about future planning and analysis of this strategy.*			***UPDATE AND MOVE to NEW Congestion Pricing section:*** Definition of congestion pricing and related terms, as well as the description of current regional work on pricing.
☐ **Equity** ☐ **Safety** ☑ **Climate** ☑ **Mobility**	**Regional Motor Vehicle Network Policies (3.5)** • **Policy 6** – In combination with increased transit service, consider use of value pricing to manage congestion and raise revenue when one or more lanes are being added to throughways. • **Policy 12** – Prior to adding new motor vehicle capacity beyond the planned system of motor vehicle through lanes, demonstrate that system and demand management strategies, including access management, transit and freight priority and value pricing, transit service and multimodal connectivity improvements cannot adequately address arterial or throughway deficiencies and bottlenecks. • **Table 3.7 Toolbox of strategies to address congestion in the region** ○ ***Emerging*: *Congestion Pricing Strategies*** ▪ *Peak Period Pricing* ▪ *Managed Lanes* ▪ *High Occupancy Toll Lanes* • **Appendix L:** Federal performance-based planning and congestion management process documentation		**RCPS** • Leaders in the Metro region have long recognized the importance of pairing investments in transportation capacity building with travel demand management tools. The 2018 RTP identified congestion pricing as a high priority, high impact strategy (pg. 1) • The biggest determinant of whether a congestion pricing program improves equity is how the program is designed—who benefits, how people are charged, and how revenue from congestion pricing strategies is spent (pg. 7) • Roadway-focused spending disproportionately benefit white people and those that have more means. In the Portland Metro area, people of color are more likely to rely on transit, walking, and carpooling. Nearly 20% of African American households, 14% of Latino households, and 13% of Asian households live without a car (Source: Metro 2018 RTP). In addition, racial minorities are four times more likely than whites to rely on transit for their work commute. Low-income people, disabled people, and seniors are also much more likely to rely on transit. Government provision of free roads and auto infrastructure acts like a matching grant, whereby those that can afford to own and operate a car are given the benefit. Those that cannot afford auto ownership or that are unable to drive, do not receive the same benefit. Transportation investments that focus on transit, walking, and biking infrastructure, especially if targeted to areas with concentrations of transportation disadvantaged groups can improve equity. Figure 2 (below) demonstrates equity impacts of different investment strategies (pg. 15) • Stockholm: The congestion pricing program has reduced traffic by 22% and greenhouse gas emissions by 14%. Program revenues have funded 18 new regional bus lines and 2,800 new regional park-and-ride spaces (pg. 82)	***UPDATE Policy 6:*** • In combination with increased transit service, consider use of ~~value~~ pricing to manage traffic congestion and reduce VMT as an alternative to adding ~~and raise revenue when~~ one or more lanes ~~are being added~~ to throughways. ***UPDATE Policy 12:*** • Prior to adding new motor vehicle capacity beyond the planned system of motor vehicle through lanes, demonstrate that system and demand management strategies, including access management, transit and freight priority, ~~and value~~ congestion pricing, ~~and~~ transit service and multimodal connectivity improvements cannot adequately address arterial or throughway deficiencies and bottlenecks. ***UPDATE Table 3.7:*** ▪ ***Congestion pricing strategies*** • *Roadway Pricing, including:* ○ ~~*Peak period*~~ *Variable rate or time of day pricing* ○ *Managed lanes* ○ *High occupancy toll (HOT) lanes* • *Road User Charge (or Vehicle Miles Traveled Fee)*

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	Suggested draft policy updates in 2023 RTP
			• London: Prior to congestion pricing, traffic in central London averaged 2-5 mph. Since implementation, the average traffic speed has increased to 10 mph.17 London increased bus service in the pricing zone by 27%, improving transit reliability and travel times. As a result, bus ridership increased 38% in two years (pg. 82) • New York City: In 2019, New York City implemented a congestion zone surcharge on for-hire vehicles (like taxis, Uber and Lyft) in Manhattan as part of its phased approach to pricing. Future phases, planned for implementation in 2021, include a vehicle fee for crossing into a specified zone. Revenues collected from the program will be reinvested into capital transit projects, particularly in the city's subway system.	• *Parking Pricing* • *Cordon Pricing*
☑ **Equity** ☐ **Safety** ☑ **Climate** ☑ **Mobility**	**Emerging Technology Policies (3.2.4.3)** • **Policy 3.** Use the best available data to empower travelers to make travel choices and to plan and manage the transportation system. • **Policy 4**. Advance the public interest by anticipating, learning from and adapting to new development in technology.	**RCPS** • Coordinate with other pricing programs, including analysis of cumulative impacts and consideration of shared payment technologies, to reduce user confusion and ensure success of a program. (pg. 85) •	**RCPS** • Selection of particular technologies and methodologies for pricing should consider impacts on different demographic and income groups in the region. Expensive or complex pricing methods may not only unfairly burden transportation disadvantaged travelers and create barriers to entry for them but could also cause these groups to be punitively treated as violators due to their lack of access to the proper technologies… For example, paying tolls should allow those without access to traditional banking services to be able to use alternative payment methods, such as cash payment kiosks at local stores, or to preload a pass account at a retail location. (pg. 75-76) • Deploying existing technologies will likely be less expensive to implement and reduce scheduling risks compared to deploying emerging or in-development technologies. Implementing existing technologies does need to be weighed against the risk of the technology becoming obsolete in the near future or being vulnerable to future market disruptors. (pg. 75) • Keeping in mind coordination with other pricing programs will go a long way towards creating a more seamless customer experience for travelers. In particular, ODOT is planning to implement tolling on Interstates in the Portland region, so adopting common technologies and payment systems may be advantageous in order to reduce duplicative efforts and provide savings through economies of scale. (pg. 75)	***NEW Policy in Congestion Pricing section:*** Coordinate emerging technologies and pricing programs to create an integrated transportation experience for the users of the system.
☐ **Equity** ☐ **Safety** ☐ **Climate** ☑ **Mobility**	Various mobility corridors identify congestion pricing for consideration.			***REVIEW:*** A comprehensive look at the corridor refinement planning work identified in Section 8.2: Planning and Programs is needed to recommend updates in a future round of review.

List of definitions for the new congestion pricing section of Chapter 3:

Congestion Pricing: Motorists pay directly for driving on a particular roadway or for driving or parking in a particular area. Congestion Pricing includes using variable road or parking tolls (higher prices under congested conditions and lower prices at less congested times and conditions). Congestion pricing has been demonstrated to be effective in encouraging drivers to change their behaviors by driving at different times, driving less, or taking other modes. As a result, congestion pricing can reduce VMT and greenhouse gas emissions.

Road User Charge (VMT): Motorists are charged for each mile driven. A road user charge is often discussed as an alternative to federal, state, and local gas taxes which have become less relevant to the user-pays principle as more drivers switch to fuel efficient or electric vehicles.

Cordon Pricing: Motorists are charged to enter a congested area, usually a city center. Cordon pricing can include flat or variable rate fees.

Parking Pricing: Drivers pay to park in certain areas. Parking pricing may include flat, variable, or demand-responsive fee structures. Demand-responsive pricing involves periodically adjusting parking fees to match demand, this can be paired with technology which helps drivers find spaces in underused and less costly areas.

Tolling (Roadway Pricing): Motorists are charged to drive on a particular roadway. Tolling can be assessed as a flat rate toll, or the toll can vary by time of day and/or vehicle type. Tolling that varies by time of day can follow a set toll schedule, or the toll rate can be continually adjusted based on traffic conditions.

Flat Rate Toll: A fee charged by a toll facility operator in an amount set by the operator for the privilege of traveling on said toll facility. Tolling is a user fee system for specific infrastructure such a bridges and tunnels. Toll revenues are used for costs associated with the tolled infrastructures. This tool is used to raise funds for construction, operations, maintenance and administration of specific infrastructure.

Variable Rate Tolling/Pricing: With this type of pricing, a variable toll schedule is set so that the toll is higher during peak travel hours and lower during off-peak or shoulder hours. This encourages motorists to use the roadway during less-congested periods and allows traffic to flow more freely during peak times. Peak toll rates may be high enough to guarantee that traffic flow will not break down, thus offering motorists a reliable and congestion-free trip in exchange for the higher peak toll.

Dynamic Tolling/Pricing: Tolls are continually adjusted according to traffic conditions to maintain a free-flowing level of traffic. Under this system, prices increase when the tolled lane(s) get relatively full and decrease when the tolled lane(s) get less full. The current price is displayed on electronic signs prior to the beginning of the tolled section. This system is more complex and less predictable than using a fixed-price table, but its flexibility helps to consistently maintain the optimal traffic flow. Motorists are usually guaranteed that they will not be charged more than a pre-set maximum price under any circumstances.

Section 129: Section 129 of Title 23 of the U.S. Constitution provides the ability to toll Federal-aid highways in conjunction with construction, reconstruction, or other capital improvements. Flat rate tolling and pricing strategies are authorized.

Value Pricing Pilot Program: Oregon is a participant in the FHWA Value Pricing Pilot Program (VPPP). The VPPP was established in 1991 (as the Congestion Pricing Pilot Program) to encourage implementation and evaluation of value pricing pilot projects to manage congestion on highways through tolling and other pricing mechanisms. While the program no longer actively solicits projects, it can still provide tolling authority to State, regional or local governments to implement congestion pricing applications. See https://ops.fhwa.dot.gov/congestionpricing/value_pricing/ for more detail.

Figure 1 Table from Page 8-9 of RCPS

Table 2 Steps to Consider when Planning for Pricing

TransForm's Pricing Roads, Advancing Equity Five Steps	NCHRP Tolling Assessment Steps	GARE Racial Equity Toolkit Steps & Questions	City of Portland Racial Equity Toolkit Worksheet Steps
1. Identify Who, What, and Where	1. Frame the Project 2. Identify the Applicable Requirements Governing Decisions 3. Recognize the Relevant Decision-Makers and Stakeholders	1. Proposal: What is the policy, program, practice, or budget decision under consideration? What are the desired results and outcomes? 2. Data: What's the data? What do the data tell us? 3. Community engagement: How have communities been engaged? Are there opportunities to expand engagement?	1. Set Equitable Outcomes 2. Collect and Analyze Data 3. Understand the Historical Context 4. Engage those most Impacted
2. Define Equity Outcome and Performance Indicators	4. Scope Approach to Measure and Address Impacts	*See #1 "Proposal" above*	*See # 1 "Set Equitable Outcomes" above*
3. Determining Benefits and Burdens	5. Conduct Impact Analysis and Measurement	4. Analysis and strategies: Who will benefit from or be burdened by your proposal? What are your strategies for advancing racial equity or mitigating unintended consequences?	*See #2 "Collect and Analyze Data" above*
4. Choose Programs that Advance Transportation Equity	6. Identify and Assess Mitigation Strategies	*See #4 "Analysis and Strategies" above*	5. Develop Racially Equitable Strategies and Refine Outcomes 6. Implement Changes
5. Provide Accountable Feedback and Evaluation	7. Document Results for Decision Makers and the Public 8. Conduct Post-Implementation Monitoring	5. Accountability and communication: How will you ensure accountability, affordability, communicate, and evaluate results? 6. Implementation: What is your plan for implementation?	7. Evaluate/ Accountability/ Report Back

Figure 2 Table from Page 15 of RCPS

REVENUE INVESTMENT EQUITY MATRIX	
INVESTMENT STRATEGY	***EQUITY IMPACTS***
Road expansion	Does not add more affordable options.
Mix of road expansion and transit	Some drivers can shift to new, more affordable modes. Transit users also benefit.
Transit, walking, and bike infrastructure with targeted carpool, vanpool, and new mobility options where needed	Allows greater shift to more affordable and sustainable modes.
Transit, walking, and bike infrastructure with an **intensive focus on vulnerable communities**	Significant expansion of commute options and a reduction in user costs (if fares are reduced on transit and other mobility options).

Source: TransForm

Attachment 2

OHP Toll Policy Amendment Overview

June 2022

Metro

123 NW Flanders St., Portland, OR 97209
Oregon.gov/ODOT/UMO

Urban Mobility
STRATEGY

Oregon Highway Plan (OHP) – Toll Policy Amendment

With Oregon moving multiple major toll projects in the Portland region forward while building a statewide supporting program, the Oregon Highway Plan which identifies influential direction on the purpose and role of tolling, is in need of a refresh to address our current needs and goals for equity, climate, safety, a modern system, and sustainable funding.

What is being refreshed?

Toll policies are primarily located in Goal 6 of the Oregon Highway Plan. This goal was last amended in 2012, and much has changed since. The following is an initial list:

- Defining various terms that are used (e.g. tolling, congestion pricing, value pricing, etc.)
- Clarifying the need and goals for tolling and toll-based congestion pricing
- Incorporate connections to equity and climate goals, initiatives, and targets
- Provide guidance on rate setting and use of revenues (e.g. balancing highway and transit and multimodal investment, low-income impacts, and diversion's impact on neighborhood health and safety)

What is the timeline for adoption?

The amendment is expected to be reviewed by the Oregon Transportation Commission in September 2022. If adopted, the policy will be effective immediately.

Why is the OHP being amended in 2022?

Modernizing these policies will provide a solid framework and context for ODOT and other agencies that was to pursue toll-based congestion pricing. First up will be toll rate setting for the I-205 Toll Project, which a rules advisory committee is planned to start in late 2022.

Additionally, recent legislation (HB 2017 and HB 3055) and new policies since 2012 (Statewide Transportation Strategy, 2021-2023 Strategic Action Plan, etc.) have provide more explicit direction and policy should be modernized to better connect to other policy goals and targets provided in those documents.

What will not be in this OHP amendment?

This amendment will not set toll rates or identify toll revenue allocation project-level requirements, targets, or identify specific investments. The toll rate setting process is a separate effort that

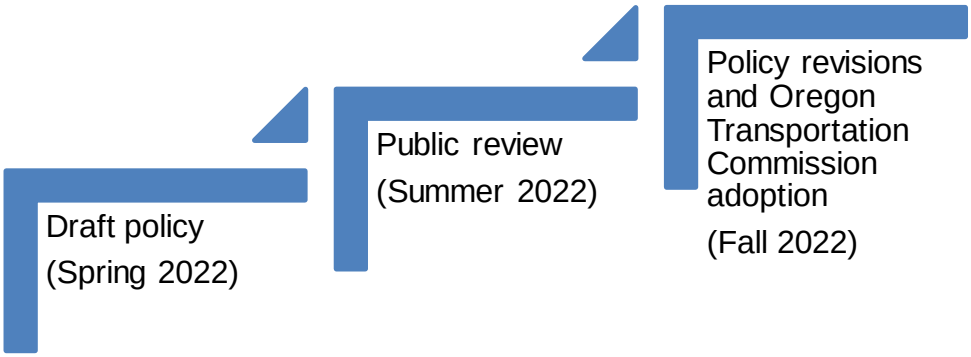
culminates in Oregon Transportation Commission adoption. The identification of specific investments that are funded through toll projects, which includes mitigation, are determined by the project sponsor and partners.

How can people be a part of the decision-making process?

Go to the project webpage (https://www.oregon.gov/odot/Planning/Pages/Oregon-Highway-Plan-Update.aspx) for the latest information on the project and next steps.

A draft of the updated policy will be provided in the summer and will be communicated for public review (amendments require a minimum of 45 days). ODOT will be searching for statewide input and building upon the existing Oregon Toll Program outreach and relationship building efforts that are ongoing to achieve depth and equitable quality. A public hearing will be held later this year. The Oregon Transportation Commission will be the decision-makers on the amendment. They will receive a proposed amendment in September 2022.

If you are interested in being involved please reach out at the contact information below. We would love to hear from you!



Contact information

Roseann O'Laughlin, AICP
ODOT Principal Planner – Policy, Data and Analysis Division
Roseann.OLAUGHLIN@odot.oregon.gov
503-986-3525

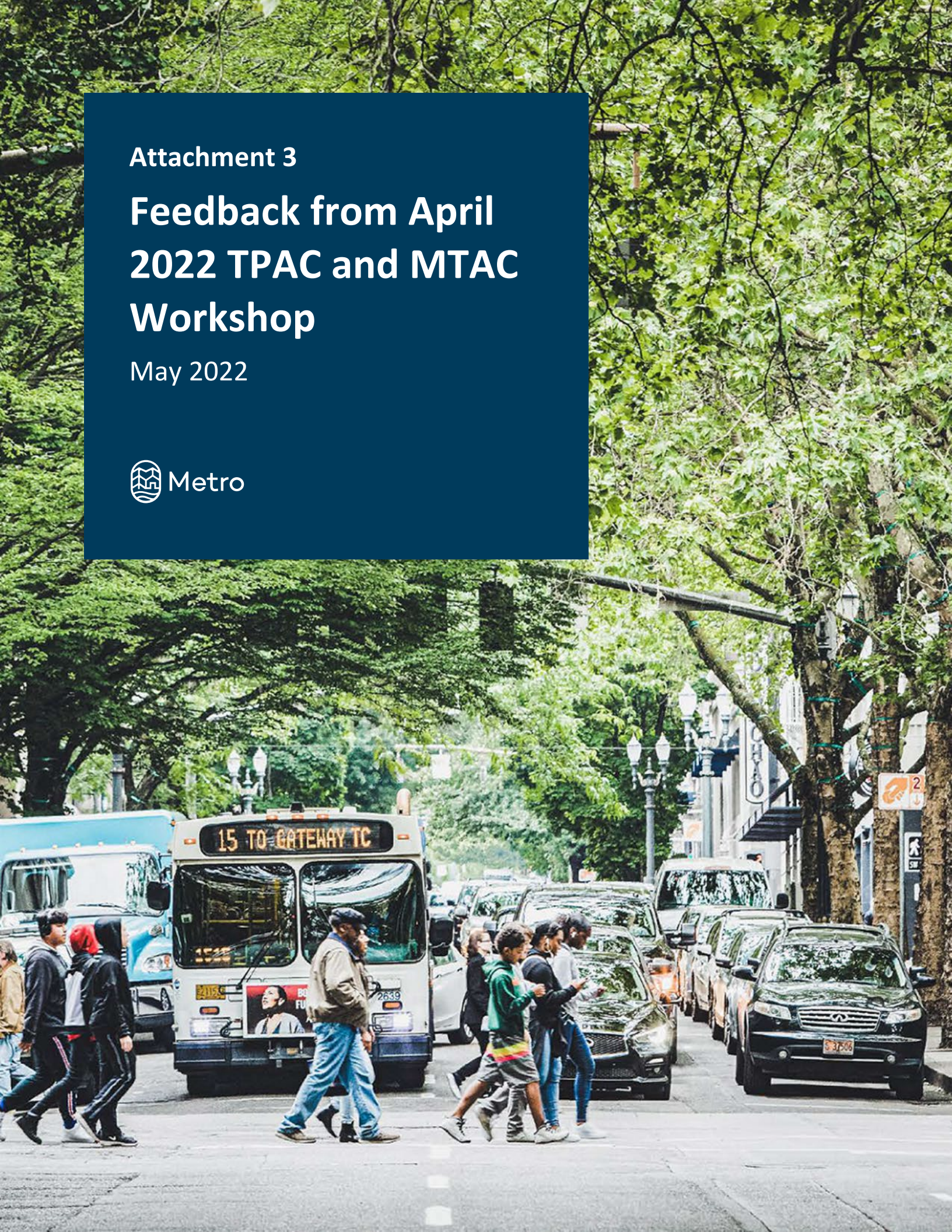
Garet Prior, AICP
ODOT Toll Policy Manager
Garet.PRIOR@odot.oregon.gov
503-396-2588

Attachment 3

Feedback from April 2022 TPAC and MTAC Workshop

May 2022

Metro



1. SUMMARY OF FEEDBACK FROM THE APRIL 20, 2022 TPAC AND MTAC WORKSHOP

Updating Current Elements of the 2018 RTP for Congestion Pricing

What We Heard

- The RTP should include a new section that addresses congestion pricing while also integrating it into other relevant policy and goal areas.
- Consider adding pricing language to additional RTP goals, objectives, policies, and strategies not currently identified in **Attachment 1 - Metro Regional Transportation Plan – Congestion Pricing Policy Overview April 2022** (from the April 20, 2022 TPAC and MTAC Workshop).
- The different types of pricing and terminology need to be defined clearly.
- The current definition of congestion pricing as a whole needs to be updated and should include a greater focus on demand management and VMT reduction.
- The goals and objectives of pricing should be explicit, and the desired outcomes should be clear. These should touch on the following items:
    - Demand management
    - Reduce VMT
    - Reduce diversion on local roadways
    - Improve reliability and efficiency of system
    - Improve mobility
    - Reduce greenhouse gas emissions
    - Induce mode shift
    - Trip reduction
    - Safe and reliable travel
    - System completeness
- Freight movement in relation to pricing should be addressed.
- The connection between pricing and land use should be made clear. Pricing can support the 2040 growth areas and will have an impact on future land use.
- Update Table 3.10 TSMO Strategies to address congestion pricing.
- A distinction should be made between reducing speeds on local streets and priced highway facilities. This refers to language in the current Policy 4 under the Safety and Security Policies 3.2.1.4.
- Include connections to the CFEC parking work.
- Strengthen the connection between pricing and economic impacts and shared prosperity and include this in project analysis.

- Address the federal and financial requirements and limitations regarding pricing and pricing revenue reinvestment.

How / When We're Addressing

- A new section will be added to the 2023 RTP that focuses on congestion pricing. This new section will include:
    - updated definition of congestion pricing
    - definition of terms
    - goals and desired outcomes of congestion pricing
    - crosswalk table that identifies how congestion pricing impacts RTP goals
    - discussion related to mode shift, economic impacts, freight movement, land use, and other work currently underway or recently completed including CFEC parking work, the Oregon Highway Plan, federal pricing programs, ODOT tolling, and others
    - Summary of constitutional limitations on revenue. Description of potential revenue opportunities and limitations under Article IX section 3a of the Oregon Constitution.
- A number of existing RTP goals, objectives, and policies will be updated to include language related to congestion pricing; see **Attachment 1: Metro Regional Transportation Plan – Draft Congestion Pricing Policy Language June 2022**.
- Metro staff will further consider whether it is appropriate to update language related to goals, objectives, and policies in **Table 1: Additional RTP Items to Consider for Congestion Pricing Language Update**, below.

Addressing Program Design

What We Heard

- Pricing should directly support mode shift by expanding the availability and viability of alternative modes and investments should be prioritized based on their ability to support this. Transit-supportive elements should be a focus.
- Revenue reinvestment should not support additional road capacity but rather be invested in projects the support the RTP goals, equity, mode shift, expanding transit service, and the negative impacts of pricing such as diversion and safety.
- Technologies and pricing mechanisms need to be integrated across programs and agencies and incorporated with other system management tools.
- There needs to be policies and mechanisms in place that set up a system for initial and continued assessment, review, and adjustment. Effectiveness, outcomes, benefits, burdens, and air quality should be analyzed.
- It is important to get political and public acceptance, especially from historically marginalized communities.

- Language about the impacts of pricing on vulnerable populations and tactics for mitigating harm needs to be a central focus. Further, pricing policies should define essential components and analysis that pricing projects must include to address equity. Considerations for equity should include:
    - Low-income, elderly, disabled
    - Progressive fee structure
    - Exemptions and subsidies
    - Integration with existing programs like TriMet's low-income fare program
    - Engage with historically marginalized communities, particularly communities of color
    - Point policies to the Equitable Mobility Framework and some of the key elements of the Transform report, Oregon Toll Program's Equity Framework
- Flexibility at the project level is important. This could include more flexibility in assessing investment mixes as they relate to equity or allowing implementers to submit alternative performance measure tools to demonstrate how an innovative idea supports desired outcomes.

How / When We're Addressing

- Appropriate existing goals, objectives, and policies have been updated; see **Attachment 1: Metro Regional Transportation Plan – Draft Congestion Pricing Policy Language June 2022**.
- New policies have been created to address additional items; see **Attachment 1: Metro Regional Transportation Plan – Draft Congestion Pricing Policy Language June 2022**..
- Supporting policy language will be included in future updates that addresses these items in more detail, including specific equity elements.

Equitable Finance Strategy

What We Heard

Include congestion pricing in the RTP Equitable Finance Strategy.

How / When We're Addressing

Congestion pricing is being considered as a part of the current work related to equitable finance and will be included in the Equitable Finance Strategy.

When to Consider Pricing

What We Heard

Clarify the relationship between pricing and existing project evaluation, including the order and criterion for when pricing should be evaluated as an option in the region.

How / When We're Addressing

Regional Motor Vehicle Network Policies (3.5) Policy 12 will be updated to clarify congestion pricing and additional supportive policy elements, to come in future updates, will provide additional guidance.

Mobility Corridors

What We Heard

The Mobility Corridors section needs a refresh to clarify how corridors should be used and how to include considerations for pricing.

How / When We're Addressing

A comprehensive look at the corridor refinement planning work identified in Section 8.2: Planning and Programs is needed. This work will be done in the future, as part of the 2023 RTP update.

2. ADDITIONAL GOALS, OBJECTIVES AND POLICIES TO BE CONSIDERED

Table 1 Additional RTP Items to Consider for Congestion Pricing Language Update

Item	Feedback
Goal 1 (Vibrant Communities)	• Connect to land use strategies • Objective 1.4 Access to Community Places ○ This objective is relevant to congestion pricing within the context of demand management, alternative availability, and the evaluation of diversion impacts. It could also be a performance measure consistent with RCPS.

Goal 2 (Shared Prosperity)	• Connect to land use strategies
	• Objective 2.3 (Access to Jobs and Talent)
	  ○ Possible performance measure consistent with RCPS.
	• Objective 1.4 (Access to Community Places)
	  ○ This speaks to the POEM discussion about not wanting to burden low-income households with additional congestion pricing costs. This is an Equity bullet addition in the matrix.
	  ○ This language appears to conflict with the concept of congestion pricing. Consider updating or clarifying objective.

Goal 3 (Transportation Choices)	• All Objectives • This is a coordinated land use, transportation and transportation management objective and gets at the POEM intent of using pricing to manage the system to get at active transportation modes and reducing VMT

	• Objective 3.1 (Travel Choices)
	  ○ Demand pricing is a form of system management. Pricing should therefore measurably advance Objective 3.1.
	  ○ If I'm not mistaken, the I-205 toll project was previously anticipated to only result in very small modal shift. I wonder if this objective could explore strategies for increasing voluntary mode shift among users.

Goal 4 (Reliability and Efficiency)	• Objective 4.3 (Travel Information) ○ This might not be the correct place, but we should probably address how wayfinding platforms offer toll-free routes and the impact that this practice might have on diversion.

Goal 5 (Safety and Security)	• Objective 5.1 (Transportation Safety)
	  ○ This relates back to short- and long-term diversion and our safe system approach. How to we factor user error into the design of pricing projects, diversion mitigation, and helping people adjust to new infrastructure?
	• Objective 5.3 (Preparedness and Resiliency)
	  ○ Reduce the vulnerability of regional transportation infrastructure to natural disasters, climate change and hazardous incidents, through potential reinvestment of pricing revenues (though completing multimodal networks and investing in low-income exemptions should be higher investment priorities for pricing revenues).

Goal 7 (Healthy People)	• Objective 7.2 (Clean Air) ○ Air quality impacts of congestion pricing
Goal 9 (Equitable Transportation)	• Objective 9.1 (Transportation Equity) and Objective 9.2 (Barrier Free Transportation) ○ This may be an appropriate place to contemplate how pricing projects accommodate people who experience hardship. How do we price equitably? What does equitable tolling mean in this context? What if pricing is proposed in an area that is predominantly characterized by racial diverse communities or households experiencing economic hardship? What about unbanked populations and their barriers to using the system?
Goal 10 (Fiscal Stewardship)	• Objective 10.2 (Sustainable Funding) ○ This language feels like a beautiful nexus for contemplating how pricing projects approach accountability, financial transparency, project longevity, and growth consistent with the 2040 Vision.
Goal 11 (Transparency and Accountability)	• Objective 11.3 (Coordination and Cooperation)

Appendix L: Congestion Management Process	• Reference Table 3 for other goals and objectives that a pricing approach focused on demand management and mode shifting connects to.
Regional Freight and Vision Policy	Add congestion pricing
Regional Transportation Equity Policies (3-18)	• Consider Policy 3 as it relates to prioritizing investments that eliminate disparities and barriers for historically marginalized communities, particularly communities of color and people experiencing economic hardship. • Consider Policy 7 on supporting family-wage job opportunities and a diverse construction work force. Wouldn't this be in alignment with the construction career pathways initiative undertaken by Metro and ClackCo?
Climate Smart Strategy Policies (3.2.3.2)	• Consider Policy 1, Implement adopted local and regional land use plans. o The housing crisis has demonstrated how interconnected our land use and transportation systems are. We shouldn't be afraid to dialogue about how pricing fits within the landscape of needs to fund infrastructure in expansion areas or unlocking land for new jobs and housing. • Consider Policy 3, Make biking and walking safe and convenient. o We need complete routes for short-distance trips (modal shift feasibility
Transportation preparedness and resilience (3.2.3.5)	• Specifically this bullet point: "Optimize operations and maintenance practices that can help lessen impacts on transportation from extreme weather events and natural disasters. Examples include more frequent cleaning of storm drains, improved plans for weather emergencies, closures and rerouting, traveler information systems, debris removal, early warning systems, damage repairs and performance monitoring." o Our pricing strategy must contemplate: ▪ What happens if pricing infrastructure (e.g., toll gantries, parking meters) must be serviced? ▪ What if we experience severe weather, and priced infrastructure is the safest route/directed detour/evacuation line? How do we communicate relevant information to the public? Will operators exempt users from the fee? ▪ How do we protect priced infrastructure from weather anomalies or security threats?
Safety and Security Policies (3.2.1.4)	• Consider Safety Policy 3, Prioritize investments that benefit people with higher risk of being involved in a serious crash, including people of color, people with low incomes, people with disabilities, people walking, bicycling, and using motorcycles, people working in the right-of-way, youth and older adults. • Consider 3.2.1.4 Safety and security policies, Policy 5, Make safety a key consideration in all transportation projects, and avoid replicating or exacerbating a known safety problem with any project or program. (3-9)

	• Consider Policy 6, Employ a Safe System approach and use data and analysis tools and performance monitoring to support data-driven decision-making. This should inform our mitigation approach and mindset.
Regional Vehicle Motor Network Policies (3.5)	• Consider Policy 2, Use the Congestion Management Process, Regional Mobility Policy, safety and bike and pedestrian network completion data to identify motor vehicle network deficiencies. Our approach to pricing must be sensitive to areas that do not have travel alternatives and how underdeveloped active transportation systems affect diversion. • Consider Policy 3, Actively manage and optimize capacity on the region's throughway network forn longer, regional, statewide and interstate travel. This is fundamentally what demand pricing is doing – trying to optimize capacity on existing facilities.
Emerging Technology Policies (3.2.4.3)	• Consider Policy 2, Use emerging technology to improve transit service, provide shared travel options throughout the region and support transit, bicycling and walking. This is relevant to our diversion mitigation, as well as encouraging congestion pricing, as a nascent tool, to ensure adequate travel alternatives are in place before implementation.
Regional Transit Network Vision and Policy (3.6)	• As we increase need for transit investment to support travel options other than tolled travel • Will respond in future updates. There needs to be alignment between the Regional Transit Network Policies (page 3-32 of 2018 RTP) and the region's pricing policies to truly provide alternatives to manage demand.

3. OTHER FEEDBACK

Other feedback was received during this process and will be shared with additional Metro staff as appropriate. This feedback related to technology and data sharing policies, applications to help drivers understand congestion conditions and pricing, new development within the UGB, addressing safety design issues, adding information into Chapters 5 and 8, CFEC rulemaking and modeling, additional analysis or methodological updates to the RCPS as well as the regional travel demand model, concerns about new wayfinding tools, and approaches to optimize performance of existing projects.

Metro

TPAC and MTAC Feedback

Clackamas County

May 2022

Attachment 1 - Metro Regional Transportation Plan – Congestion Pricing Policy Overview April 2022 – For TPAC/MTAC Feedback

This document provides an overview of existing policies from the 2018 RTP that are relevant to congestion pricing, along with related findings and recommendations from Metro's Regional Congestion Pricing Study (RCPS), as well as supportive language from the RCPS and the Expert Review Panel that was convened in April 2021 to review the RCPS. The first column in the table below identifies which one or more of the four RTP priorities (Equity, Safety, Climate, Mobility) relate to each policy.

Feedback is requested by May 4, 2022. Please send to alex.oreschak@oregonmetro.gov. There is space within this document to provide feedback on each 2018 RTP element, or to provide general thoughts at the bottom of the table. If easier, sending an email with comments in the email body or as a separate attachment is also acceptable.

Additionally, below are questions that Metro staff asked TPAC and MTAC at the April 20, 2022 workshop to consider as they review this information:

- Are these the right policy areas to evaluate?
  - It is a good start
- Are we missing any important policy topics or gaps?
  - Clearly discuss linkage to Oregon Highway Plan.
- What specific policy language would you want to see to update the existing language or address gaps?
  - It will be easier to respond to the next draft for the proposed Policy language to know if there are any gaps
- How do we balance the need to respond to and help shape existing projects while at the same time, providing a broad blueprint on pricing that can address future projects that may take different approaches to applying pricing to our system?
  - The RTP should include broad overarching guidance, but there are elements of a congestion pricing project (such as expenditure of revenue) that will need to be discussed at the project by project level
- Do we still primarily want pricing to be used to manage congestion and encourage mode shift, or are there other goals and objectives that the RTP should be placing more emphasis on in relation to pricing?
  - We need to acknowledge that Pricing is also being used to raise revenue.
- Should the existing definition of congestion pricing in the 2018 RTP (Transportation Demand Management Policies (3.11)) remain, or be replaced/updated, and whether this definition or another, is this is the right place for pricing to be defined?
  - Yes the definition should be updated
- Can or should there be a more consistent way for mobility corridors to include consideration of pricing, and can or should there be additional considerations in Chapter 8 beyond whatever pricing language ends up within other chapters or sections of the RTP?
  - Overall, the Mobility Corridor section of the RTP needs to be refreshed and clarified on how they should be used. We need more information on how this would be useful within the RTP.

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
☐ **Equity** ☐ **Safety** ☑ **Climate** ☑ **Mobility**	**Goal 4: Reliability and Efficiency (2-16)** • **Objective 4.6 Pricing –** Expand the use of pricing strategies to manage vehicle congestion and encourage shared trips and use of transit.	**RCPS** • Define clear goals and outcomes from the beginning of a pricing program. The program priorities such as mobility, revenues, or equity should inform the program design and implementation strategies. Optimizing for one priority over another can lead to different outcomes. (pg. 84)	**Expert Review Panel** • Revenue reinvestment is single most important factor, but pricing is an expensive and difficult way to raise revenue. Pricing should be done for other goals, like congestion and reducing GHG emissions. **RCPS** • …identify and commit to equity indicators to assess the benefits and burdens of pricing. Measurable indicators can and should be established for both outcome equity (such as affordability, access to opportunity, community health) and process equity (community engagement) indicators. (pg. 9-10)	**Generally OK.** **Pricing should be analyzed as a tool for congestion management to improve reliability and efficiency.** **What equity indicators will be used? Must also include considerations for people with low income.**

☑ **Equity**
☐ **Safety**
☐ **Climate**
☐ **Mobility**
	Regional Transportation Equity Policies (3-18)
	
	• **Policy 1**: Integrate consideration of equity into the planning implementation of transportation projects, programs, policies and strategies to comprehensively consider the benefits and impacts of transportation and eliminate disparities and barriers experienced by
		RCPS
		• Congestion pricing can benefit communities that have been harmed in the past, providing meaningful equity benefits to the region. However, if not done thoughtfully, congestion pricing could harm BIPOC and low-income communities, compounding past injustices. (pg. 85)
		• Conduct meaningful engagement and an extensive outreach campaign, including with those who would be most impacted by congestion pricing, to
			Expert Review Panel
			• Co-creation process partnering with community-based organizations. Focus on organizations that represent region's low income and BIPOC communities
			  ○ Compensate people who are a part of this process.
			  ○ Participants should help shape goals and performance metrics, what defines success, help shape policy options, how they would make tradeoffs, help prioritize use of revenues
				In Policy 1: Considerations for people with low income, elderly and disabled should also be included in equity analysis.
				
				Must make sure if working with CBO's that they are dispersed across the region and correspond directly with the communities impacted.

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
	marginalized communities, particularly communities of color. • **Policy 2**. Ensure investments in the transportation system anticipate and minimize the effects of displacement and other affordability impacts on historically marginalized communities, with a focus on communities of color and people with low income. • **Policy 4**. Use inclusive decision-making processes that provide meaningful opportunities for communities of color, people with low income and other historically marginalized communities to engage and participate in the development and implementation of transportation plans, projects and programs. • **Policy 6**. Evaluate transportation plans, policies, programs and investments to understand how they address transportation-related disparities and barriers experienced by communities of color, people with low-income and other historically marginalized communities and the extent the disparities are being eliminated.	develop a project that works and will gain public and political acceptance. (pg. 85) • Recognize that benefits and impacts of pricing programs will vary across geographies. These variations should inform decisions about where a program should target investments and affordability strategies and in depth outreach. (pg. 84) • Carefully consider how the benefits and costs of congestion pricing impact different geographic and demographic groups. In particular, projects and programs need to conduct detailed analysis to show how to: ○ maximize benefits (mobility, shift to transit, less emissions, better access to jobs and community places, affordability, and safety) ○ address negative impacts (diversion and related congestion on nearby routes, slowing of buses, potential safety issues, costs to low-income travelers, and equity issues). (pg. 84)	• Look at outcomes – who pays and what is the distribution of benefits – make sure that providing a disproportionate benefit to most vulnerable communities. • Understand and consider ability to pay as part of the structure – progressive fee structure. • Study people who are spending over 50% of their income on housing. • Use of revenues – focus on improving access and options to the area that is congested/priced, especially improving options for those places that do not have great options today. • Ensure that revenues are being used to support the desired costs and benefits **RCPS** • See table in Figure 1 • Selection of particular technologies and methodologies for pricing should consider impacts on different demographic and income groups in the region. Expensive or complex pricing methods may not only unfairly burden transportation disadvantaged travelers and create barriers to entry for them but could also cause these groups to be punitively treated as violators due to their lack of access to the proper technologies… For example, paying tolls should allow those without access to traditional banking services to be able to use alternative payment methods, such as cash payment kiosks at local stores, or to preload a pass account at a retail location. (pg. 75-76) • Improve equity outcomes by: ○ Reducing harm and increasing benefits if agencies are willing to focus engagement on historically impacted residents and other stakeholders traditionally at a disadvantage and ensure they have a role in decision making at every step in the process. (pg. 6) ○ Committing to targeted investments of net toll revenues for locally supported improvements such as improved transit infrastructure and services and traffic safety improvements. (pg. 6) ○ Exploring who pays and to what degree, and considering a suite of affordability programs such as rebates or exemptions for low-income drivers, a “transportation wallet”, or other investments that address affordability. (pg. 6) • The biggest determinant of whether a congestion pricing program improves equity is how the program is designed—who benefits, how people are charged, and how revenue from congestion pricing strategies is spent (pg. 7) • With substantial community input and collaboration with representatives of impacted communities, agencies should gain consensus on equity definitions and to establish the equitable direction for the project, program, or study. (pg. 9) • Roadway-focused spending disproportionately benefit white people and those that have more means. In the Portland	**Should be sure that analysis of diversion includes both short term mitigations and long term monitoring and mitigation**

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
			Metro area, people of color are more likely to rely on transit, walking, and carpooling. Nearly 20% of African American households, 14% of Latino households, and 13% of Asian households live without a car (Source: Metro 2018 RTP). In addition, racial minorities are four times more likely than whites to rely on transit for their work commute. Low-income people, disabled people, and seniors are also much more likely to rely on transit. Government provision of free roads and auto infrastructure acts like a matching grant, whereby those that can afford to own and operate a car are given the benefit. Those that cannot afford auto ownership or that are unable to drive, do not receive the same benefit. Transportation investments that focus on transit, walking, and biking infrastructure, especially if targeted to areas with concentrations of transportation disadvantaged groups can improve equity. Figure 2 (below) demonstrates equity impacts of different investment strategies (pg. 15)	

☐ **Equity**
☐ **Safety**
☑ **Climate**
☐ **Mobility**
	Climate Smart Strategy policies (3.2.3.2)
	
	• **Policy 2.** Make transit convenient, frequent, accessible and affordable.
	• **Policy 5.** Use technology to actively manage the transportation system and ensure that new and emerging technology affecting the region's transportation system supports shared trips and other Climate Smart Strategy policy and strategies.
	• **Policy 6.** Provide information and incentives to expand the use of travel options.
	• **Policy 7.** Make efficient use of vehicle parking spaces through parking management and reducing the amount of land dedicated to parking.
	• **Policy 9.** Secure adequate funding for transportation investments that support the RTP climate leadership goal and objectives.
		RCPS
		• The success of a specific project or program is largely based on how it is developed and implemented requiring detailed analysis, outreach, monitoring, and incorporation of best practices. (pg. 85)
		• …projects and programs need to conduct detailed analysis to show how to:
		  ○ maximize benefits (mobility, shift to transit, less emissions, better access to jobs and community places, affordability, and safety)
		  ○ address negative impacts (diversion and related congestion on nearby routes, slowing of buses, potential safety issues, costs to low-income travelers, and equity issues). (pg. 84)
			Expert Review Panel
			• Build multimodal elements into program design. You can't mitigate your way out of an inequitable program design.
			• Incentivize mode shift. All aspects should be part of this, including use of revenues.
			  ○ Provide and fund alternatives to driving
			  ○ Commuter credits
			  ○ Use revenues to provide funds for transit passes
			• Ideas for alternatives to driving and vehicle ownership that could be subsidized
			  ○ Cash on transit card,
			  ○ EV carshare, including to affordable housing sites
			  ○ Transit passes
			  ○ Discounted rideshare rides
			• The thing that really moves the needle on VMT reduction is auto ownership. How to encourage people to not need/want cars. Densify transit.
			• Subsidize the ongoing operation and maintenance of transit.
			• Small investments in striping bike lanes, pedestrian walkways, and similar things can help to solve the first/last mile between transit and key employment hubs.
			
			RCPS
			• Improve equity outcomes by:
			  ○ Committing to targeted investments of net toll revenues for locally supported improvements such as improved transit infrastructure and services and traffic safety improvements. (pg. 6)
				Pricing is tangentially related to Climate policies 2, 5 6 and 9 in that Pricing could provide a funding source and pricing could cause people to switch to other modes.
				
				Add policies to reflect ideas such as "When pricing is used, provide incentives to use other modes"
				
				Add Policy that addresses Pricing and the need to integrate GHG reduction as a primary goal of the program.
				
				Strengthen Policy 7 to reflect CFEC work on Parking

☐ **Equity** ☑ **Safety** ☐ **Climate** ☐ **Mobility**	**Safety and Security Policies (3.2.1.4)** **Policy 4**. Increase safety for all modes of travel for all people through the planning, design,	**RCPS** • Build equity, safety, and affordability into the project definition so a holistic project that meets	**RCPS** • Once indicators have been selected, agencies should conduct the necessary assessments to identify the extent to which the identified populations of concern are impacted by project or	**These policies only seem tangentially related.**

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
	construction, operation and maintenance of the transportation system, with a focus on reducing vehicle speeds.	the need of the community is developed rather than adding "mitigations" later. (pg. 85)	program alternatives. Special attention should be placed on travelers by geography, mode, and demographics of interest. (pg. 11) • In depth analysis with modeling and mapping can show the geographies where benefits and impacts are likely to occur with a project. This analysis can help project implementers to understand where to focus investments (and outreach) and what types of investments make sense to improve equity. (pg. 12) • Agencies and communities will need to strike a balance between affordability programs and the kinds of strategies that can best increase access to opportunity, mode shift, improve community health/safety, or other desirable outcomes. (pg. 12) • …resources should be provided to lower income communities and neighborhoods that are in the vicinity of roadways being considered in pricing scenarios. Some potential resources for these communities should include introducing programs to dedicate pricing revenues to affordability programs for low-income auto-users, public transit improvements, and bicycle and pedestrian improvements in communities faced with heavy congestion and health disparities. (pg. 21)	
☐ Equity ☐ Safety ☑ Climate ☑ Mobility	**Transportation Demand Management Policies (3.11)** • **Policy 1** – Expand use of pricing strategies to manage travel demand on the transportation system in combination with adequate transit service options. • **Table 3.10** Examples of TSMO strategies and investments The policy further defines the suite of pricing strategies as involving "*the application of market pricing (through variable tolls, variable priced lanes, area-wide charges or cordon charges) to the use of roadways at different times of day…this strategy manages peak use on limited roadway infrastructure by providing an incentive for drivers to select other modes, routes, destinations or times of day for their travels. Reducing discretionary peak hour travel helps the system operate more efficiently improving mobility and reliability of the transportation system while limiting vehicle miles traveled and congestion-related auto emissions…..*"	**RCPS** • Congestion pricing can be used to improve mobility and reduce emissions. This study demonstrated how these tools could work with the region's land use and transportation system. (pg. 84) • …projects and programs need to conduct detailed analysis to show how to: ○ maximize benefits (mobility, shift to transit, less emissions, better access to jobs and community places, affordability, and safety) ○ address negative impacts (diversion and related congestion on nearby routes, slowing of buses, potential safety issues, costs to low-income travelers, and equity issues). (pg. 84)	**Expert Review Panel** • Incentivize mode shift. All aspects should be part of this, including use of revenues. ○ Provide and fund alternatives to driving ○ Commuter credits ○ Use revenues to provide funds for transit passes • Ideas for alternatives to driving and vehicle ownership that could be subsidized ○ Cash on transit card, ○ EV carshare, including to affordable housing sites ○ Transit passes ○ Discounted rideshare rides	**Starting Pages 3-129** **This section is buried too deep in the RTP, but it has the closest relationship to Pricing.** **This about moving this section up in the RTP. It could be included under "Overarching System Policies", then the Congestion Pricing Policies could be added.** **Recommendation from Expert Review panel for subsidized transit access is problematic if the transit service does not offer a viable alternative for residents. A larger conversation on what it would take to make transit a viable option in areas like Clackamas County is needed.**

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
	The policy also discusses ODOT work on congestion pricing at the time of the 2018 RTP's publication: *Through the end of 2018, ODOT conducted a feasibility analysis to explore the options available and determine how congestion (value) pricing could help ease congestion in the greater Portland area. Oregon's House Bill 2017, also known as Keep Oregon Moving, directs the Oregon Transportation Commission to develop a proposal for value pricing on I-5 and I-205 from the state line to the junction of the two freeways just south of Tualatin, to reduce congestion. The State Legislature directed the OTC to seek approval from the Federal Highway Administration no later than December 31, 2018. If FHWA approves the proposal, the OTC is required to implement value pricing. See Chapter 8 for more information about future planning and analysis of this strategy.*			

☐ **Equity**
☐ **Safety**
☑ **Climate**
☑ **Mobility**
	Regional Motor Vehicle Network Policies (3.5)
	
	• **Policy 6** – In combination with increased transit service, consider use of value pricing to manage congestion and raise revenue when one or more lanes are being added to throughways.
	• **Policy 12** – Prior to adding new motor vehicle capacity beyond the planned system of motor vehicle through lanes, demonstrate that system and demand management strategies, including access management, transit and freight priority and value pricing, transit service and multimodal connectivity improvements cannot adequately address arterial or throughway deficiencies and bottlenecks.
	• **Table 3.7** Toolbox of strategies to address congestion in the region
	  ○ ***Emerging*: *Congestion Pricing Strategies***
	  ▪ *Peak Period Pricing*
	  ▪ *Managed Lanes*
	  ▪ *High Occupancy Toll Lanes*
	• **Appendix L:** Federal performance-based planning and congestion management process documentation
		RCPS
		• All eight pricing scenarios reduced daily vehicle miles traveled. The VMT C scenario provided the greatest reduction (approximately 7.5%), while the Parking A scenario showed the smallest reduction (approximately 0.9%) (pg. 49)
		• Six of the eight pricing scenarios showed a decrease in total vehicle hours of delay (approximately 7% to 39%). The two Cordon scenarios showed increases (approximately 5% to 7%). While the two Roadway scenarios showed the greatest decrease in freeway vehicle hours of delay (approximately 35% to 38%), they both also showed an increase in arterial vehicle hours of delay (approximately 6% to 29%) (pg. 52)
			RCPS
			• Leaders in the Metro region have long recognized the importance of pairing investments in transportation capacity building with travel demand management tools. The 2018 RTP identified congestion pricing as a high priority, high impact strategy (pg. 1)
			• Stockholm: The congestion pricing program has reduced traffic by 22% and greenhouse gas emissions by 14%. Program revenues have funded 18 new regional bus lines and 2,800 new regional park-and-ride spaces (pg. 82)
			• London: Prior to congestion pricing, traffic in central London averaged 2-5 mph. Since implementation, the average traffic speed has increased to 10 mph.17 London increased bus service in the pricing zone by 27%, improving transit reliability and travel times. As a result, bus ridership increased 38% in two years (pg. 82)
			• New York City: In 2019, New York City implemented a congestion zone surcharge on for-hire vehicles (like taxis, Uber and Lyft) in Manhattan as part of its phased approach to pricing. Future phases, planned for implementation in 2021, include a vehicle fee for crossing into a specified zone. Revenues collected from the program will be reinvested into capital transit projects, particularly in the city's subway system. (pg. 82)
				Policy 6 does not include the concept currently being discussed by ODOT which is pricing all lanes, both new and existing.
				
				What about other types of congestion pricing (ie Cordon)
				
				Not sure if more should be added here of congestion pricing. Perhaps best in TSMO.

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
☑ **Equity** ☐ **Safety** ☑ **Climate** ☑ **Mobility**	**Emerging Technology Policies (3.2.4.3)** • **Policy 3.** Use the best available data to empower travelers to make travel choices and to plan and manage the transportation system. • **Policy 4**. Advance the public interest by anticipating, learning from and adapting to new development in technology.	**RCPS** • Coordinate with other pricing programs, including analysis of cumulative impacts and consideration of shared payment technologies, to reduce user confusion and ensure success of a program. (pg. 85)	**RCPS** • Selection of particular technologies and methodologies for pricing should consider impacts on different demographic and income groups in the region. Expensive or complex pricing methods may not only unfairly burden transportation disadvantaged travelers and create barriers to entry for them but could also cause these groups to be punitively treated as violators due to their lack of access to the proper technologies… For example, paying tolls should allow those without access to traditional banking services to be able to use alternative payment methods, such as cash payment kiosks at local stores, or to preload a pass account at a retail location. (pg. 75-76) • Deploying existing technologies will likely be less expensive to implement and reduce scheduling risks compared to deploying emerging or in-development technologies. Implementing existing technologies does need to be weighed against the risk of the technology becoming obsolete in the near future or being vulnerable to future market disruptors. (pg. 75) • Keeping in mind coordination with other pricing programs will go a long way towards creating a more seamless customer experience for travelers. In particular, ODOT is planning to implement tolling on Interstates in the Portland region, so adopting common technologies and payment systems may be advantageous in order to reduce duplicative efforts and provide savings through economies of scale. (pg. 75)	**Tangentially related. Perhaps add to TSMO**
☐ **Equity** ☐ **Safety** ☐ **Climate** ☑ **Mobility**	Various mobility corridors identify congestion pricing for consideration.			**Overall, the Mobility Corridor section should be updated holistically as a project for the next RTP update.**

Additional thoughts from TPAC/MTAC Members:

Recognize that Congestion Pricing is a program. The Equity considerations should be integrated into the Program. Add this in Chapter 8.

There needs to be a more in depth discussion of Funding for the system, and the role that Congestion Pricing will play in funding the Interstate system, and the Urban Mobility Office. Information should be added into Chapter 5.

Also add in information from “Revenue Investment Equity Matrix” into Chapter 5 as well as other information about restricted revenue sources.

Can we add more general information from the Congestion Pricing study to the updated and reordered TSMO section, then in a Chapter 8 Program, talk directly about the UMO, interstate congestion pricing/tolling and other specific policies related to these programs?

Figure 1 Table from Page 8-9 of RCPS

Table 2 Steps to Consider when Planning for Pricing

TransForm's Pricing Roads, Advancing Equity Five Steps	NCHRP Tolling Assessment Steps	GARE Racial Equity Toolkit Steps & Questions	City of Portland Racial Equity Toolkit Worksheet Steps
1. Identify Who, What, and Where	1. Frame the Project 2. Identify the Applicable Requirements Governing Decisions 3. Recognize the Relevant Decision-Makers and Stakeholders	1. Proposal: What is the policy, program, practice, or budget decision under consideration? What are the desired results and outcomes? 2. Data: What's the data? What do the data tell us? 3. Community engagement: How have communities been engaged? Are there opportunities to expand engagement?	1. Set Equitable Outcomes 2. Collect and Analyze Data 3. Understand the Historical Context 4. Engage those most Impacted
2. Define Equity Outcome and Performance Indicators	4. Scope Approach to Measure and Address Impacts	*See #1 "Proposal" above*	*See # 1 "Set Equitable Outcomes" above*
3. Determining Benefits and Burdens	5. Conduct Impact Analysis and Measurement	4. Analysis and strategies: Who will benefit from or be burdened by your proposal? What are your strategies for advancing racial equity or mitigating unintended consequences?	*See #2 "Collect and Analyze Data" above*
4. Choose Programs that Advance Transportation Equity	6. Identify and Assess Mitigation Strategies	*See #4 "Analysis and Strategies" above*	5. Develop Racially Equitable Strategies and Refine Outcomes 6. Implement Changes
5. Provide Accountable Feedback and Evaluation	7. Document Results for Decision Makers and the Public 8. Conduct Post-Implementation Monitoring	5. Accountability and communication: How will you ensure accountability, affordability, communicate, and evaluate results? 6. Implementation: What is your plan for implementation?	7. Evaluate/ Accountability/ Report Back

Figure 2 Table from Page 15 of RCPS

REVENUE INVESTMENT EQUITY MATRIX

INVESTMENT STRATEGY	*EQUITY IMPACTS*
Road expansion	Does not add more affordable options.
Mix of road expansion and transit	Some drivers can shift to new, more affordable modes. Transit users also benefit.
Transit, walking, and bike infrastructure with targeted carpool, vanpool, and new mobility options where needed	Allows greater shift to more affordable and sustainable modes.
Transit, walking, and bike infrastructure with an **intensive focus on vulnerable communities**	Significant expansion of commute options and a reduction in user costs (if fares are reduced on transit and other mobility options).

Source: TransForm

Are these the right policy areas to evaluate?

- Clackamas County: It is a good start
- Washington County: These areas look good. Honestly, I'd have to review all the RTP policy areas to be sure.

Are we missing any important policy topics or gaps?

- Clackamas County: Clearly discuss linkage to Oregon Highway Plan.
- Washington County: I could see adding something under Regional Freight Vision and policy and in the Shared Prosperity Goal. Potentially Fiscal Stewardship and the Transparency and Accountability goals. Also in the transit vision as we increase need for transit investments to support travel options to tolled travel.

What specific policy language would you want to see to update the existing language or address gaps?

- Clackamas County: It will be easier to respond to the next draft for the proposed Policy language to know if there are any gaps
- Washington County: Include a policy to manage demand and provide reliable and safe travel. A goal should be to support mode shift. This would focus revenues to tools that shift mode -not just shifting trip time of day. Successful mode shift would provide equity travel options and reduce diversion and the related safety/congestion/livability/air quality impacts of diversion. The tools for mode shift could vary by type of pricing program and therefore the type of trips. For local trips in a cordon pricing area, for example, this could be promoting bike lanes or pedestrian zones. For tolling on a freeway, the tool to support mode shift would be more regional transit investments.
  This would be in addition to tools needed to improve safety and reliability on the road network – and which could vary by type of pricing and level of congestion.

How do we balance the need to respond to and help shape existing projects while at the same time, providing a broad blueprint on pricing that can address future projects that may take different approaches to applying pricing to our system?

- Clackamas County: The RTP should include broad overarching guidance, but there are elements of a congestion pricing project (such as expenditure of revenue) that will need to be discussed at the project by project level
- Washington County: This is a great question. When you say 'existing projects' do you mean the existing transportation system and/or planned projects for construction? I would say we need to continue to promote transportation demand management - increase travel options - and promote awareness of them through WTA and other organizations. A new tool now may be the flexible work home/office environment. For future projects – we will need to be flexible. The basic policy for decades has been that we need to demonstrate we considered options before adding road capacity. The terms or definitions may change and/or the timing for how we consider this– but the general direction is the same. We need to continue to show some flexibility in how we measure how we demonstrate and accomplish this.

Do we still primarily want pricing to be used to manage congestion and encourage mode shift, or are there other goals and objectives that the RTP should be placing more emphasis on in relation to pricing?

- Clackamas County: We need to acknowledge that Pricing is also being used to raise revenue.
- Washington County: This is the core goal because it is correlated to providing travel options for those who can't shift time of day of travel and mode shift reduces diversion and its related impacts. Other goals, including providing safe and reliable travel are needed. As part of this

policies are needed that offer toll exemptions or reductions for low incomed drivers– which could vary by type of pricing program. Pricing reductions for parking is different than exemptions for tolls on a freeway.

Should the existing definition of congestion pricing in the 2018 RTP (Transportation Demand Management Policies (3.11)) remain, or be replaced/updated, and whether this definition or another, is this is the right place for pricing to be defined?

- Clackamas County: Yes the definition should be updated
- Washington County: This is the right place for it to be defined. Pricing is a way to manage the transportation system. I'll be interested in hearing what other ideas people have.

Can or should there be a more consistent way for mobility corridors to include consideration of pricing, and can or should there be additional considerations in Chapter 8 beyond whatever pricing language ends up within other chapters or sections of the RTP?

- Clackamas County: Overall, the Mobility Corridor section of the RTP needs to be refreshed and clarified on how they should be used. We need more information on how this would be useful within the RTP.
- Washington County: Focusing on mobility corridors seems too narrow of an area for focus because they do not cover the full region and the boundaries may not relate to the pricing tool under consideration. Monitoring changes in travel patterns/mode in mobility corridors could be helpful – I would add the extra north south corridor in Washington County to pick up diversion/rerouting impacts from pricing elsewhere.

TPAC and MTAC Feedback

Happy Valley

May 2022

Attachment 1 - Metro Regional Transportation Plan – Congestion Pricing Policy Overview April 2022 – For TPAC/MTAC Feedback

This document provides an overview of existing policies from the 2018 RTP that are relevant to congestion pricing, along with related findings and recommendations from Metro's Regional Congestion Pricing Study (RCPS), as well as supportive language from the RCPS and the Expert Review Panel that was convened in April 2021 to review the RCPS. The first column in the table below identifies which one or more of the four RTP priorities (Equity, Safety, Climate, Mobility) relate to each policy.

Feedback is requested by May 4, 2022. Please send to alex.oreschak@oregonmetro.gov. There is space within this document to provide feedback on each 2018 RTP element, or to provide general thoughts at the bottom of the table. If easier, sending an email with comments in the email body or as a separate attachment is also acceptable.

Additionally, below are questions that Metro staff asked TPAC and MTAC at the April 20, 2022 workshop to consider as they review this information:

- Are these the right policy areas to evaluate?
- Are we missing any important policy topics or gaps?
- What specific policy language would you want to see to update the existing language or address gaps?
- How do we balance the need to respond to and help shape existing projects while at the same time, providing a broad blueprint on pricing that can address future projects that may take different approaches to applying pricing to our system?
- Do we still primarily want pricing to be used to manage congestion and encourage mode shift, or are there other goals and objectives that the RTP should be placing more emphasis on in relation to pricing?
- Should the existing definition of congestion pricing in the 2018 RTP (Transportation Demand Management Policies (3.11)) remain, or be replaced/updated, and whether this definition or another, is this is the right place for pricing to be defined?
- Can or should there be a more consistent way for mobility corridors to include consideration of pricing, and can or should there be additional considerations in Chapter 8 beyond whatever pricing language ends up within other chapters or sections of the RTP?

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
☐ **Equity** ☐ **Safety** ☑ **Climate** ☑ **Mobility**	**Goal 4: Reliability and Efficiency (2-16)** • **Objective 4.6 Pricing –** Expand the use of pricing strategies to manage vehicle congestion and encourage shared trips and use of transit.	**RCPS** • Define clear goals and outcomes from the beginning of a pricing program. The program priorities such as mobility, revenues, or equity should inform the program design and implementation strategies. Optimizing for one priority over another can lead to different outcomes. (pg. 84)	**Expert Review Panel** • Revenue reinvestment is single most important factor, but pricing is an expensive and difficult way to raise revenue. Pricing should be done for other goals, like congestion and reducing GHG emissions. **RCPS** • …identify and commit to equity indicators to assess the benefits and burdens of pricing. Measurable indicators can and should be established for both outcome equity (such as affordability, access to opportunity, community health) and process equity (community engagement) indicators. (pg. 9-10)	Update Objective 4.6 to address demand management *and* system completeness. - The former better captures our desire for equitable demand, temporal, and modal shifts. - The latter addresses the infrastructure lens of Section 129-type programs.

☑ **Equity**
☐ **Safety**
☐ **Climate**
☐ **Mobility**
	Regional Transportation Equity Policies (3-18)
	• **Policy 1**: Embed equity into the planning implementation of transportation projects, programs, policies and strategies to comprehensively consider the benefits and impacts of transportation and eliminate disparities and barriers experienced by marginalized communities, particularly communities of color and people with low income.
	• **Policy 2**. Ensure investments in the transportation system anticipate and minimize the effects of displacement and other affordability impacts on historically marginalized communities,
		RCPS
		• Congestion pricing can benefit communities that have been harmed in the past, providing meaningful equity benefits to the region. However, if not done thoughtfully, congestion pricing could harm BIPOC and low-income communities, compounding past injustices. (pg. 85)
		• Conduct meaningful engagement and an extensive outreach campaign, including with those who would be most impacted by congestion pricing, to develop a project that works and will gain public and political acceptance. (pg. 85)
		• Recognize that benefits and impacts of pricing programs will vary across geographies. These variations should inform decisions about where a program should target investments and
			Expert Review Panel
			• Co-creation process partnering with community-based organizations. Focus on organizations that represent region's low income and BIPOC communities
			  ○ Compensate people who are a part of this process.
			  ○ Participants should help shape goals and performance metrics, what defines success, help shape policy options, how they would make tradeoffs, help prioritize use of revenues
			• Look at outcomes – who pays and what is the distribution of benefits – make sure that providing a disproportionate benefit to most vulnerable communities.
			• Understand and consider ability to pay as part of the structure – progressive fee structure.
			• Study people who are spending over 50% of their income on housing.
				Policy 1 includes typos and the omission of people experiencing economic hardship.
				
				Consider Policy 3 as it relates to prioritizing investments that eliminate disparities and barriers for historically marginalized communities, particularly communities of color and people experiencing economic hardship.
				
				Consider Policy 7 on supporting family-wage job opportunities and a diverse construction work force. Wouldn't this be in alignment with the construction career pathways

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
	with a focus on communities of color and people with low income. • **Policy 4**. Use inclusive decision-making processes that provide meaningful opportunities for communities of color, people with low income and other historically marginalized communities to engage and participate in the development and implementation of transportation plans, projects and programs. • **Policy 6**. Evaluate transportation plans, policies, programs and investments to understand how they address transportation-related disparities and barriers experienced by communities of color, people with low-income and other historically marginalized communities and the extent the disparities are being eliminated.	affordability strategies and in depth outreach. (pg. 84) • Carefully consider how the benefits and costs of congestion pricing impact different geographic and demographic groups. In particular, projects and programs need to conduct detailed analysis to show how to: ○ maximize benefits (mobility, shift to transit, less emissions, better access to jobs and community places, affordability, and safety) ○ address negative impacts (diversion and related congestion on nearby routes, slowing of buses, potential safety issues, costs to low-income travelers, and equity issues). (pg. 84)	• Use of revenues – focus on improving access and options to the area that is congested/priced, especially improving options for those places that do not have great options today. • Ensure that revenues are being used to support the desired costs and benefits **RCPS** • See table in Figure 1 • Selection of particular technologies and methodologies for pricing should consider impacts on different demographic and income groups in the region. Expensive or complex pricing methods may not only unfairly burden transportation disadvantaged travelers and create barriers to entry for them but could also cause these groups to be punitively treated as violators due to their lack of access to the proper technologies… For example, paying tolls should allow those without access to traditional banking services to be able to use alternative payment methods, such as cash payment kiosks at local stores, or to preload a pass account at a retail location. (pg. 75-76) • Improve equity outcomes by: ○ Reducing harm and increasing benefits if agencies are willing to focus engagement on historically impacted residents and other stakeholders traditionally at a disadvantage and ensure they have a role in decision making at every step in the process. (pg. 6) ○ Committing to targeted investments of net toll revenues for locally supported improvements such as improved transit infrastructure and services and traffic safety improvements. (pg. 6) ○ Exploring who pays and to what degree, and considering a suite of affordability programs such as rebates or exemptions for low-income drivers, a “transportation wallet”, or other investments that address affordability. (pg. 6) • The biggest determinant of whether a congestion pricing program improves equity is how the program is designed—who benefits, how people are charged, and how revenue from congestion pricing strategies is spent (pg. 7) • With substantial community input and collaboration with representatives of impacted communities, agencies should gain consensus on equity definitions and to establish the equitable direction for the project, program, or study. (pg. 9) • Roadway-focused spending disproportionately benefit white people and those that have more means. In the Portland Metro area, people of color are more likely to rely on transit, walking, and carpooling. Nearly 20% of African American households, 14% of Latino households, and 13% of Asian households live without a car (Source: Metro 2018 RTP). In addition, racial minorities are four times more likely than whites to rely on transit for their work commute. Low-income people, disabled people, and seniors are also much more likely	initiative undertaken by Metro and ClackCo?

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
			to rely on transit. Government provision of free roads and auto infrastructure acts like a matching grant, whereby those that can afford to own and operate a car are given the benefit. Those that cannot afford auto ownership or that are unable to drive, do not receive the same benefit. Transportation investments that focus on transit, walking, and biking infrastructure, especially if targeted to areas with concentrations of transportation disadvantaged groups can improve equity. Figure 2 (below) demonstrates equity impacts of different investment strategies (pg. 15)	

☐ **Equity**
☐ **Safety**
☑ **Climate**
☐ **Mobility**
	Climate Smart Strategy policies (3.2.3.2)
	• **Policy 2.** Make transit convenient, frequent, accessible and affordable.
	• **Policy 5.** Use technology to actively manage the transportation system and ensure that new and emerging technology affecting the region's transportation system supports shared trips and other Climate Smart Strategy policy and strategies.
	• **Policy 6.** Provide information and incentives to expand the use of travel options.
	• **Policy 7.** Make efficient use of vehicle parking spaces through parking management and reducing the amount of land dedicated to parking.
	• **Policy 9.** Secure adequate funding for transportation investments that support the RTP climate leadership goal and objectives.
		RCPS
		• The success of a specific project or program is largely based on how it is developed and implemented requiring detailed analysis, outreach, monitoring, and incorporation of best practices. (pg. 85)
		• …projects and programs need to conduct detailed analysis to show how to:
		  ○ maximize benefits (mobility, shift to transit, less emissions, better access to jobs and community places, affordability, and safety)
		  ○ address negative impacts (diversion and related congestion on nearby routes, slowing of buses, potential safety issues, costs to low-income travelers, and equity issues). (pg. 84)
			Expert Review Panel
			• Build multimodal elements into program design. You can't mitigate your way out of an inequitable program design.
			• Incentivize mode shift. All aspects should be part of this, including use of revenues.
			  ○ Provide and fund alternatives to driving
			  ○ Commuter credits
			  ○ Use revenues to provide funds for transit passes
			• Ideas for alternatives to driving and vehicle ownership that could be subsidized
			  ○ Cash on transit card,
			  ○ EV carshare, including to affordable housing sites
			  ○ Transit passes
			  ○ Discounted rideshare rides
			• The thing that really moves the needle on VMT reduction is auto ownership. How to encourage people to not need/want cars. Densify transit.
			• Subsidize the ongoing operation and maintenance of transit.
			• Small investments in striping bike lanes, pedestrian walkways, and similar things can help to solve the first/last mile between transit and key employment hubs.
			
			RCPS
			• Improve equity outcomes by:
			  ○ Committing to targeted investments of net toll revenues for locally supported improvements such as improved transit infrastructure and services and traffic safety improvements. (pg. 6)
				Consider Policy 1, Implement adopted local and regional land use plans.
				The housing crisis has demonstrated how interconnected our land use and transportation systems are. We shouldn't be afraid to dialogue about how pricing fits within the landscape of needs to fund infrastructure in expansion areas or unlocking land for new jobs and housing.
				
				Consider Policy 3, Make biking and walking safe and convenient.
				We need complete routes for short-distance trips (modal shift feasibility).

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
☐ **Equity** ☑ **Safety** ☐ **Climate** ☐ **Mobility**	**Safety and Security Policies (3.2.1.4)** **Policy 4**. Increase safety for all modes of travel for all people through the planning, design, construction, operation and maintenance of the transportation system, with a focus on reducing vehicle speeds.	**RCPS** • 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. (pg. 85)	**RCPS** • Once indicators have been selected, agencies should conduct the necessary assessments to identify the extent to which the identified populations of concern are impacted by project or program alternatives. Special attention should be placed on travelers by geography, mode, and demographics of interest. (pg. 11) • In depth analysis with modeling and mapping can show the geographies where benefits and impacts are likely to occur with a project. This analysis can help project implementers to understand where to focus investments (and outreach) and what types of investments make sense to improve equity. (pg. 12) • Agencies and communities will need to strike a balance between affordability programs and the kinds of strategies that can best increase access to opportunity, mode shift, improve community health/safety, or other desirable outcomes. (pg. 12) • …resources should be provided to lower income communities and neighborhoods that are in the vicinity of roadways being considered in pricing scenarios. Some potential resources for these communities should include introducing programs to dedicate pricing revenues to affordability programs for low-income auto-users, public transit improvements, and bicycle and pedestrian improvements in communities faced with heavy congestion and health disparities. (pg. 21)	Consider Safety Policy 3, Prioritize investments that benefit people with higher risk of being involved in a serious crash, including people of color, people with low incomes, people with disabilities, people walking, bicycling, and using motorcycles, people working in the right-of-way, youth and older adults. Consider 3.2.1.4 Safety and security policies, Policy 5, Make safety a key consideration in all transportation projects, and avoid replicating or exacerbating a known safety problem with any project or program. (3-9) Consider Policy 6, Employ a Safe System approach and use data and analysis tools and performance monitoring to support data-driven decision-making. This should inform our mitigation approach and mindset.

☐ Equity
☐ Safety
☑ Climate
☑ Mobility
	Transportation Demand Management Policies (3.11)
	
	• **Policy 1** – Expand use of pricing strategies to manage travel demand on the transportation system in combination with adequate transit service options.
	• **Table 3.10** Examples of TSMO strategies and investments
	
	The policy further defines the suite of pricing strategies as involving "*the application of market pricing (through variable tolls, variable priced lanes, area-wide charges or cordon charges) to the use of roadways at different times of day…this strategy manages peak use on limited roadway infrastructure by providing an incentive for drivers to select other modes, routes, destinations or times of day for their travels. Reducing discretionary peak hour travel helps the system operate more efficiently improving mobility and reliability of the transportation system while limiting vehicle*
		RCPS
		• Congestion pricing can be used to improve mobility and reduce emissions. This study demonstrated how these tools could work with the region's land use and transportation system. (pg. 84)
		• …projects and programs need to conduct detailed analysis to show how to:
		  ○ maximize benefits (mobility, shift to transit, less emissions, better access to jobs and community places, affordability, and safety)
		  ○ address negative impacts (diversion and related congestion on nearby routes, slowing of buses, potential safety issues, costs to low-income travelers, and equity issues). (pg. 84)
			Expert Review Panel
			• Incentivize mode shift. All aspects should be part of this, including use of revenues.
			  ○ Provide and fund alternatives to driving
			  ○ Commuter credits
			  ○ Use revenues to provide funds for transit passes
			• Ideas for alternatives to driving and vehicle ownership that could be subsidized
			  ○ Cash on transit card,
			  ○ EV carshare, including to affordable housing sites
			  ○ Transit passes
			  ○ Discounted rideshare rides
				Consider updating Policy 1 to be "in combination with adequate <u>modal alternatives such as</u> transit service options." Transit is ideal, but we can't overlook bike and pedestrian modes as vehicular alternatives for short trips.

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
	miles traveled and congestion-related auto emissions….." The policy also discusses ODOT work on congestion pricing at the time of the 2018 RTP's publication: *Through the end of 2018, ODOT conducted a feasibility analysis to explore the options available and determine how congestion (value) pricing could help ease congestion in the greater Portland area. Oregon's House Bill 2017, also known as Keep Oregon Moving, directs the Oregon Transportation Commission to develop a proposal for value pricing on I-5 and I-205 from the state line to the junction of the two freeways just south of Tualatin, to reduce congestion. The State Legislature directed the OTC to seek approval from the Federal Highway Administration no later than December 31, 2018. If FHWA approves the proposal, the OTC is required to implement value pricing. See Chapter 8 for more information about future planning and analysis of this strategy.*			

☐ **Equity**
☐ **Safety**
☑ **Climate**
☑ **Mobility**
	Regional Motor Vehicle Network Policies (3.5)
	
	• **Policy 6** – In combination with increased transit service, consider use of value pricing to manage congestion and raise revenue when one or more lanes are being added to throughways.
	• **Policy 12** – Prior to adding new motor vehicle capacity beyond the planned system of motor vehicle through lanes, demonstrate that system and demand management strategies, including access management, transit and freight priority and value pricing, transit service and multimodal connectivity improvements cannot adequately address arterial or throughway deficiencies and bottlenecks.
	• **Table 3.7** Toolbox of strategies to address congestion in the region
	  ○ ***Emerging*: *Congestion Pricing Strategies***
	  ▪ *Peak Period Pricing*
	  ▪ *Managed Lanes*
	  ▪ *High Occupancy Toll Lanes*
		RCPS
		• All eight pricing scenarios reduced daily vehicle miles traveled. The VMT C scenario provided the greatest reduction (approximately 7.5%), while the Parking A scenario showed the smallest reduction (approximately 0.9%) (pg. 49)
		• Six of the eight pricing scenarios showed a decrease in total vehicle hours of delay (approximately 7% to 39%). The two Cordon scenarios showed increases (approximately 5% to 7%). While the two Roadway scenarios showed the greatest decrease in freeway vehicle hours of delay (approximately 35% to 38%), they both also showed an increase in arterial vehicle hours of delay (approximately 6% to 29%) (pg. 52)
			RCPS
			• Leaders in the Metro region have long recognized the importance of pairing investments in transportation capacity building with travel demand management tools. The 2018 RTP identified congestion pricing as a high priority, high impact strategy (pg. 1)
			• Stockholm: The congestion pricing program has reduced traffic by 22% and greenhouse gas emissions by 14%. Program revenues have funded 18 new regional bus lines and 2,800 new regional park-and-ride spaces (pg. 82)
			• London: Prior to congestion pricing, traffic in central London averaged 2-5 mph. Since implementation, the average traffic speed has increased to 10 mph.17 London increased bus service in the pricing zone by 27%, improving transit reliability and travel times. As a result, bus ridership increased 38% in two years (pg. 82)
			• New York City: In 2019, New York City implemented a congestion zone surcharge on for-hire vehicles (like taxis, Uber and Lyft) in Manhattan as part of its phased approach to pricing. Future phases, planned for implementation in 2021, include a vehicle fee for crossing into a specified zone. Revenues collected from the program will be reinvested into capital transit projects, particularly in the city's subway system. (pg. 82)
				Consider Policy 2, Use the Congestion Management Process, Regional Mobility Policy, safety and bike and pedestrian network completion data to identify motor vehicle network deficiencies. Our approach to pricing must be sensitive to areas that do not have travel alternatives and how underdeveloped active transportation systems affect diversion.
				
				Consider Policy 3, Actively manage and optimize capacity on the region's throughway network for longer, regional, statewide and interstate travel. This is fundamentally what demand pricing is doing – trying to optimize capacity on existing facilities.

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
	• **Appendix L:** Federal performance-based planning and congestion management process documentation			
☑ **Equity** ☐ **Safety** ☑ **Climate** ☑ **Mobility**	**Emerging Technology Policies (3.2.4.3)** • **Policy 3.** Use the best available data to empower travelers to make travel choices and to plan and manage the transportation system. • **Policy 4**. Advance the public interest by anticipating, learning from and adapting to new development in technology.	**RCPS** • Coordinate with other pricing programs, including analysis of cumulative impacts and consideration of shared payment technologies, to reduce user confusion and ensure success of a program. (pg. 85)	**RCPS** • Selection of particular technologies and methodologies for pricing should consider impacts on different demographic and income groups in the region. Expensive or complex pricing methods may not only unfairly burden transportation disadvantaged travelers and create barriers to entry for them but could also cause these groups to be punitively treated as violators due to their lack of access to the proper technologies… For example, paying tolls should allow those without access to traditional banking services to be able to use alternative payment methods, such as cash payment kiosks at local stores, or to preload a pass account at a retail location. (pg. 75-76) • Deploying existing technologies will likely be less expensive to implement and reduce scheduling risks compared to deploying emerging or in-development technologies. Implementing existing technologies does need to be weighed against the risk of the technology becoming obsolete in the near future or being vulnerable to future market disruptors. (pg. 75) • Keeping in mind coordination with other pricing programs will go a long way towards creating a more seamless customer experience for travelers. In particular, ODOT is planning to implement tolling on Interstates in the Portland region, so adopting common technologies and payment systems may be advantageous in order to reduce duplicative efforts and provide savings through economies of scale. (pg. 75)	Consider Policy 2, Use emerging technology to improve transit service, provide shared travel options throughout the region and support transit, bicycling and walking. This is relevant to our diversion mitigation, as well as encouraging congestion pricing, as a nascent tool, to ensure adequate travel alternatives are in place before implementation.
☐ **Equity** ☐ **Safety** ☐ **Climate** ☑ **Mobility**	Various mobility corridors identify congestion pricing for consideration.			

Additional thoughts from TPAC/MTAC Members:

See supplementary document.

Figure 1 Table from Page 8-9 of RCPS

Table 2 Steps to Consider when Planning for Pricing

TransForm's Pricing Roads, Advancing Equity Five Steps	NCHRP Tolling Assessment Steps	GARE Racial Equity Toolkit Steps & Questions	City of Portland Racial Equity Toolkit Worksheet Steps
1. Identify Who, What, and Where	1. Frame the Project 2. Identify the Applicable Requirements Governing Decisions 3. Recognize the Relevant Decision-Makers and Stakeholders	1. Proposal: What is the policy, program, practice, or budget decision under consideration? What are the desired results and outcomes? 2. Data: What's the data? What do the data tell us? 3. Community engagement: How have communities been engaged? Are there opportunities to expand engagement?	1. Set Equitable Outcomes 2. Collect and Analyze Data 3. Understand the Historical Context 4. Engage those most Impacted
2. Define Equity Outcome and Performance Indicators	4. Scope Approach to Measure and Address Impacts	*See #1 "Proposal" above*	*See # 1 "Set Equitable Outcomes" above*
3. Determining Benefits and Burdens	5. Conduct Impact Analysis and Measurement	4. Analysis and strategies: Who will benefit from or be burdened by your proposal? What are your strategies for advancing racial equity or mitigating unintended consequences?	*See #2 "Collect and Analyze Data" above*
4. Choose Programs that Advance Transportation Equity	6. Identify and Assess Mitigation Strategies	*See #4 "Analysis and Strategies" above*	5. Develop Racially Equitable Strategies and Refine Outcomes 6. Implement Changes
5. Provide Accountable Feedback and Evaluation	7. Document Results for Decision Makers and the Public 8. Conduct Post-Implementation Monitoring	5. Accountability and communication: How will you ensure accountability, affordability, communicate, and evaluate results? 6. Implementation: What is your plan for implementation?	7. Evaluate/ Accountability/ Report Back

Figure 2 Table from Page 15 of RCPS

REVENUE INVESTMENT EQUITY MATRIX

INVESTMENT STRATEGY	*EQUITY IMPACTS*
Road expansion	Does not add more affordable options.
Mix of road expansion and transit	Some drivers can shift to new, more affordable modes. Transit users also benefit.
Transit, walking, and bike infrastructure with targeted carpool, vanpool, and new mobility options where needed	Allows greater shift to more affordable and sustainable modes.
Transit, walking, and bike infrastructure with an **intensive focus on vulnerable communities**	Significant expansion of commute options and a reduction in user costs (if fares are reduced on transit and other mobility options).

Source: TransForm

1. **Are these the right policy areas to evaluate?**

   These are an excellent start, but can we reorder the policies in the worksheet to correspond with the order in which they appear in the RTP?

   Also, there's a small typo in row two, column two. Regional Transportation Equity Policy 1 should read:

   ~~"Integrate~~ Embed ~~consideration of~~ equity into the planning implementation of transportation projects, programs, policies and strategies to comprehensively consider the benefits and impacts of transportation and eliminate disparities and barriers experienced by marginalized communities, particularly communities of color and people with low income."

   The corrected language provides a stronger foundation for equity and keeps consideration of neighbors experiencing economic hardship.

2. **Are we missing any important policy topics or gaps?**

Consider evaluating:	**Rationale:**
Goal 1 Vibrant Communities (2-13) • **Objective 1.4 Access to Community Places** - Increase the number and variety of community places that households, especially households in historically marginalized communities, can reach within a reasonable travel time for all modes of travel.	This objective is relevant to congestion pricing within the context of demand management, alternative availability, and the evaluation of diversion impacts. It could also be a performance measure consistent with RCPS.
Goal 2 Shared Prosperity (2-14) • **Objective 2.3 Access to Jobs and Talent** – Attract new businesses and family-wage jobs and retain those that are already located in the region while increasing the number and variety of jobs that households can reach within a reasonable travel time.	Possible performance measure consistent with RCPS.
Goal 2 Shared Prosperity (2-14) • **Objective 2.4 Transportation and Housing Affordability** – Reduce the share of income that households in the region spend on transportation to	This language appears to conflict with the concept of congestion pricing. Consider updating or clarifying objective.

lower overall household spending on transportation and housing.	
Goal 3: Transportation Choices (2-15) • **Objective 3.1 Travel Choices** – Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce vehicle miles traveled.	Demand pricing is a form of system management. Pricing should therefore measurably advance Objective 3.1. If I'm not mistaken, the I-205 toll project was previously anticipated to only result in very small modal shift. I wonder if this objective could explore strategies for increasing voluntary mode shift among users.
Goal 4: Reliability and Efficiency (2-16) • **Objective 4.3 Travel Information** – Increase the number of travelers, households and businesses with access to real-time comprehensive, integrated, and universally accessible travel information.	This might not be the correct place, but we should probably address how wayfinding platforms offer toll-free routes and the impact that this practice might have on diversion.
Goal 5: Safety and Security (2-17) • **Objective 5.1 Transportation Safety** – Eliminate fatal and severe injury crashes for all modes of travel.	This relates back to short- and long-term diversion and our safe system approach. How to we factor user error into the design of pricing projects, diversion mitigation, and helping people adjust to new infrastructure?
Goal 9: Equitable Transportation (2-21) • **Objective 9.1 Transportation Equity** – Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other historically marginalized communities. • **Objective 9.2 Barrier Free Transportation** – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs.	This may be an appropriate place to contemplate how pricing projects accommodate people who experience hardship. How do we price equitably? What does equitable tolling mean in this context? What if pricing is proposed in an area that is predominantly characterized by racial diverse communities or households experiencing economic hardship? What about unbanked populations and their barriers to using the system?
Goal 10: Fiscal Stewardship (2-22)	This language feels like a beautiful nexus for contemplating how pricing projects approach accountability, financial

• **Objective 10.2 Sustainable Funding –** Develop new revenue sources to prepare for increased demand for travel on the transportation system as our region grows.	transparency, project longevity, and growth consistent with the 2040 Vision.
3.2.3.5 Transportation preparedness and resilience (3-32) **Regional collaboration and disaster preparedness** Optimize operations and maintenance practices that can help lessen impacts on transportation from extreme weather events and natural disasters. Examples include more frequent cleaning of storm drains, improved plans for weather emergencies, closures and rerouting, traveler information systems, debris removal, early warning systems, damage repairs and performance monitoring. (3-34)	This! This! This! Our pricing strategy must contemplate: 1. What happens if pricing infrastructure (e.g., toll gantries, parking meters) must be serviced? 2. What if we experience severe weather, and priced infrastructure is the safest route/directed detour/evacuation line? How do we communicate relevant information to the public? Will operators exempt users from the fee? 3. How do we protect priced infrastructure from weather anomalies or security threats?
	I'm not sure where else to stick this in, but project analyses will compare current system conditions to priced-infrastructure in a future year. This type of assessment is challenging because data does not account for the deficiencies of the current system, like the absence of transit or years of underinvestment in a geographic area. How do we remain sensitive to this nuance?
	Please clarify how the development and substance of Metro's Congestion Pricing Policy will crosswalk with the development and substance of ODOT's Oregon Highway Plan toll policy update.

3. **What specific policy language would you want to see to update the existing language or address gaps?**

   The RTP should set policy for elements such as an equity framework, programs for residents experiencing economic hardship, policies for analyzing diversion, adequate transit service, infrastructure for carpooling and vanpooling, and safe and connected bicycle and pedestrian infrastructure.

   In terms of application, I'd suggest the congestion pricing policy:

1. Be re-worded to "Demand Pricing Policy," because ultimately, that's what we're trying to impact.
2. Should be adaptable to many contexts including but not limited to:
    a. Future riverway travel
    b. Local airspace travel (e.g., drone deliveries)
    c. Site-specific pricing (e.g., Multnomah Falls)
3. Should be adaptable to all levels of government.
4. Address goals for both demand management *and* transportation system improvements.

4. **How do we balance the need to respond to and help shape existing projects while at the same time, providing a broad blueprint on pricing that can address future projects that may take different approaches to applying pricing to our system?**

    Lead with values and outcomes, then empower partners to innovate. This could mean:

    1. Allowing project implementers to submit alternative performance measure tools, within reason, to demonstrate how an innovative idea supports desired outcomes.
    2. Avoiding mode-specific language when describing tools and their applications. Using broader language allows us to be more inclusive of diverse settings and contexts.

5. **Do we still primarily want pricing to be used to manage congestion and encourage mode shift, or are there other goals and objectives that the RTP should be placing more emphasis on in relation to pricing?**

    The current language is too limiting within the spectrum of tools at our disposal and the presence of programs geared more toward infrastructure improvements. I suggest we update our goals to be "demand management" and "system completeness".

    "Demand management" language is more inclusive of tools like parking programs and non-roadway settings such as waterways and local airspace (e.g., drone deliveries). Using demand management language also creates a nexus to policies already in the RTP.

    "System completeness" language recognizes the infrastructure focus of Section 129 tolling. It also opens the door in the future for willing jurisdictions to explore pricing programs as a tool to proactively fund corridor-level improvements in lieu of piecemeal enhancements driven by development.

    Below are some possible objectives for thought, but I'm not hooked into the language.

    Goal 1: **Demand Management**

    Objective: Decrease volume of single-occupant trips (demand shifts)
    Objective: Redistribute demand peaks (temporal shifts)
    Objective: Redistribute mode share (modal shifts)

    Goal 2: **System Completion**

Objective: Complete a system gap

E.g., gap in a regional active transportation network or the provision of transportation infrastructure to an urban growth expansion area.

Objective: Correct a system deficiency

E.g., Facility rehabilitation or safety improvements along a high crash corridor.

Objective: Enhance a facility to prioritize modal alternatives

E.g., Enhanced bus stops, transit signal priority, rose lanes, cycle tracks

6. Should the existing definition of congestion pricing in the 2018 RTP (Transportation Demand Management Policies (3.11)) remain, or be replaced/updated, and whether this definition or another, is this is the right place for pricing to be defined?

   Definition
   Consider updating the current definition for increased flexibility, in recognition of emerging tools and contexts. I'm not hooked into particular language, but food for thought:

   "Congestion pricing—sometimes called value pricing —involves the application of market pricing (**such as** ~~through~~ variable tolls, variable priced lanes, area-wide charges or cordon charges) to the use of ~~roadways~~ **travel spaces** at different times of day. While this tool has been successfully applied in other parts of the U.S. and internationally, it has not been applied in the Portland metropolitan region to date."

   Why: "Such as" language creates space for new tools to emerge. Removing modally specific language, such as "roadways", creates space to apply demand pricing to a variety of travel contexts. In the future, it may be reasonable to consider demand pricing for emerging travel spaces, like waterways and local airspace.

   Placement
   I concur that section 3.11 is an appropriate place to house congestion pricing. It's a manifestation of demand management that can be applied to more than one modal network.

7. Can or should there be a more consistent way for mobility corridors to include consideration of pricing, and can or should there be additional considerations in Chapter 8 beyond whatever pricing language ends up within other chapters or sections of the RTP?

   Mobility corridors may involve more than one jurisdiction, jurisdictions may lack staff support, and demand pricing is one of many tools. I think Metro could have a strategic role in:

   1. Providing continuity for system users. The transportation system should be easy to use and easy to understand. E.g., standardized signage, point of payment, etc.
   2. Providing technical analysis to support local pricing conversations.

3. Facilitating conversations between willing jurisdictions, because one mobility corridor may involve multiple jurisdictions.

Metro

TPAC and MTAC Feedback

Multnomah County

May 2022

Attachment 1 - Metro Regional Transportation Plan – Congestion Pricing Policy Overview April 2022 – For TPAC/MTAC Feedback

This document provides an overview of existing policies from the 2018 RTP that are relevant to congestion pricing, along with related findings and recommendations from Metro's Regional Congestion Pricing Study (RCPS), as well as supportive language from the RCPS and the Expert Review Panel that was convened in April 2021 to review the RCPS. The first column in the table below identifies which one or more of the four RTP priorities (Equity, Safety, Climate, Mobility) relate to each policy.

Feedback is requested by May 4, 2022. Please send to alex.oreschak@oregonmetro.gov. There is space within this document to provide feedback on each 2018 RTP element, or to provide general thoughts at the bottom of the table. If easier, sending an email with comments in the email body or as a separate attachment is also acceptable.

Additionally, below are questions that Metro staff asked TPAC and MTAC at the April 20, 2022 workshop to consider as they review this information:

- Are these the right policy areas to evaluate?
- Are we missing any important policy topics or gaps?
- What specific policy language would you want to see to update the existing language or address gaps?
- How do we balance the need to respond to and help shape existing projects while at the same time, providing a broad blueprint on pricing that can address future projects that may take different approaches to applying pricing to our system?
- Do we still primarily want pricing to be used to manage congestion and encourage mode shift, or are there other goals and objectives that the RTP should be placing more emphasis on in relation to pricing?
- Should the existing definition of congestion pricing in the 2018 RTP (Transportation Demand Management Policies (3.11)) remain, or be replaced/updated, and whether this definition or another, is this is the right place for pricing to be defined?
- Can or should there be a more consistent way for mobility corridors to include consideration of pricing, and can or should there be additional considerations in Chapter 8 beyond whatever pricing language ends up within other chapters or sections of the RTP?

Multco Comments

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
☐ **Equity** ☐ **Safety** ☑ **Climate** ☑ **Mobility**	**Goal 4: Reliability and Efficiency (2-16)** • **Objective 4.6 Pricing –** Expand the use of pricing strategies to manage vehicle congestion and encourage shared trips and use of transit.	**RCPS** • Define clear goals and outcomes from the beginning of a pricing program. The program priorities such as mobility, revenues, or equity should inform the program design and implementation strategies. Optimizing for one priority over another can lead to different outcomes. (pg. 84)	**Expert Review Panel** • Revenue reinvestment is single most important factor, but pricing is an expensive and difficult way to raise revenue. Pricing should be done for other goals, like congestion and reducing GHG emissions. **RCPS** • …identify and commit to equity indicators to assess the benefits and burdens of pricing. Measurable indicators can and should be established for both outcome equity (such as affordability, access to opportunity, community health) and process equity (community engagement) indicators. (pg. 9-10)	This objective should emphasize pricing strategies as a means of reducing VMT and inducing mode shift to more equitable, safer, and healthier transit and active transportation options.

☑ **Equity**
☐ **Safety**
☐ **Climate**
☐ **Mobility**
	Regional Transportation Equity Policies (3-18)
	• **Policy 1**: Integrate consideration of equity into the planning implementation of transportation projects, programs, policies and strategies to comprehensively consider the benefits and impacts of transportation and eliminate disparities and barriers experienced by marginalized communities, particularly communities of color.
	• **Policy 2**. Ensure investments in the transportation system anticipate and minimize the effects of displacement and other affordability impacts on historically marginalized communities, with a focus on communities of color and people with low income.
		RCPS
		• Congestion pricing can benefit communities that have been harmed in the past, providing meaningful equity benefits to the region. However, if not done thoughtfully, congestion pricing could harm BIPOC and low-income communities, compounding past injustices. (pg. 85)
		• Conduct meaningful engagement and an extensive outreach campaign, including with those who would be most impacted by congestion pricing, to develop a project that works and will gain public and political acceptance. (pg. 85)
		• Recognize that benefits and impacts of pricing programs will vary across geographies. These variations should inform decisions about where a program should target investments and affordability strategies and in depth outreach. (pg. 84)
			Expert Review Panel
			• Co-creation process partnering with community-based organizations. Focus on organizations that represent region's low income and BIPOC communities
			  ○ Compensate people who are a part of this process.
			  ○ Participants should help shape goals and performance metrics, what defines success, help shape policy options, how they would make tradeoffs, help prioritize use of revenues
			• Look at outcomes – who pays and what is the distribution of benefits – make sure that providing a disproportionate benefit to most vulnerable communities.
			• Understand and consider ability to pay as part of the structure – progressive fee structure.
			• Study people who are spending over 50% of their income on housing.
			• Use of revenues – focus on improving access and options to the area that is congested/priced, especially improving options for those places that do not have great options today.
				Displaced populations in East County have less access to transit, safe active transportation, and jobs. In some locations across the region it is unviable to not have access to a car for reliable and safe access to job and community places. Affordability should be considered as well as investments in transit and active transportation to give more viable options to these areas even if not seeing a direct impact of diversion or identified as a mitigation project. Ability to target pricing revenues for reinvestment in equitable transportation improvements needs to be addressed.
				
				System completeness measures being included in the Regional Mobility

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback

	• **Policy 4**. Use inclusive decision-making processes that provide meaningful opportunities for communities of color, people with low income and other historically marginalized communities to engage and participate in the development and implementation of transportation plans, projects and programs.
	• **Policy 6**. Evaluate transportation plans, policies, programs and investments to understand how they address transportation-related disparities and barriers experienced by communities of color, people with low-income and other historically marginalized communities and the extent the disparities are being eliminated.
		• Carefully consider how the benefits and costs of congestion pricing impact different geographic and demographic groups. In particular, projects and programs need to conduct detailed analysis to show how to:
		  ○ maximize benefits (mobility, shift to transit, less emissions, better access to jobs and community places, affordability, and safety)
		  ○ address negative impacts (diversion and related congestion on nearby routes, slowing of buses, potential safety issues, costs to low-income travelers, and equity issues). (pg. 84)
			• Ensure that revenues are being used to support the desired costs and benefits
			RCPS
			• See table in Figure 1
			• Selection of particular technologies and methodologies for pricing should consider impacts on different demographic and income groups in the region. Expensive or complex pricing methods may not only unfairly burden transportation disadvantaged travelers and create barriers to entry for them but could also cause these groups to be punitively treated as violators due to their lack of access to the proper technologies… For example, paying tolls should allow those without access to traditional banking services to be able to use alternative payment methods, such as cash payment kiosks at local stores, or to preload a pass account at a retail location. (pg. 75-76)
			• Improve equity outcomes by:
			  ○ Reducing harm and increasing benefits if agencies are willing to focus engagement on historically impacted residents and other stakeholders traditionally at a disadvantage and ensure they have a role in decision making at every step in the process. (pg. 6)
			  ○ Committing to targeted investments of net toll revenues for locally supported improvements such as improved transit infrastructure and services and traffic safety improvements. (pg. 6)
			  ○ Exploring who pays and to what degree, and considering a suite of affordability programs such as rebates or exemptions for low-income drivers, a “transportation wallet”, or other investments that address affordability. (pg. 6)
			• The biggest determinant of whether a congestion pricing program improves equity is how the program is designed—who benefits, how people are charged, and how revenue from congestion pricing strategies is spent (pg. 7)
			• With substantial community input and collaboration with representatives of impacted communities, agencies should gain consensus on equity definitions and to establish the equitable direction for the project, program, or study. (pg. 9)
			• Roadway-focused spending disproportionately benefit white people and those that have more means. In the Portland Metro area, people of color are more likely to rely on transit, walking, and carpooling. Nearly 20% of African American households, 14% of Latino households, and 13% of Asian households live without a car (Source: Metro 2018 RTP). In addition, racial minorities are four times more likely than whites to rely on transit for their work commute. Low-income people, disabled people, and seniors are also much more likely to rely on transit. Government provision of free roads and auto infrastructure acts like a matching grant, whereby those that can afford to own and operate a car are given the benefit.
				Policy should also be a consideration of equitable implementation of pricing policies.
				
				Disparate impact analysis as described in the RCPS bullet and application of Policy 4 for inclusive decision-making should be part of the planning process for pricing programs.
				
				Pricing policies should define essential components that a pricing project must include to address equity.

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
			Those that cannot afford auto ownership or that are unable to drive, do not receive the same benefit. Transportation investments that focus on transit, walking, and biking infrastructure, especially if targeted to areas with concentrations of transportation disadvantaged groups can improve equity. Figure 2 (below) demonstrates equity impacts of different investment strategies (pg. 15)	

☐ **Equity**
☐ **Safety**
☑ **Climate**
☐ **Mobility**
	Climate Smart Strategy policies (3.2.3.2)
	
	• **Policy 2.** Make transit convenient, frequent, accessible and affordable.
	• **Policy 5.** Use technology to actively manage the transportation system and ensure that new and emerging technology affecting the region's transportation system supports shared trips and other Climate Smart Strategy policy and strategies.
	• **Policy 6.** Provide information and incentives to expand the use of travel options.
	• **Policy 7.** Make efficient use of vehicle parking spaces through parking management and reducing the amount of land dedicated to parking.
	• **Policy 9.** Secure adequate funding for transportation investments that support the RTP climate leadership goal and objectives.
		RCPS
		• The success of a specific project or program is largely based on how it is developed and implemented requiring detailed analysis, outreach, monitoring, and incorporation of best practices. (pg. 85)
		• …projects and programs need to conduct detailed analysis to show how to:
		  ○ maximize benefits (mobility, shift to transit, less emissions, better access to jobs and community places, affordability, and safety)
		  ○ address negative impacts (diversion and related congestion on nearby routes, slowing of buses, potential safety issues, costs to low-income travelers, and equity issues). (pg. 84)
			Expert Review Panel
			• Build multimodal elements into program design. You can't mitigate your way out of an inequitable program design.
			• Incentivize mode shift. All aspects should be part of this, including use of revenues.
			  ○ Provide and fund alternatives to driving
			  ○ Commuter credits
			  ○ Use revenues to provide funds for transit passes
			• Ideas for alternatives to driving and vehicle ownership that could be subsidized
			  ○ Cash on transit card,
			  ○ EV carshare, including to affordable housing sites
			  ○ Transit passes
			  ○ Discounted rideshare rides
			• The thing that really moves the needle on VMT reduction is auto ownership. How to encourage people to not need/want cars. Densify transit.
			• Subsidize the ongoing operation and maintenance of transit.
			• Small investments in striping bike lanes, pedestrian walkways, and similar things can help to solve the first/last mile between transit and key employment hubs.
			
			RCPS
			• Improve equity outcomes by:
			  ○ Committing to targeted investments of net toll revenues for locally supported improvements such as improved transit infrastructure and services and traffic safety improvements. (pg. 6)
				Analysis of VMT/capita reduction (perhaps setting targets for pricing programs) and emissions/air quality reductions should be included.
				
				Evaluate environmental justice impacts including sub regional air quality modeling and health impact assessments.
				
				Congestion pricing should be linked to climate strategies for increasing transit and active transportation availability and use.

☐ **Equity** ☑ **Safety** ☐ **Climate** ☐ **Mobility**	**Safety and Security Policies (3.2.1.4)** **Policy 4**. Increase safety for all modes of travel for all people through the planning, design, construction, operation and maintenance of the transportation system, with a focus on reducing vehicle speeds.	**RCPS** • 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. (pg. 85)	**RCPS** • Once indicators have been selected, agencies should conduct the necessary assessments to identify the extent to which the identified populations of concern are impacted by project or program alternatives. Special attention should be placed on travelers by geography, mode, and demographics of interest. (pg. 11) • In depth analysis with modeling and mapping can show the geographies where benefits and impacts are likely to occur with a project. This analysis can help project implementers to understand where to focus investments (and outreach) and what types of investments make sense to improve equity. (pg. 12)	Mode shift to transit and active transportation can increase safety and should be a criterion of a pricing program. Focused investment of pricing revenue in safety improvements including completing bike and pedestrian networks, targeting equity focus communities.

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
			• Agencies and communities will need to strike a balance between affordability programs and the kinds of strategies that can best increase access to opportunity, mode shift, improve community health/safety, or other desirable outcomes. (pg. 12) • …resources should be provided to lower income communities and neighborhoods that are in the vicinity of roadways being considered in pricing scenarios. Some potential resources for these communities should include introducing programs to dedicate pricing revenues to affordability programs for low-income auto-users, public transit improvements, and bicycle and pedestrian improvements in communities faced with heavy congestion and health disparities. (pg. 21)	

☐ Equity
☐ Safety
☑ Climate
☑ Mobility
	Transportation Demand Management Policies (3.11)
	
	• **Policy 1** – Expand use of pricing strategies to manage travel demand on the transportation system in combination with adequate transit service options.
	• **Table 3.10** Examples of TSMO strategies and investments
	
	The policy further defines the suite of pricing strategies as involving "*the application of market pricing (through variable tolls, variable priced lanes, area-wide charges or cordon charges) to the use of roadways at different times of day…this strategy manages peak use on limited roadway infrastructure by providing an incentive for drivers to select other modes, routes, destinations or times of day for their travels. Reducing discretionary peak hour travel helps the system operate more efficiently improving mobility and reliability of the transportation system while limiting vehicle miles traveled and congestion-related auto emissions…..*"
	
	The policy also discusses ODOT work on congestion pricing at the time of the 2018 RTP's publication: *Through the end of 2018, ODOT conducted a feasibility analysis to explore the options available and determine how congestion (value) pricing could help ease congestion in the greater Portland area. Oregon's House Bill 2017, also known as Keep Oregon Moving, directs the Oregon Transportation Commission to develop a*
		RCPS
		• Congestion pricing can be used to improve mobility and reduce emissions. This study demonstrated how these tools could work with the region's land use and transportation system. (pg. 84)
		• …projects and programs need to conduct detailed analysis to show how to:
		  ○ maximize benefits (mobility, shift to transit, less emissions, better access to jobs and community places, affordability, and safety)
		  ○ address negative impacts (diversion and related congestion on nearby routes, slowing of buses, potential safety issues, costs to low-income travelers, and equity issues). (pg. 84)
			Expert Review Panel
			• Incentivize mode shift. All aspects should be part of this, including use of revenues.
			  ○ Provide and fund alternatives to driving
			  ○ Commuter credits
			  ○ Use revenues to provide funds for transit passes
			• Ideas for alternatives to driving and vehicle ownership that could be subsidized
			  ○ Cash on transit card,
			  ○ EV carshare, including to affordable housing sites
			  ○ Transit passes
			  ○ Discounted rideshare rides
				The RCPS language to improve mobility and reduce emissions should be included in these policies.
				
				Are we considering parking pricing strategies or road user/VMT charges in the definition as well?
				
				Should the policies or definition in this section also consider the use of pricing revenues in demand management?
				
				The definition should refer to equitable application of pricing.

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
	proposal for value pricing on I-5 and I-205 from the state line to the junction of the two freeways just south of Tualatin, to reduce congestion. The State Legislature directed the OTC to seek approval from the Federal Highway Administration no later than December 31, 2018. If FHWA approves the proposal, the OTC is required to implement value pricing. See Chapter 8 for more information about future planning and analysis of this strategy.			

☐ **Equity**
☐ **Safety**
☑ **Climate**
☑ **Mobility**
	Regional Motor Vehicle Network Policies (3.5)
	
	• **Policy 6** – In combination with increased transit service, consider use of value pricing to manage congestion and raise revenue when one or more lanes are being added to throughways.
	• **Policy 12** – Prior to adding new motor vehicle capacity beyond the planned system of motor vehicle through lanes, demonstrate that system and demand management strategies, including access management, transit and freight priority and value pricing, transit service and multimodal connectivity improvements cannot adequately address arterial or throughway deficiencies and bottlenecks.
	• **Table 3.7** Toolbox of strategies to address congestion in the region
	  ○ ***Emerging*: *Congestion Pricing Strategies***
	  ▪ *Peak Period Pricing*
	  ▪ *Managed Lanes*
	  ▪ *High Occupancy Toll Lanes*
	• **Appendix L:** Federal performance-based planning and congestion management process documentation
		RCPS
		• All eight pricing scenarios reduced daily vehicle miles traveled. The VMT C scenario provided the greatest reduction (approximately 7.5%), while the Parking A scenario showed the smallest reduction (approximately 0.9%) (pg. 49)
		• Six of the eight pricing scenarios showed a decrease in total vehicle hours of delay (approximately 7% to 39%). The two Cordon scenarios showed increases (approximately 5% to 7%). While the two Roadway scenarios showed the greatest decrease in freeway vehicle hours of delay (approximately 35% to 38%), they both also showed an increase in arterial vehicle hours of delay (approximately 6% to 29%) (pg. 52)
			RCPS
			• Leaders in the Metro region have long recognized the importance of pairing investments in transportation capacity building with travel demand management tools. The 2018 RTP identified congestion pricing as a high priority, high impact strategy (pg. 1)
			• Stockholm: The congestion pricing program has reduced traffic by 22% and greenhouse gas emissions by 14%. Program revenues have funded 18 new regional bus lines and 2,800 new regional park-and-ride spaces (pg. 82)
			• London: Prior to congestion pricing, traffic in central London averaged 2-5 mph. Since implementation, the average traffic speed has increased to 10 mph.17 London increased bus service in the pricing zone by 27%, improving transit reliability and travel times. As a result, bus ridership increased 38% in two years (pg. 82)
			• New York City: In 2019, New York City implemented a congestion zone surcharge on for-hire vehicles (like taxis, Uber and Lyft) in Manhattan as part of its phased approach to pricing. Future phases, planned for implementation in 2021, include a vehicle fee for crossing into a specified zone. Revenues collected from the program will be reinvested into capital transit projects, particularly in the city's subway system. (pg. 82)
				Policy 6 mentions using value pricing to raise revenue when one or more lanes are being added to throughways. This doesn't seem to align completely with Policy 12 that directs demand management strategies including value pricing to be evaluated before adding capacity. We should clarify the order and criteria for when pricing should be evaluated as an option in the region, e.g. should it first be evaluated as a TDM strategy and only considered for revenue generation to pay for expansion as a secondary benefit? Or are there cases where Section 129 tolling projects or other requirements for raising revenue would be the primary purpose?

☑ **Equity** ☐ **Safety** ☑ **Climate** ☑ **Mobility**	**Emerging Technology Policies (3.2.4.3)** • **Policy 3.** Use the best available data to empower travelers to make travel choices and to plan and manage the transportation system. • **Policy 4**. Advance the public interest by anticipating, learning from and adapting to new development in technology.	**RCPS** • Coordinate with other pricing programs, including analysis of cumulative impacts and consideration of shared payment technologies, to reduce user confusion and ensure success of a program. (pg. 85)	**RCPS** • Selection of particular technologies and methodologies for pricing should consider impacts on different demographic and income groups in the region. Expensive or complex pricing methods may not only unfairly burden transportation disadvantaged travelers and create barriers to entry for them but could also cause these groups to be punitively treated as violators due to their lack of access to the proper technologies… For example, paying tolls should allow those without access to traditional banking services to be able to use	A policy for interoperability and regional coordination related to pricing technology should be added. It should emphasize the need to analyze and address disparate impacts to disadvantaged travelers.

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
			alternative payment methods, such as cash payment kiosks at local stores, or to preload a pass account at a retail location. (pg. 75-76) • Deploying existing technologies will likely be less expensive to implement and reduce scheduling risks compared to deploying emerging or in-development technologies. Implementing existing technologies does need to be weighed against the risk of the technology becoming obsolete in the near future or being vulnerable to future market disruptors. (pg. 75) • Keeping in mind coordination with other pricing programs will go a long way towards creating a more seamless customer experience for travelers. In particular, ODOT is planning to implement tolling on Interstates in the Portland region, so adopting common technologies and payment systems may be advantageous in order to reduce duplicative efforts and provide savings through economies of scale. (pg. 75)	
☐ **Equity** ☐ **Safety** ☐ **Climate** ☑ **Mobility**	Various mobility corridors identify congestion pricing for consideration.			

Additional thoughts from TPAC/MTAC Members:

- *Are these the right policy areas to evaluate?*
  Yes

- *Are we missing any important policy topics or gaps?*
  The following objectives are also relevant to the congestion pricing policy conversation:
  Objective 10.2 Sustainable Funding – Develop new revenue sources to prepare for increased demand for travel on the transportation system as our region grows.
  Objective 11.3 Coordination and Cooperation – Improve coordination and cooperation among the owners and operators of the region's transportation system.

- *What specific policy language would you want to see to update the existing language or address gaps?*
  Nothing specific at this stage.

- *How do we balance the need to respond to and help shape existing projects while at the same time, providing a broad blueprint on pricing that can address future projects that may take different approaches to applying pricing to our system?*
  Coordination on planning process and analysis requirements (e.g. the RCPS bullet above "projects and programs need to conduct detailed analysis to show how to…"). Consider system as a whole and develop long-term strategy or criteria for where else pricing could make sense. Collaboratively set priorities for reinvestment.

- *Do we still primarily want pricing to be used to manage congestion and encourage mode shift, or are there other goals and objectives that the RTP should be placing more emphasis on in relation to pricing?*
  Yes, mode shift is important to equity, safety, and climate goals. However, as we look for more equitable means of financing our transportation system, we should consider how congestion pricing can serve that purpose and how we could remove restrictions on what pricing revenue is used on. If the revenue could be a broad source of funding for transit and active transportation improvements to help us improve transportation equity and meet other goals such as climate, resiliency, and safety then perhaps revenue generation could also be a primary objective.

- *Should the existing definition of congestion pricing in the 2018 RTP (Transportation Demand Management Policies (3.11)) remain, or be replaced/updated, and whether this definition or another, is this is the right place for pricing to be defined?*
  It would be good to have a discussion around the existing definition and if it is broad enough to encompass different applications in the future. For instance, it could incorporate some of the considerations for equitable mobility that Portland has worked on. Congestion pricing should not be solely found in the TDM section as it has implications for other sections as the crosswalk above shows. It may be useful to have a new section that focuses on congestion pricing while also integrating it into the other policy areas.

- *Can or should there be a more consistent way for mobility corridors to include consideration of pricing, and can or should there be additional considerations in Chapter 8 beyond whatever pricing language ends up within other chapters or sections of the RTP?*
  A set of criteria to determine if a corridor may be a good candidate for congestion pricing might be helpful to include. Use Regional motor vehicle network Policy 12 to evaluate whether pricing can alleviate the need for capacity expansion as a first step.

Figure 1 Table from Page 8-9 of RCPS

Table 2 Steps to Consider when Planning for Pricing

TransForm's Pricing Roads, Advancing Equity Five Steps	NCHRP Tolling Assessment Steps	GARE Racial Equity Toolkit Steps & Questions	City of Portland Racial Equity Toolkit Worksheet Steps
1. Identify Who, What, and Where	1. Frame the Project 2. Identify the Applicable Requirements Governing Decisions 3. Recognize the Relevant Decision-Makers and Stakeholders	1. Proposal: What is the policy, program, practice, or budget decision under consideration? What are the desired results and outcomes? 2. Data: What's the data? What do the data tell us? 3. Community engagement: How have communities been engaged? Are there opportunities to expand engagement?	1. Set Equitable Outcomes 2. Collect and Analyze Data 3. Understand the Historical Context 4. Engage those most Impacted
2. Define Equity Outcome and Performance Indicators	4. Scope Approach to Measure and Address Impacts	*See #1 "Proposal" above*	*See # 1 "Set Equitable Outcomes" above*
3. Determining Benefits and Burdens	5. Conduct Impact Analysis and Measurement	4. Analysis and strategies: Who will benefit from or be burdened by your proposal? What are your strategies for advancing racial equity or mitigating unintended consequences?	*See #2 "Collect and Analyze Data" above*
4. Choose Programs that Advance Transportation Equity	6. Identify and Assess Mitigation Strategies	*See #4 "Analysis and Strategies" above*	5. Develop Racially Equitable Strategies and Refine Outcomes 6. Implement Changes
5. Provide Accountable Feedback and Evaluation	7. Document Results for Decision Makers and the Public 8. Conduct Post-Implementation Monitoring	5. Accountability and communication: How will you ensure accountability, affordability, communicate, and evaluate results? 6. Implementation: What is your plan for implementation?	7. Evaluate/ Accountability/ Report Back

Figure 2 Table from Page 15 of RCPS

REVENUE INVESTMENT EQUITY MATRIX

INVESTMENT STRATEGY	*EQUITY IMPACTS*
Road expansion	Does not add more affordable options.
Mix of road expansion and transit	Some drivers can shift to new, more affordable modes. Transit users also benefit.
Transit, walking, and bike infrastructure with targeted carpool, vanpool, and new mobility options where needed	Allows greater shift to more affordable and sustainable modes.
Transit, walking, and bike infrastructure with an **intensive focus on vulnerable communities**	Significant expansion of commute options and a reduction in user costs (if fares are reduced on transit and other mobility options).

Source: TransForm

Metro

TPAC and MTAC Feedback

ODOT

May 2022

Attachment 1 - Metro Regional Transportation Plan – Congestion Pricing Policy Overview April 2022 – For TPAC/MTAC Feedback

This document provides an overview of existing policies from the 2018 RTP that are relevant to congestion pricing, along with related findings and recommendations from Metro's Regional Congestion Pricing Study (RCPS), as well as supportive language from the RCPS and the Expert Review Panel that was convened in April 2021 to review the RCPS. The first column in the table below identifies which one or more of the four RTP priorities (Equity, Safety, Climate, Mobility) relate to each policy.

Feedback is requested by May 4, 2022. Please send to alex.oreschak@oregonmetro.gov. There is space within this document to provide feedback on each 2018 RTP element, or to provide general thoughts at the bottom of the table. If easier, sending an email with comments in the email body or as a separate attachment is also acceptable.

Additionally, below are questions that Metro staff asked TPAC and MTAC at the April 20, 2022 workshop to consider as they review this information:

- Are these the right policy areas to evaluate?
- Are we missing any important policy topics or gaps?
- What specific policy language would you want to see to update the existing language or address gaps?
- How do we balance the need to respond to and help shape existing projects while at the same time, providing a broad blueprint on pricing that can address future projects that may take different approaches to applying pricing to our system?
- Do we still primarily want pricing to be used to manage congestion and encourage mode shift, or are there other goals and objectives that the RTP should be placing more emphasis on in relation to pricing?
- Should the existing definition of congestion pricing in the 2018 RTP (Transportation Demand Management Policies (3.11)) remain, or be replaced/updated, and whether this definition or another, is this is the right place for pricing to be defined?
- Can or should there be a more consistent way for mobility corridors to include consideration of pricing, and can or should there be additional considerations in Chapter 8 beyond whatever pricing language ends up within other chapters or sections of the RTP?

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
☐ **Equity** ☐ **Safety** ☑ **Climate** ☑ **Mobility**	**Goal 4: Reliability and Efficiency (2-16)** • **Objective 4.6 Pricing –** Expand the use of pricing strategies to manage vehicle congestion and encourage shared trips and use of transit.	**RCPS** • Define clear goals and outcomes from the beginning of a pricing program. The program priorities such as mobility, revenues, or equity should inform the program design and implementation strategies. Optimizing for one priority over another can lead to different outcomes. (pg. 84)	**Expert Review Panel** • Revenue reinvestment is single most important factor, but pricing is an expensive and difficult way to raise revenue. Pricing should be done for other goals, like congestion and reducing GHG emissions. **RCPS** • …identify and commit to equity indicators to assess the benefits and burdens of pricing. Measurable indicators can and should be established for both outcome equity (such as affordability, access to opportunity, community health) and process equity (community engagement) indicators. (pg. 9-10)	

☑ **Equity**
☐ **Safety**
☐ **Climate**
☐ **Mobility**
	Regional Transportation Equity Policies (3-18)
	• **Policy 1**: Integrate consideration of equity into the planning implementation of transportation projects, programs, policies and strategies to comprehensively consider the benefits and impacts of transportation and eliminate disparities and barriers experienced by marginalized communities, particularly communities of color.
	• **Policy 2**. Ensure investments in the transportation system anticipate and minimize the effects of displacement and other affordability impacts on historically marginalized communities,
		RCPS
		• Congestion pricing can benefit communities that have been harmed in the past, providing meaningful equity benefits to the region. However, if not done thoughtfully, congestion pricing could harm BIPOC and low-income communities, compounding past injustices. (pg. 85)
		• Conduct meaningful engagement and an extensive outreach campaign, including with those who would be most impacted by congestion pricing, to develop a project that works and will gain public and political acceptance. (pg. 85)
		• Recognize that benefits and impacts of pricing programs will vary across geographies. These variations should inform decisions about where a program should target investments and
			Expert Review Panel
			• Co-creation process partnering with community-based organizations. Focus on organizations that represent region's low income and BIPOC communities
			  ○ Compensate people who are a part of this process.
			  ○ Participants should help shape goals and performance metrics, what defines success, help shape policy options, how they would make tradeoffs, help prioritize use of revenues
			• Look at outcomes – who pays and what is the distribution of benefits – make sure that providing a disproportionate benefit to most vulnerable communities.
			• Understand and consider ability to pay as part of the structure – progressive fee structure.
			• Study people who are spending over 50% of their income on housing.
				• Add the Oregon Toll Program's Equity Framework, which is based off the TransForm "Pricing Roads, Advancing Equity," as a process for equity.
				We should plan for the interoperability between any future local pricing systems and understanding of cumulative impacts on people experiencing lower incomes.

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
	with a focus on communities of color and people with low income. • **Policy 4**. Use inclusive decision-making processes that provide meaningful opportunities for communities of color, people with low income and other historically marginalized communities to engage and participate in the development and implementation of transportation plans, projects and programs. • **Policy 6**. Evaluate transportation plans, policies, programs and investments to understand how they address transportation-related disparities and barriers experienced by communities of color, people with low-income and other historically marginalized communities and the extent the disparities are being eliminated.	affordability strategies and in depth outreach. (pg. 84) • Carefully consider how the benefits and costs of congestion pricing impact different geographic and demographic groups. In particular, projects and programs need to conduct detailed analysis to show how to: ○ maximize benefits (mobility, shift to transit, less emissions, better access to jobs and community places, affordability, and safety) ○ address negative impacts (diversion and related congestion on nearby routes, slowing of buses, potential safety issues, costs to low-income travelers, and equity issues). (pg. 84)	• Use of revenues – focus on improving access and options to the area that is congested/priced, especially improving options for those places that do not have great options today. • Ensure that revenues are being used to support the desired costs and benefits **RCPS** • See table in Figure 1 • Selection of particular technologies and methodologies for pricing should consider impacts on different demographic and income groups in the region. Expensive or complex pricing methods may not only unfairly burden transportation disadvantaged travelers and create barriers to entry for them but could also cause these groups to be punitively treated as violators due to their lack of access to the proper technologies… For example, paying tolls should allow those without access to traditional banking services to be able to use alternative payment methods, such as cash payment kiosks at local stores, or to preload a pass account at a retail location. (pg. 75-76) • Improve equity outcomes by: ○ Reducing harm and increasing benefits if agencies are willing to focus engagement on historically impacted residents and other stakeholders traditionally at a disadvantage and ensure they have a role in decision making at every step in the process. (pg. 6) ○ Committing to targeted investments of net toll revenues for locally supported improvements such as improved transit infrastructure and services and traffic safety improvements. (pg. 6) ○ Exploring who pays and to what degree, and considering a suite of affordability programs such as rebates or exemptions for low-income drivers, a “transportation wallet”, or other investments that address affordability. (pg. 6) • The biggest determinant of whether a congestion pricing program improves equity is how the program is designed—who benefits, how people are charged, and how revenue from congestion pricing strategies is spent (pg. 7) • With substantial community input and collaboration with representatives of impacted communities, agencies should gain consensus on equity definitions and to establish the equitable direction for the project, program, or study. (pg. 9) • Roadway-focused spending disproportionately benefit white people and those that have more means. In the Portland Metro area, people of color are more likely to rely on transit, walking, and carpooling. Nearly 20% of African American households, 14% of Latino households, and 13% of Asian households live without a car (Source: Metro 2018 RTP). In addition, racial minorities are four times more likely than whites to rely on transit for their work commute. Low-income people, disabled people, and seniors are also much more likely	

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
			to rely on transit. Government provision of free roads and auto infrastructure acts like a matching grant, whereby those that can afford to own and operate a car are given the benefit. Those that cannot afford auto ownership or that are unable to drive, do not receive the same benefit. Transportation investments that focus on transit, walking, and biking infrastructure, especially if targeted to areas with concentrations of transportation disadvantaged groups can improve equity. Figure 2 (below) demonstrates equity impacts of different investment strategies (pg. 15)	

☐ **Equity**
☐ **Safety**
☑ **Climate**
☐ **Mobility**
	Climate Smart Strategy policies (3.2.3.2)
	
	• **Policy 2.** Make transit convenient, frequent, accessible and affordable.
	• **Policy 5.** Use technology to actively manage the transportation system and ensure that new and emerging technology affecting the region's transportation system supports shared trips and other Climate Smart Strategy policy and strategies.
	• **Policy 6.** Provide information and incentives to expand the use of travel options.
	• **Policy 7.** Make efficient use of vehicle parking spaces through parking management and reducing the amount of land dedicated to parking.
	• **Policy 9.** Secure adequate funding for transportation investments that support the RTP climate leadership goal and objectives.
		RCPS
		• The success of a specific project or program is largely based on how it is developed and implemented requiring detailed analysis, outreach, monitoring, and incorporation of best practices. (pg. 85)
		• …projects and programs need to conduct detailed analysis to show how to:
		  ○ maximize benefits (mobility, shift to transit, less emissions, better access to jobs and community places, affordability, and safety)
		  ○ address negative impacts (diversion and related congestion on nearby routes, slowing of buses, potential safety issues, costs to low-income travelers, and equity issues). (pg. 84)
			Expert Review Panel
			• Build multimodal elements into program design. You can't mitigate your way out of an inequitable program design.
			• Incentivize mode shift. All aspects should be part of this, including use of revenues.
			  ○ Provide and fund alternatives to driving
			  ○ Commuter credits
			  ○ Use revenues to provide funds for transit passes
			• Ideas for alternatives to driving and vehicle ownership that could be subsidized
			  ○ Cash on transit card,
			  ○ EV carshare, including to affordable housing sites
			  ○ Transit passes
			  ○ Discounted rideshare rides
			• The thing that really moves the needle on VMT reduction is auto ownership. How to encourage people to not need/want cars. Densify transit.
			• Subsidize the ongoing operation and maintenance of transit.
			• Small investments in striping bike lanes, pedestrian walkways, and similar things can help to solve the first/last mile between transit and key employment hubs.
			
			RCPS
			• Improve equity outcomes by:
			  ○ Committing to targeted investments of net toll revenues for locally supported improvements such as improved transit infrastructure and services and traffic safety improvements. (pg. 6)
				New development within the UGB needs to be designed so that walking, biking, and transit are viable travel modes. That includes transit-supportive appropriate densities, urban design that is pleasant and safe for non-motorized travel, and a mix of land uses to encourage shorter trips. Ideally housing that is affordable to employees of businesses located in the area will also be part of urban reserve development.

☐ **Equity** ☑ **Safety** ☐ **Climate** ☐ **Mobility**	**Safety and Security Policies (3.2.1.4)** **Policy 4**. Increase safety for all modes of travel for all people through the planning, design, construction, operation and maintenance of the transportation system, with a focus on reducing vehicle speeds.	**RCPS** • 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. (pg. 85)	**RCPS** • Once indicators have been selected, agencies should conduct the necessary assessments to identify the extent to which the identified populations of concern are impacted by project or program alternatives. Special attention should be placed on travelers by geography, mode, and demographics of interest. (pg. 11) • In depth analysis with modeling and mapping can show the geographies where benefits and impacts are likely to occur with a project. This analysis can help project implementers to understand where to focus investments (and outreach) and	There are targeted locations where auxiliary lanes, braided ramps, and other operation investments will increase safety by addressing outdated designs. Making these investments needs to be on the table as those safety measures will also benefit buses, carpools, and non-SOV modes even on a freeway facility. All investments that have a data-driven

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
			what types of investments make sense to improve equity. (pg. 12) • Agencies and communities will need to strike a balance between affordability programs and the kinds of strategies that can best increase access to opportunity, mode shift, improve community health/safety, or other desirable outcomes. (pg. 12) • …resources should be provided to lower income communities and neighborhoods that are in the vicinity of roadways being considered in pricing scenarios. Some potential resources for these communities should include introducing programs to dedicate pricing revenues to affordability programs for low-income auto-users, public transit improvements, and bicycle and pedestrian improvements in communities faced with heavy congestion and health disparities. (pg. 21)	approach to establish priority and demonstrate effectiveness need to remain on the table.
☐ Equity ☐ Safety ☑ Climate ☑ Mobility	**Transportation Demand Management Policies (3.11)** • **Policy 1** – Expand use of pricing strategies to manage travel demand on the transportation system in combination with adequate transit service options. • **Table 3.10** Examples of TSMO strategies and investments The policy further defines the suite of pricing strategies as involving "*the application of market pricing (through variable tolls, variable priced lanes, area-wide charges or cordon charges) to the use of roadways at different times of day…this strategy manages peak use on limited roadway infrastructure by providing an incentive for drivers to select other modes, routes, destinations or times of day for their travels. Reducing discretionary peak hour travel helps the system operate more efficiently improving mobility and reliability of the transportation system while limiting vehicle miles traveled and congestion-related auto emissions…..*" The policy also discusses ODOT work on congestion pricing at the time of the 2018 RTP's publication: *Through the end of 2018, ODOT conducted a feasibility analysis to explore the options available and determine how congestion (value) pricing could help ease congestion in the greater Portland area. Oregon's House Bill 2017, also known as Keep*	**RCPS** • Congestion pricing can be used to improve mobility and reduce emissions. This study demonstrated how these tools could work with the region's land use and transportation system. (pg. 84) • …projects and programs need to conduct detailed analysis to show how to: o maximize benefits (mobility, shift to transit, less emissions, better access to jobs and community places, affordability, and safety) o address negative impacts (diversion and related congestion on nearby routes, slowing of buses, potential safety issues, costs to low-income travelers, and equity issues). (pg. 84)	**Expert Review Panel** • Incentivize mode shift. All aspects should be part of this, including use of revenues. o Provide and fund alternatives to driving o Commuter credits o Use revenues to provide funds for transit passes • Ideas for alternatives to driving and vehicle ownership that could be subsidized o Cash on transit card, o EV carshare, including to affordable housing sites o Transit passes o Discounted rideshare rides	• Should the impact of pricing on future land use (say, the urban growth boundary) or Metro's 2040 growth plan be stated as a policy goal? It seems like this could provide some of the largest benefits in the sense that growing up rather than out would likely reduce the need for car ownership, which according to the expert panel is the most effective way to reduce GHG. • Tolling is a mechanism for pricing within a system of demand management tools. Interoperability with other system management tools, such as ramp metering, transportation services, and capital investments should be pursued. Additionally, since it is a system operations tool is should not be considered a land use program/action unto itself. • Consider a transit system that incorporates "mobility hubs" that make it easy for travelers to shift between modes, such as from SOV to train, or from rideshare to bike or bus

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
	Oregon Moving, directs the Oregon Transportation Commission to develop a proposal for value pricing on I-5 and I-205 from the state line to the junction of the two freeways just south of Tualatin, to reduce congestion. The State Legislature directed the OTC to seek approval from the Federal Highway Administration no later than December 31, 2018. If FHWA approves the proposal, the OTC is required to implement value pricing. See Chapter 8 for more information about future planning and analysis of this strategy.			

☐ **Equity**
☐ **Safety**
☑ **Climate**
☑ **Mobility**
	Regional Motor Vehicle Network Policies (3.5)
	
	• **Policy 6** – In combination with increased transit service, consider use of value pricing to manage congestion and raise revenue when one or more lanes are being added to throughways.
	• **Policy 12** – Prior to adding new motor vehicle capacity beyond the planned system of motor vehicle through lanes, demonstrate that system and demand management strategies, including access management, transit and freight priority and value pricing, transit service and multimodal connectivity improvements cannot adequately address arterial or throughway deficiencies and bottlenecks.
	• **Table 3.7** Toolbox of strategies to address congestion in the region
	  ○ ***Emerging*: *Congestion Pricing Strategies***
	  ▪ *Peak Period Pricing*
	  ▪ *Managed Lanes*
	  ▪ *High Occupancy Toll Lanes*
	• **Appendix L:** Federal performance-based planning and congestion management process documentation
		RCPS
		• All eight pricing scenarios reduced daily vehicle miles traveled. The VMT C scenario provided the greatest reduction (approximately 7.5%), while the Parking A scenario showed the smallest reduction (approximately 0.9%) (pg. 49)
		• Six of the eight pricing scenarios showed a decrease in total vehicle hours of delay (approximately 7% to 39%). The two Cordon scenarios showed increases (approximately 5% to 7%). While the two Roadway scenarios showed the greatest decrease in freeway vehicle hours of delay (approximately 35% to 38%), they both also showed an increase in arterial vehicle hours of delay (approximately 6% to 29%) (pg. 52)
			RCPS
			• Leaders in the Metro region have long recognized the importance of pairing investments in transportation capacity building with travel demand management tools. The 2018 RTP identified congestion pricing as a high priority, high impact strategy (pg. 1)
			• Stockholm: The congestion pricing program has reduced traffic by 22% and greenhouse gas emissions by 14%. Program revenues have funded 18 new regional bus lines and 2,800 new regional park-and-ride spaces (pg. 82)
			• London: Prior to congestion pricing, traffic in central London averaged 2-5 mph. Since implementation, the average traffic speed has increased to 10 mph.17 London increased bus service in the pricing zone by 27%, improving transit reliability and travel times. As a result, bus ridership increased 38% in two years (pg. 82)
			• New York City: In 2019, New York City implemented a congestion zone surcharge on for-hire vehicles (like taxis, Uber and Lyft) in Manhattan as part of its phased approach to pricing. Future phases, planned for implementation in 2021, include a vehicle fee for crossing into a specified zone. Revenues collected from the program will be reinvested into capital transit projects, particularly in the city's subway system. (pg. 82)
				See comment above on safety sometimes requiring operational investments that may include a capacity component

☑ **Equity** ☐ **Safety** ☑ **Climate** ☑ **Mobility**	**Emerging Technology Policies (3.2.4.3)** • **Policy 3.** Use the best available data to empower travelers to make travel choices and to plan and manage the transportation system. • **Policy 4**. Advance the public interest by anticipating, learning from and	**RCPS** • Coordinate with other pricing programs, including analysis of cumulative impacts and consideration of shared payment technologies, to reduce user confusion and ensure success of a program. (pg. 85)	**RCPS** • Selection of particular technologies and methodologies for pricing should consider impacts on different demographic and income groups in the region. Expensive or complex pricing methods may not only unfairly burden transportation disadvantaged travelers and create barriers to entry for them but could also cause these groups to be punitively treated as violators due to their lack of access to the proper	

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
	adapting to new development in technology.		technologies… For example, paying tolls should allow those without access to traditional banking services to be able to use alternative payment methods, such as cash payment kiosks at local stores, or to preload a pass account at a retail location. (pg. 75-76) • Deploying existing technologies will likely be less expensive to implement and reduce scheduling risks compared to deploying emerging or in-development technologies. Implementing existing technologies does need to be weighed against the risk of the technology becoming obsolete in the near future or being vulnerable to future market disruptors. (pg. 75) • Keeping in mind coordination with other pricing programs will go a long way towards creating a more seamless customer experience for travelers. In particular, ODOT is planning to implement tolling on Interstates in the Portland region, so adopting common technologies and payment systems may be advantageous in order to reduce duplicative efforts and provide savings through economies of scale. (pg. 75)	
☐ **Equity** ☐ **Safety** ☐ **Climate** ☑ **Mobility**	Various mobility corridors identify congestion pricing for consideration.			

Additional thoughts from TPAC/MTAC Members:

1. Have staff identified the right congestion pricing policy areas in the 2018 RTP?
   - Agree that we need a more centralized and clear approach to congestion pricing policy.
   - There doesn't seem to be any mention of freight movement in relation to pricing.

2. Are we missing any important policies or areas where the 2023 RTP update should address congestion pricing?
   - Defining terms in coordination with state terminology for transportation – tolling, congestion pricing, demand management, flat-rate tolls, variable-rate tolls, dynamic pricing, etc.
   - Need for further refinement of the baseline assumptions on the regional travel demand model to better baseline and project congestion on I-5 and I-205. ODOT's work with Metro's modeling team on the toll project environment has taught us much about how the model needs to be adjusted to better accommodate congestion pricing. The modeling process should flow from the policy level goals and questions we are seeking to answer.
   - There's a need to recognize federal and financial requirements for tolling.
   - We had the following comments on the recommendations for policy maker and owner/operators from the Regional Congestion Pricing Study:
     - Add "state" to local and regional-scale conversations – thinking about rural areas, tribal governments, and people who have had to live outside of region because of housing costs.
     - Diversion from the current toll projects is going to look different – not as many roads are tolled and updating modeling assumptions (e.g. trucks).
     - Agree with equity, safety, and affordability, but their incorporation into project definition should not be a pass/fail on NEPA purpose and need statement.
     - Agree with affordability, investment in equity, and targeted pricing, but the bullet point examples shouldn't be what "defines equity solutions," there is more work to be done.
     - Consolidate the recommendations for policy makers and owner/operators into one list.

3. What specific policy language would you like to see included to address gaps in congestion pricing policy?
   - There's a need to balance the line between identifying items that congestion pricing project should consider with the reality that projects will have their own unique set of financial and regulatory requirements, as well as different contexts for equity – in addition to trying to meet and connect with federal, state, regional, and local rules, plans, and stakeholders. There should not be a one-size fits all requirement for how all congestion pricing, which includes but is not limited to toll projects, should address equity, climate, congestion, safety. The following items should be decided at the project-level by the owner and operators of the project:
     - Identification of mitigation that is included with the project

    - Toll revenue allocation
    - Exemptions, credits, discounts, or exceptions
    - Mechanism for review, assessment, and adjustments
- Encouragement for freight to use off-peak hours
- More flexibility in assessing investment mixes as they relate to equity.
- Impact of diversion as a result of pricing on vulnerable communities. There are opportunities to invest in traffic calming measures in those communities to reduce the likelihood and attractiveness of diversion routes while maintaining mobility/accessibility in the communities themselves.

Figure 1 Table from Page 8-9 of RCPS

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2. Define Equity Outcome and Performance Indicators	4. Scope Approach to Measure and Address Impacts	*See #1 "Proposal" above*	*See # 1 "Set Equitable Outcomes" above*
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Source: TransForm

Metro

TPAC and MTAC Feedback

PBOT

May 2022

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Additionally, below are questions that Metro staff asked TPAC and MTAC at the April 20, 2022 workshop to consider as they review this information: [we address these in the text box you created below]

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
☐ **Equity** ☐ **Safety** ☑ **Climate** ☑ **Mobility**	**Goal 4: Reliability and Efficiency (2-16)** • **Objective 4.6 Pricing –**Expand the use of pricing strategies to manage travel demand to reduce VMT and encourage walking, biking,using transit and other shared trips and support additional development in 2040 Growth Areas.	**RCPS** • Define clear goals and outcomes from the beginning of a pricing program. The program priorities such as mobility, revenues, or equity should inform the program design and implementation strategies. Optimizing for one priority over another can lead to different outcomes. (pg. 84)	**Expert Review Panel** • Revenue reinvestment is single most important factor, but pricing is an expensive and difficult way to raise revenue. Pricing should be done for other goals, like congestion and reducing GHG emissions. **RCPS** • …identify and commit to equity indicators to assess the benefits and burdens of pricing. Measurable indicators can and should be established for both outcome equity (such as affordability, access to opportunity, community health) and process equity (community engagement) indicators. (pg. 9-10)	If framed correctly (around demand management), this could be a really key link that could ground the RCPS recommendation in this row with the RTP doing that more effectively. Connecting more strongly to the Congestion Management Process (with a key focus on why reducing VMT is essential to improving reliability) is another opportunity.

☑ **Equity**
☐ **Safety**
☐ **Climate**
☐ **Mobility**
	Regional Transportation Equity Policies (3-18)
	• **Policy 1**: Integrate consideration of equity into the planning implementation of transportation projects, programs, policies and strategies to comprehensively consider the benefits and impacts of transportation and eliminate negative impacts, disparities and barriers experienced by marginalized communities, particularly communities of color.
	• **Policy 2**. Ensure investments in the transportation system anticipate and minimize the effects of displacement and other affordability impacts on historically marginalized communities, with a focus on communities of color and people with low income.
	• **Policy 4**. Use inclusive decision-making processes that provide meaningful opportunities for communities of color, people with low income and other historically marginalized communities to engage and participate in the development and implementation of transportation plans, projects and programs.
	• **Policy 6**. Evaluate transportation plans, policies, programs and investments to understand how they address transportation-related disparities and barriers experienced by communities of color, people with low-income and other historically marginalized
		RCPS
		• Congestion pricing can benefit communities that have been harmed in the past, providing meaningful equity benefits to the region. However, if not done thoughtfully, congestion pricing could harm BIPOC and low-income communities, compounding past injustices. (pg. 85)
		• Conduct meaningful engagement and an extensive outreach campaign, including with those who would be most impacted by congestion pricing, to develop a project that works and will gain public and political acceptance. (pg. 85)
		• Recognize that benefits and impacts of pricing programs will vary across geographies. These variations should inform decisions about where a program should target investments and affordability strategies and in depth outreach. (pg. 84)
		• Carefully consider how the benefits and costs of congestion pricing impact different geographic and demographic groups. In particular, projects and programs need to conduct detailed analysis to show how to:
		  ○ maximize benefits (mobility, shift to transit, less emissions, better access to jobs and community places, affordability, and safety)
		  ○ address negative impacts (diversion and related congestion on nearby routes, slowing of buses, potential safety issues, costs to low-income travelers, and equity issues). (pg. 84)
			Expert Review Panel
			• Co-creation process partnering with community-based organizations. Focus on organizations that represent region's low income and BIPOC communities
			  ○ Compensate people who are a part of this process.
			  ○ Participants should help shape goals and performance metrics, what defines success, help shape policy options, how they would make tradeoffs, help prioritize use of revenues
			• Look at outcomes – who pays and what is the distribution of benefits – make sure that providing a disproportionate benefit to most vulnerable communities.
			• Understand and consider ability to pay as part of the structure – progressive fee structure.
			• Study people who are spending over 50% of their income on housing.
			• Use of revenues – focus on improving access and options to the area that is congested/priced, especially improving options for those places that do not have great options today.
			• Ensure that revenues are being used to support the desired costs and benefits
			RCPS
			• See table in Figure 1
			• Selection of particular technologies and methodologies for pricing should consider impacts on different demographic and income groups in the region. Expensive or complex pricing methods may not only unfairly burden transportation disadvantaged travelers and create barriers to entry for them but could also cause these groups to be punitively treated as violators due to their lack of access to the proper technologies… For example, paying tolls should allow those without access to traditional banking services to be able to use alternative payment methods, such as cash payment kiosks at local stores, or to preload a pass account at a retail location. (pg. 75-76)
			• Improve equity outcomes by:
				While these equity policies still stand on their own, it does feel like some additional policy language around how to design pricing equitably would be valuable. As suggested by the graphic appended to the bottom of this document you may be considering, but can we point to the Equitable Mobility Framework and some of the key elements of the Transform report on more specific applications of equity to pricing?

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
	communities and the extent the disparities are being eliminated.		○ Reducing harm and increasing benefits if agencies are willing to focus engagement on historically impacted residents and other stakeholders traditionally at a disadvantage and ensure they have a role in decision making at every step in the process. (pg. 6) ○ Committing to targeted investments of net toll revenues for locally supported improvements such as improved transit infrastructure and services and traffic safety improvements. (pg. 6) ○ Exploring who pays and to what degree, and considering a suite of affordability programs such as rebates or exemptions for low-income drivers, a "transportation wallet", or other investments that address affordability. (pg. 6) • The biggest determinant of whether a congestion pricing program improves equity is how the program is designed—who benefits, how people are charged, and how revenue from congestion pricing strategies is spent (pg. 7) • With substantial community input and collaboration with representatives of impacted communities, agencies should gain consensus on equity definitions and to establish the equitable direction for the project, program, or study. (pg. 9) • Roadway-focused spending disproportionately benefit white people and those that have more means. In the Portland Metro area, people of color are more likely to rely on transit, walking, and carpooling. Nearly 20% of African American households, 14% of Latino households, and 13% of Asian households live without a car (Source: Metro 2018 RTP). In addition, racial minorities are four times more likely than whites to rely on transit for their work commute. Low-income people, disabled people, and seniors are also much more likely to rely on transit. Government provision of free roads and auto infrastructure acts like a matching grant, whereby those that can afford to own and operate a car are given the benefit. Those that cannot afford auto ownership or that are unable to drive, do not receive the same benefit. Transportation investments that focus on transit, walking, and biking infrastructure, especially if targeted to areas with concentrations of transportation disadvantaged groups can improve equity. Figure 2 (below) demonstrates equity impacts of different investment strategies (pg. 15)	
☐ **Equity** ☐ **Safety** ☑ **Climate** ☐ **Mobility**	**Climate Smart Strategy policies (3.2.3.2)** • **Policy 2.** Make transit convenient, frequent, accessible and affordable. • **Policy 5.** Use technology to actively manage the transportation system and ensure that new and emerging technology affecting the region's transportation system supports shared	**RCPS** • The success of a specific project or program is largely based on how it is developed and implemented requiring detailed analysis, outreach, monitoring, and incorporation of best practices. (pg. 85) • …projects and programs need to conduct detailed analysis to show how to:	**Expert Review Panel** • Build multimodal elements into program design. You can't mitigate your way out of an inequitable program design. • Incentivize mode shift. All aspects should be part of this, including use of revenues. ○ Provide and fund alternatives to driving ○ Commuter credits ○ Use revenues to provide funds for transit passes	Add policy statement(s) here that articulate that pricing should be designed and implemented to advance these other Climate Smart policies and to demonstrate achievement of the updated state-mandated VMT reduction goals for the RTP.

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
	trips and other Climate Smart Strategy policy and strategies. • **Policy 6.** Provide information and incentives to expand the use of travel options. • **Policy 7.** Make efficient use of vehicle parking spaces through parking management and reducing the amount of land dedicated to parking. • **Policy 9.** Secure adequate funding for transportation investments that support the RTP climate leadership goal and objectives.	○ maximize benefits (mobility, shift to transit, less emissions, better access to jobs and community places, affordability, and safety) ○ address negative impacts (diversion and related congestion on nearby routes, slowing of buses, potential safety issues, costs to low-income travelers, and equity issues). (pg. 84)	• Ideas for alternatives to driving and vehicle ownership that could be subsidized ○ Cash on transit card, ○ EV carshare, including to affordable housing sites ○ Transit passes ○ Discounted rideshare rides • The thing that really moves the needle on VMT reduction is auto ownership. How to encourage people to not need/want cars. Densify transit. • Subsidize the ongoing operation and maintenance of transit. • Small investments in striping bike lanes, pedestrian walkways, and similar things can help to solve the first/last mile between transit and key employment hubs. **RCPS** • Improve equity outcomes by: ○ Committing to targeted investments of net toll revenues for locally supported improvements such as improved transit infrastructure and services and traffic safety improvements. (pg. 6)	
☐ **Equity** ☑ **Safety** ☐ **Climate** ☐ **Mobility**	**Safety and Security Policies (3.2.1.4)** **Policy 4**. Increase safety for all modes of travel for all people through the planning, design, construction, operation and maintenance of the transportation system, with a focus on reducing vehicle speeds.	**RCPS** • 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. (pg. 85)	**RCPS** • Once indicators have been selected, agencies should conduct the necessary assessments to identify the extent to which the identified populations of concern are impacted by project or program alternatives. Special attention should be placed on travelers by geography, mode, and demographics of interest. (pg. 11) • In depth analysis with modeling and mapping can show the geographies where benefits and impacts are likely to occur with a project. This analysis can help project implementers to understand where to focus investments (and outreach) and what types of investments make sense to improve equity. (pg. 12) • Agencies and communities will need to strike a balance between affordability programs and the kinds of strategies that can best increase access to opportunity, mode shift, improve community health/safety, or other desirable outcomes. (pg. 12) • …resources should be provided to lower income communities and neighborhoods that are in the vicinity of roadways being considered in pricing scenarios. Some potential resources for these communities should include introducing programs to dedicate pricing revenues to affordability programs for low-income auto-users, public transit improvements, and bicycle and pedestrian improvements in communities faced with heavy congestion and health disparities. (pg. 21)	We recommend additional policy statement(s) in the Safety goal area articulating that pricing programs should aim to minimize the amount of VMT shifted to non-freeway routes. Ideal outcome: Reduce VMT on all freeways and roadways. Acceptable: Same VMT on the system. But keep vehicles on freeways given their limited access and lower exposure risk for non-driving people/vulnerable roadway users. We want to prevent against driver diversion onto local arterials and lower classified streets to avoid pricing. AVOID: Increased VMT on local arterials and lower classified roadways. This leads to greater exposure risk for people walking, biking, scooting, accessing transit, etc. We also recommend adding policy language referencing that reducing VMT, as well as travel speeds, also can lead to reducing fatalities, serious injuries, and crashes.

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback

☐ Equity
☐ Safety
☑ Climate
☑ Mobility
	Transportation Demand Management Policies (3.11)
	
	• **Policy 1** – Expand use of pricing strategies to manage travel demand and reduce VMT across the transportation system in combination with adequate transit service options and expanding safe bicycle and pedestrian networks.
	• **Table 3.10** Examples of TSMO strategies and investments
	
	The policy further defines the suite of pricing strategies as involving "*the application of market pricing (through variable tolls, variable priced lanes, area-wide charges or cordon charges) to the use of roadways in various locations at different times …this strategy manages peak use on limited roadway infrastructure by providing an incentive for drivers to select other modes, routes, destinations or times of day for their travels. Reducing discretionary peak hour travel helps the system operate more efficiently improving mobility and reliability of the transportation system while limiting vehicle miles traveled and congestion-related auto emissions and other associated impacts of vehicle travel, such as safety…..*"
	
	The policy also discusses ODOT work on congestion pricing at the time of the 2018 RTP's publication: *Through the end of 2018, ODOT conducted a feasibility analysis to explore the options available and determine how congestion (value) pricing could help ease congestion in the greater Portland area. Oregon's House Bill 2017, also known as Keep Oregon Moving, directs the Oregon Transportation Commission to develop a proposal for value pricing on I-5 and I-205 from the state line to the junction of the two freeways just south of Tualatin, to reduce congestion. The State Legislature directed the OTC to seek approval from the Federal Highway Administration no later than December 31, 2018. If FHWA approves the proposal, the OTC is required to implement value pricing. See Chapter 8 for more*
		RCPS
		• Congestion pricing can be used to improve mobility and reduce emissions. This study demonstrated how these tools could work with the region's land use and transportation system. (pg. 84)
		• …projects and programs need to conduct detailed analysis to show how to:
		  ○ maximize benefits (mobility, shift to transit, less emissions, better access to jobs and community places, affordability, and safety)
		  ○ address negative impacts (diversion and related congestion on nearby routes, slowing of buses, potential safety issues, costs to low-income travelers, and equity issues). (pg. 84)
			Expert Review Panel
			• Incentivize mode shift. All aspects should be part of this, including use of revenues.
			  ○ Provide and fund alternatives to driving
			  ○ Commuter credits
			  ○ Use revenues to provide funds for transit passes
			• Ideas for alternatives to driving and vehicle ownership that could be subsidized
			  ○ Cash on transit card,
			  ○ EV carshare, including to affordable housing sites
			  ○ Transit passes
			  ○ Discounted rideshare rides
				Reconsider including "other routes" or provide more nuance explanation. We want to protect against diversion onto local arterials and lower classified streets to avoid pricing.
				
				May also need to vary pricing by days of the week in addition to time of day.

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
	information about future planning and analysis of this strategy.			

☐ **Equity**
☐ **Safety**
☑ **Climate**
☑ **Mobility**
	Regional Motor Vehicle Network Policies (3.5)
	
	• **Policy 6** – In combination with increased transit service, consider use of value pricing to reduce VMT and raise revenue.
	• **Policy 12** – Prior to adding new motor vehicle capacity beyond the planned system of motor vehicle through lanes, demonstrate that system and demand management strategies, including access management, transit and freight priority and value pricing, transit service and multimodal connectivity improvements have been implemented and evaluated to determine if additional capacity is justified.
	• **Table 3.7** Toolbox of strategies to address congestion in the region
	  ○ ***Emerging*: *Congestion Pricing Strategies***
	  ▪ *Areawide pricing*
	  ▪ *Peak Period Pricing*
	  ▪ *Managed Lanes*
	  ▪ *High Occupancy Toll Lanes*
	• **Appendix L:** Federal performance-based planning and congestion management process documentation
		RCPS
		• All eight pricing scenarios reduced daily vehicle miles traveled. The VMT C scenario provided the greatest reduction (approximately 7.5%), while the Parking A scenario showed the smallest reduction (approximately 0.9%) (pg. 49)
		• Six of the eight pricing scenarios showed a decrease in total vehicle hours of delay (approximately 7% to 39%). The two Cordon scenarios showed increases (approximately 5% to 7%). While the two Roadway scenarios showed the greatest decrease in freeway vehicle hours of delay (approximately 35% to 38%), they both also showed an increase in arterial vehicle hours of delay (approximately 6% to 29%) (pg. 52)
			RCPS
			• Leaders in the Metro region have long recognized the importance of pairing investments in transportation capacity building with travel demand management tools. The 2018 RTP identified congestion pricing as a high priority, high impact strategy (pg. 1)
			• Stockholm: The congestion pricing program has reduced traffic by 22% and greenhouse gas emissions by 14%. Program revenues have funded 18 new regional bus lines and 2,800 new regional park-and-ride spaces (pg. 82)
			• London: Prior to congestion pricing, traffic in central London averaged 2-5 mph. Since implementation, the average traffic speed has increased to 10 mph.17 London increased bus service in the pricing zone by 27%, improving transit reliability and travel times. As a result, bus ridership increased 38% in two years (pg. 82)
			• New York City: In 2019, New York City implemented a congestion zone surcharge on for-hire vehicles (like taxis, Uber and Lyft) in Manhattan as part of its phased approach to pricing. Future phases, planned for implementation in 2021, include a vehicle fee for crossing into a specified zone. Revenues collected from the program will be reinvested into capital transit projects, particularly in the city's subway system. (pg. 82)	

☑ **Equity** ☐ **Safety** ☑ **Climate** ☑ **Mobility**	**Emerging Technology Policies (3.2.4.3)** • **Policy 3.** Use the best available data to empower travelers to make travel choices and to plan and manage the transportation system. • **Policy 4**. Advance the public interest by anticipating, learning from and adapting to new development in technology.	**RCPS** • Coordinate with other pricing programs, including analysis of cumulative impacts and consideration of shared payment technologies, to reduce user confusion and ensure success of a program. (pg. 85)	**RCPS** • Selection of particular technologies and methodologies for pricing should consider impacts on different demographic and income groups in the region. Expensive or complex pricing methods may not only unfairly burden transportation disadvantaged travelers and create barriers to entry for them but could also cause these groups to be punitively treated as violators due to their lack of access to the proper technologies… For example, paying tolls should allow those without access to traditional banking services to be able to use alternative payment methods, such as cash payment kiosks at local stores, or to preload a pass account at a retail location. (pg. 75-76) • Deploying existing technologies will likely be less expensive to implement and reduce scheduling risks compared to deploying emerging or in-development technologies. Implementing existing technologies does need to be weighed against the risk of the technology becoming obsolete in the near future or being vulnerable to future market disruptors. (pg. 75)	Is this policy just referring to ITS emerging technologies or also pricing tools? More crosswalk and language connecting the two may be needed here. That said, I think they could be used together to better inform people's decisions. Ideally before they pick up the keys and leave the front door. Imagine an app that helps you check congestion/delay conditions, variable toll prices, travel times/arrival times for driving versus transit, when the next bus is coming. And other mode options too. I think Google Maps could with some more coding.

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
			• Keeping in mind coordination with other pricing programs will go a long way towards creating a more seamless customer experience for travelers. In particular, ODOT is planning to implement tolling on Interstates in the Portland region, so adopting common technologies and payment systems may be advantageous in order to reduce duplicative efforts and provide savings through economies of scale. (pg. 75)	
☐ **Equity** ☐ **Safety** ☐ **Climate** ☑ **Mobility**	Various mobility corridors identify congestion pricing for consideration.			

Additional thoughts from TPAC/MTAC Members:

Top-line considerations Portland would emphasize prior to responding to more specific prompts below and in matrix:

As the pricing expert panel noted, being clear about the outcomes we want to achieve with pricing tools is core to success, so it is imperative that the RTP pricing policy help establish that clearly.

If we're going to advance all of our goals, we need to be sure to define the core goal of pricing as demand management – which itself must clearly mean VMT reduction not "congestion management," which is essentially idling reduction and would be measured by traffic speeds vs travel volumes and mode splits.

Given the CFEC rules' updated requirement to have this and future RTPs demonstrate significant VMT reductions (30%/capita by 2045 for this RTP), we should also more explicitly link the RTP congestion pricing policy to achievement of these state required targets and incorporate that target as part of the rate setting work ODOT will be pursuing in the future. This should be an explicit focus of the RTP's congestion pricing strategy.

Are these the right policy areas to evaluate? Are we missing any important policy topics or gaps?

Largely, yes, though we would suggest adding Goals and related Objectives and Policies connected to land use strategies in Vibrant Places (Goal 1), particularly around Centers and Corridors, to Shared Prosperity (Goal 2) objectives, and to Transportation Choices (Goal 3) and around Healthy People (Goal 7) to address air quality impacts (such as Objective 7.2)

One potential model for this is in Appendix L's Table 3. *2018 RTP Congestion Management Process Related Goals and Objectives*, which could provide a good starting place for the full range of relevant goals and objectives that a pricing approach focused on demand management and mode shifting connects to (as the CMP also supports to reduce/eliminate the need for expanded capacity). This also points to the opportunity to strengthen the connection between pricing and the benefits to business (especially but not exclusively trade-driven business) of having a more reliable transportation system.

Existing RTP Goals/Objectives to add:

- All Objectives under Goal 2, and specifically Objective 2.4 Transportation and Housing Affordability –This speaks to the POEM discussion about not wanting to burden low-income households with additional congestion pricing costs. This is an Equity bullet addition in the matrix below.
- All 3 Objectives under Goal 3 should be included – this is a coordinated land use, transportation and transportation management objective and gets at the POEM intent of using pricing to manage the system to get at active transportation modes and reducing VMT.
- Goal 5 and specifically Objective 5.3 Preparedness and Resiliency – Reduce the vulnerability of regional transportation infrastructure to natural disasters, climate change and hazardous incidents, through potential reinvestment of pricing revenues (though completing multimodal networks and investing in low-income exemptions should be higher investment priorities for pricing revenues).

What specific policy language would you want to see to update the existing language or address gaps?

See specific suggested edits in the matrix language.

In addition, we would offer the following language, building on language under discussion at the EMAC table currently that may be appropriate for the communications approach) we propose below to highlighting and articulating Congestion Pricing Strategy (as well as for the other major policy moves):

To effectively manage congestion, congestion pricing must be designed for demand management, meaning prioritizing reducing single occupant/passenger vehicle demand for the roadways (both the highway and surrounding areas) and increasing the use of transportation options such as transit, biking, walking and carpooling and vanpooling. This will be critical for tolling to help to reduce carbon emissions and air quality impacts and provide improved mobility options and improve the lives of those living near or traveling on the highways, especially historically affected and underserved populations.

Demand management, with the goals described above, should be the foundation for how we study and design toll rate setting. For the region to be able to meet the VMT reduction requirements under CFEC rules, we must price tolls at a level that reduces the amount of vehicle miles travelled (initially and with adjustments over time based on performance monitoring) and ideally eliminates the need for additional highway travel lanes in these areas.

How do we balance the need to respond to and help shape existing projects while at the same time, providing a broad blueprint on pricing that can address future projects that may take different approaches to applying pricing to our system?

In order to meet these VMT reduction targets being established by the CFEC rulemaking, modeling Portland has done with Metro and ODOT using the Vision Eval tool to evaluate progress towards these targets shows clearly that we must expect existing projects to evaluate and demonstrate their performance relative to those outcomes. In addition, ODOT should seek feedback from EMAC, JPACT, and the RTPC on ways of optimizing the performance of existing projects.

In addition, Metro should use the RTP update (and potentially also the technical work for the RMPP) to build upon the RCPS and project-specific analysis done to date to assess the impact of multiple facility-specific tolling projects advancing in combination of with evaluation of other pricing tools to understand how that would impact system and project level performance. In particular, assessing area-wide pricing together with facility tolling seems like a gap in the current RCPS, potentially in combination with parking pricing, which is also identified in the CFEC rules and the RTP workplan. This combined tool approach is also likely to show different diversion response to pricing.

Do we still primarily want pricing to be used to manage congestion and encourage mode shift, or are there other goals and objectives that the RTP should be placing more emphasis on in relation to pricing?

By using pricing to manage demand (meaning VMT reduction) and encourage mode shift, we can also use pricing to help advance multiple other goals in the RTP (in the same way that focusing on VMT reduction as a primary standard in the Regional Mobility Policy would most completely addresses the suite of safety, climate and mobility goals, and can/should advance equity when done right).

Should the existing definition of congestion pricing in the 2018 RTP (Transportation Demand Management Policies (3.11)) remain, or be replaced/updated, and whether this definition or another, is this is the right place for pricing to be defined?

While we strongly support defining congestion pricing policy to achieve demand management, PBOT is concerned that the approach to pricing in the current RTP risks this important strategy being buried in the current structure, including if we were to only include it in the Travel Demand Management policies. We also see value in ensuring that pricing specific policy language is also included in the relevant Goal areas, Objectives and Policies, while wanting to ensure that the reader and user of the document can clearly understand what the region's desired approach to congestion pricing is without having to navigate a suite of individual policies across the document.

PBOT recommends considering a "Yes and" approach to address this dynamic: Develop a unified description of the use and purpose of the region's Congestion Pricing Strategy in this RTP (perhaps in Chapter 2 as part of the Shared Vision section and/or in Chapter 3 as an introduction to key policy moves in this RTP). This could be accompanied by a summary of the Goals, Objectives and Policies (and other RTP elements, such as the financial strategy) that enact that Strategy in the RTP. This would seem to balance the value of a clear and cohesive articulation of the Strategy, with a clearly trackable guide to where and how it is embedded in the document and process to give it the appropriate legal standing and actionability.

PBOT would further recommend considering this approach for all of the major policy updates/additions being addressed in this RTP (for which policy briefs are being developed), including the Regional Mobility Policy, Safe and Healthy Urban Arterials, High Capacity Transit Strategy and Climate Smart Strategy). In addition, we see an opportunity to be able to explain how these policies work together to help achieve the region's adopted outcomes (recognizing that could likely use some more regional discussion to flesh out). For example, a Mobility Policy focusing on moving people and goods rather than vehicles can be supported by the demand management effects of pricing while also generating revenues to reinvest in our Safe and Healthy Urban Arterials and High Capacity Transit Strategies. All of these strategies together can show how the Climate Smart Strategy can demonstrate meeting state required VMT reductions.

Can or should there be a more consistent way for mobility corridors to include consideration of pricing, and can or should there be additional considerations in Chapter 8 beyond whatever pricing language ends up within other chapters or sections of the RTP?

Consideration of pricing's ability to manage demand and support mode shift should be clearly included as part of the region's Congestion Management Process and could be applied at a mobility corridor scale in conjunction with project and system evaluation.

As we believe is intended, PBOT would also highlight the importance of integrating pricing into the RTP financial strategy and to be testing various pricing assumptions in conjunction with the model runs on project (and program/policy) scenarios (financially constrained/strategic) to help evaluate how well the RTP performance relative to required state VMT reduction goals and other RTP outcomes/performance measures.

Figure 1 Table from Page 8-9 of RCPS

Table 2 Steps to Consider when Planning for Pricing

TransForm's Pricing Roads, Advancing Equity Five Steps	NCHRP Tolling Assessment Steps	GARE Racial Equity Toolkit Steps & Questions	City of Portland Racial Equity Toolkit Worksheet Steps
1. Identify Who, What, and Where	1. Frame the Project 2. Identify the Applicable Requirements Governing Decisions 3. Recognize the Relevant Decision-Makers and Stakeholders	1. Proposal: What is the policy, program, practice, or budget decision under consideration? What are the desired results and outcomes? 2. Data: What's the data? What do the data tell us? 3. Community engagement: How have communities been engaged? Are there opportunities to expand engagement?	1. Set Equitable Outcomes 2. Collect and Analyze Data 3. Understand the Historical Context 4. Engage those most Impacted
2. Define Equity Outcome and Performance Indicators	4. Scope Approach to Measure and Address Impacts	*See #1 "Proposal" above*	*See # 1 "Set Equitable Outcomes" above*
3. Determining Benefits and Burdens	5. Conduct Impact Analysis and Measurement	4. Analysis and strategies: Who will benefit from or be burdened by your proposal? What are your strategies for advancing racial equity or mitigating unintended consequences?	*See #2 "Collect and Analyze Data" above*
4. Choose Programs that Advance Transportation Equity	6. Identify and Assess Mitigation Strategies	*See #4 "Analysis and Strategies" above*	5. Develop Racially Equitable Strategies and Refine Outcomes 6. Implement Changes
5. Provide Accountable Feedback and Evaluation	7. Document Results for Decision Makers and the Public 8. Conduct Post-Implementation Monitoring	5. Accountability and communication: How will you ensure accountability, affordability, communicate, and evaluate results? 6. Implementation: What is your plan for implementation?	7. Evaluate/ Accountability/ Report Back

Figure 2 Table from Page 15 of RCPS

REVENUE INVESTMENT EQUITY MATRIX

INVESTMENT STRATEGY	*EQUITY IMPACTS*
Road expansion	Does not add more affordable options.
Mix of road expansion and transit	Some drivers can shift to new, more affordable modes. Transit users also benefit.
Transit, walking, and bike infrastructure with targeted carpool, vanpool, and new mobility options where needed	Allows greater shift to more affordable and sustainable modes.
Transit, walking, and bike infrastructure with an **intensive focus on vulnerable communities**	Significant expansion of commute options and a reduction in user costs (if fares are reduced on transit and other mobility options).

Source: TransForm

Metro

TPAC and MTAC Feedback

TriMet

May 2022

Attachment 1 - Metro Regional Transportation Plan – Congestion Pricing Policy Overview April 2022 – For TPAC/MTAC Feedback

This document provides an overview of existing policies from the 2018 RTP that are relevant to congestion pricing, along with related findings and recommendations from Metro's Regional Congestion Pricing Study (RCPS), as well as supportive language from the RCPS and the Expert Review Panel that was convened in April 2021 to review the RCPS. The first column in the table below identifies which one or more of the four RTP priorities (Equity, Safety, Climate, Mobility) relate to each policy.

Feedback is requested by May 4, 2022. Please send to alex.oreschak@oregonmetro.gov. There is space within this document to provide feedback on each 2018 RTP element, or to provide general thoughts at the bottom of the table. If easier, sending an email with comments in the email body or as a separate attachment is also acceptable.

Additionally, below are questions that Metro staff asked TPAC and MTAC at the April 20, 2022 workshop to consider as they review this information:

- Are these the right policy areas to evaluate?
- Are we missing any important policy topics or gaps?
- What specific policy language would you want to see to update the existing language or address gaps?
- How do we balance the need to respond to and help shape existing projects while at the same time, providing a broad blueprint on pricing that can address future projects that may take different approaches to applying pricing to our system?
- Do we still primarily want pricing to be used to manage congestion and encourage mode shift, or are there other goals and objectives that the RTP should be placing more emphasis on in relation to pricing?
- Should the existing definition of congestion pricing in the 2018 RTP (Transportation Demand Management Policies (3.11)) remain, or be replaced/updated, and whether this definition or another, is this is the right place for pricing to be defined?
- Can or should there be a more consistent way for mobility corridors to include consideration of pricing, and can or should there be additional considerations in Chapter 8 beyond whatever pricing language ends up within other chapters or sections of the RTP?

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
☐ **Equity** ☐ **Safety** ☑ **Climate** ☑ **Mobility**	**Goal 4: Reliability and Efficiency (2-16)** • **Objective 4.6 Pricing –** Expand the use of pricing strategies to manage vehicle congestion and encourage shared trips and use of transit.	**RCPS** • Define clear goals and outcomes from the beginning of a pricing program. The program priorities such as mobility, revenues, or equity should inform the program design and implementation strategies. Optimizing for one priority over another can lead to different outcomes. (pg. 84)	**Expert Review Panel** • Revenue reinvestment is single most important factor, but pricing is an expensive and difficult way to raise revenue. Pricing should be done for other goals, like congestion and reducing GHG emissions. **RCPS** • …identify and commit to equity indicators to assess the benefits and burdens of pricing. Measurable indicators can and should be established for both outcome equity (such as affordability, access to opportunity, community health) and process equity (community engagement) indicators. (pg. 9-10)	This objective should be stronger than pricing as a tool to "encourage". Pricing must be used to expand availability of transit and alternate modes, so that transit can be a viable option for more people who otherwise would have driven. Reducing total trip and trip length as well as providing mitigation for lower-income persons or others who don't/can't drive is critical to success of pricing strategies. This objective should also include that pricing supports investments in transit-supportive elements such as transit signal priority, dedicated transit lanes, access to transit improvements" as referenced in the Regional Transit Network Vision and policies of the 2018 RTP.
☑ **Equity** ☐ **Safety** ☐ **Climate** ☐ **Mobility**	**Regional Transportation Equity Policies (3-18)** • **Policy 1**: Integrate consideration of equity into the planning implementation of transportation projects, programs, policies and strategies to comprehensively consider the benefits and impacts of transportation and eliminate disparities and barriers experienced by	**RCPS** • Congestion pricing can benefit communities that have been harmed in the past, providing meaningful equity benefits to the region. However, if not done thoughtfully, congestion pricing could harm BIPOC and low-income communities, compounding past injustices. (pg. 85)	**Expert Review Panel** • Co-creation process partnering with community-based organizations. Focus on organizations that represent region's low income and BIPOC communities ○ Compensate people who are a part of this process. ○ Participants should help shape goals and performance metrics, what defines success, help shape policy options, how they would make tradeoffs, help prioritize use of revenues	I would recommend adding a policy regarding the implementation of new pricing technologies or collection mechanisms go through this same equity analysis to align with the recommendations of the RCPS. For instance, it would be useful for new pricing of roadways to integrate with TriMet's low income fare program,

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback

	marginalized communities, particularly communities of color.
	• **Policy 2**. Ensure investments in the transportation system anticipate and minimize the effects of displacement and other affordability impacts on historically marginalized communities, with a focus on communities of color and people with low income.
	• **Policy 4**. Use inclusive decision-making processes that provide meaningful opportunities for communities of color, people with low income and other historically marginalized communities to engage and participate in the development and implementation of transportation plans, projects and programs.
	• **Policy 6**. Evaluate transportation plans, policies, programs and investments to understand how they address transportation-related disparities and barriers experienced by communities of color, people with low-income and other historically marginalized communities and the extent the disparities are being eliminated.
		• Conduct meaningful engagement and an extensive outreach campaign, including with those who would be most impacted by congestion pricing, to develop a project that works and will gain public and political acceptance. (pg. 85)
		• Recognize that benefits and impacts of pricing programs will vary across geographies. These variations should inform decisions about where a program should target investments and affordability strategies and in depth outreach. (pg. 84)
		• Carefully consider how the benefits and costs of congestion pricing impact different geographic and demographic groups. In particular, projects and programs need to conduct detailed analysis to show how to:
		  ○ maximize benefits (mobility, shift to transit, less emissions, better access to jobs and community places, affordability, and safety)
		  ○ address negative impacts (diversion and related congestion on nearby routes, slowing of buses, potential safety issues, costs to low-income travelers, and equity issues). (pg. 84)
			• Look at outcomes – who pays and what is the distribution of benefits – make sure that providing a disproportionate benefit to most vulnerable communities.
			• Understand and consider ability to pay as part of the structure – progressive fee structure.
			• Study people who are spending over 50% of their income on housing.
			• Use of revenues – focus on improving access and options to the area that is congested/priced, especially improving options for those places that do not have great options today.
			• Ensure that revenues are being used to support the desired costs and benefits
			RCPS
			• See table in Figure 1
			• Selection of particular technologies and methodologies for pricing should consider impacts on different demographic and income groups in the region. Expensive or complex pricing methods may not only unfairly burden transportation disadvantaged travelers and create barriers to entry for them but could also cause these groups to be punitively treated as violators due to their lack of access to the proper technologies… For example, paying tolls should allow those without access to traditional banking services to be able to use alternative payment methods, such as cash payment kiosks at local stores, or to preload a pass account at a retail location. (pg. 75-76)
			• Improve equity outcomes by:
			  ○ Reducing harm and increasing benefits if agencies are willing to focus engagement on historically impacted residents and other stakeholders traditionally at a disadvantage and ensure they have a role in decision making at every step in the process. (pg. 6)
			  ○ Committing to targeted investments of net toll revenues for locally supported improvements such as improved transit infrastructure and services and traffic safety improvements. (pg. 6)
			  ○ Exploring who pays and to what degree, and considering a suite of affordability programs such as rebates or exemptions for low-income drivers, a “transportation wallet”, or other investments that address affordability. (pg. 6)
			• The biggest determinant of whether a congestion pricing program improves equity is how the program is designed—who benefits, how people are charged, and how revenue from congestion pricing strategies is spent (pg. 7)
			• With substantial community input and collaboration with representatives of impacted communities, agencies should gain consensus on equity definitions and to establish the equitable direction for the project, program, or study. (pg. 9)
			• Roadway-focused spending disproportionately benefit white people and those that have more means. In the Portland
				Hop Pass and ODOT’s existing Road User charging technologies and systems. I would also support a new policy that commits to targeted investments of net toll revenues for locally supported improvements such as improved transit infrastructure included in the Enhanced Transit and High Capacity Transit Strategy. Engagement with previously marginalized communities, particularly communities of color, must include exploration of what range of mobility is needed and how various potential tools (transit, biking, walking, transit-oriented development, shared mobility, etc.) can address those needs.

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
			Metro area, people of color are more likely to rely on transit, walking, and carpooling. Nearly 20% of African American households, 14% of Latino households, and 13% of Asian households live without a car (Source: Metro 2018 RTP). In addition, racial minorities are four times more likely than whites to rely on transit for their work commute. Low-income people, disabled people, and seniors are also much more likely to rely on transit. Government provision of free roads and auto infrastructure acts like a matching grant, whereby those that can afford to own and operate a car are given the benefit. Those that cannot afford auto ownership or that are unable to drive, do not receive the same benefit. Transportation investments that focus on transit, walking, and biking infrastructure, especially if targeted to areas with concentrations of transportation disadvantaged groups can improve equity. Figure 2 (below) demonstrates equity impacts of different investment strategies (pg. 15)	

☐ **Equity**
☐ **Safety**
☑ **Climate**
☐ **Mobility**
	Climate Smart Strategy policies (3.2.3.2)
	
	• **Policy 2.** Make transit convenient, frequent, accessible and affordable.
	• **Policy 5.** Use technology to actively manage the transportation system and ensure that new and emerging technology affecting the region's transportation system supports shared trips and other Climate Smart Strategy policy and strategies.
	• **Policy 6.** Provide information and incentives to expand the use of travel options.
	• **Policy 7.** Make efficient use of vehicle parking spaces through parking management and reducing the amount of land dedicated to parking.
	• **Policy 9.** Secure adequate funding for transportation investments that support the RTP climate leadership goal and objectives.
		RCPS
		• The success of a specific project or program is largely based on how it is developed and implemented requiring detailed analysis, outreach, monitoring, and incorporation of best practices. (pg. 85)
		• …projects and programs need to conduct detailed analysis to show how to:
		  ○ maximize benefits (mobility, shift to transit, less emissions, better access to jobs and community places, affordability, and safety)
		  ○ address negative impacts (diversion and related congestion on nearby routes, slowing of buses, potential safety issues, costs to low-income travelers, and equity issues). (pg. 84)
			Expert Review Panel
			• Build multimodal elements into program design. You can't mitigate your way out of an inequitable program design.
			• Incentivize mode shift. All aspects should be part of this, including use of revenues.
			  ○ Provide and fund alternatives to driving
			  ○ Commuter credits
			  ○ Use revenues to provide funds for transit passes
			• Ideas for alternatives to driving and vehicle ownership that could be subsidized
			  ○ Cash on transit card,
			  ○ EV carshare, including to affordable housing sites
			  ○ Transit passes
			  ○ Discounted rideshare rides
			• The thing that really moves the needle on VMT reduction is auto ownership. How to encourage people to not need/want cars. Densify transit.
			• Subsidize the ongoing operation and maintenance of transit.
			• Small investments in striping bike lanes, pedestrian walkways, and similar things can help to solve the first/last mile between transit and key employment hubs.
			
			RCPS
			• Improve equity outcomes by:
			  ○ Committing to targeted investments of net toll revenues for locally supported improvements such as improved transit infrastructure and services and traffic safety improvements. (pg. 6)
				1. I would add a policy that any use of pricing to help meet climate goals should maximize benefits and that revenue must directly be used to address negative impacts as noted in the RCPS.
				2. I would expand policy 9 to add "and help us to meet our mode share goals"
				3. This, and other statements, need to address current limitation on congestion pricing revenues being invested in transit. To add new transit service as a mitigation for tolling, new revenue must be dedicated to transit operations.

☐ **Equity** ☑ **Safety** ☐ **Climate** ☐ **Mobility**	**Safety and Security Policies (3.2.1.4)** **Policy 4**. Increase safety for all modes of travel for all people through the planning, design,	**RCPS** • Build equity, safety, and affordability into the project definition so a holistic project that meets	**RCPS** • Once indicators have been selected, agencies should conduct the necessary assessments to identify the extent to which the identified populations of concern are impacted by project or	This policy should also focus on overall trip reduction. Though lower-speed crashes are less likely to result in

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
	construction, operation and maintenance of the transportation system, with a focus on reducing vehicle speeds.	the need of the community is developed rather than adding "mitigations" later. (pg. 85)	program alternatives. Special attention should be placed on travelers by geography, mode, and demographics of interest. (pg. 11) • In depth analysis with modeling and mapping can show the geographies where benefits and impacts are likely to occur with a project. This analysis can help project implementers to understand where to focus investments (and outreach) and what types of investments make sense to improve equity. (pg. 12) • Agencies and communities will need to strike a balance between affordability programs and the kinds of strategies that can best increase access to opportunity, mode shift, improve community health/safety, or other desirable outcomes. (pg. 12) • …resources should be provided to lower income communities and neighborhoods that are in the vicinity of roadways being considered in pricing scenarios. Some potential resources for these communities should include introducing programs to dedicate pricing revenues to affordability programs for low-income auto-users, public transit improvements, and bicycle and pedestrian improvements in communities faced with heavy congestion and health disparities. (pg. 21)	death, we know that reduced travel volumes lead to fewer total crashes. Consider adding something about the safety track record for transit and other mitigations.
☐ Equity ☐ Safety ☑ Climate ☑ Mobility	**Transportation Demand Management Policies (3.11)** • **Policy 1** – Expand use of pricing strategies to manage travel demand on the transportation system in combination with adequate transit service options. • **Table 3.10** Examples of TSMO strategies and investments The policy further defines the suite of pricing strategies as involving "*the application of market pricing (through variable tolls, variable priced lanes, area-wide charges or cordon charges) to the use of roadways at different times of day…this strategy manages peak use on limited roadway infrastructure by providing an incentive for drivers to select other modes, routes, destinations or times of day for their travels. Reducing discretionary peak hour travel helps the system operate more efficiently improving mobility and reliability of the transportation system while limiting vehicle miles traveled and congestion-related auto emissions…..*"	**RCPS** • Congestion pricing can be used to improve mobility and reduce emissions. This study demonstrated how these tools could work with the region's land use and transportation system. (pg. 84) • …projects and programs need to conduct detailed analysis to show how to: ○ maximize benefits (mobility, shift to transit, less emissions, better access to jobs and community places, affordability, and safety) ○ address negative impacts (diversion and related congestion on nearby routes, slowing of buses, potential safety issues, costs to low-income travelers, and equity issues). (pg. 84)	**Expert Review Panel** • Incentivize mode shift. All aspects should be part of this, including use of revenues. ○ Provide and fund alternatives to driving ○ Commuter credits ○ Use revenues to provide funds for transit passes • Ideas for alternatives to driving and vehicle ownership that could be subsidized ○ Cash on transit card, ○ EV carshare, including to affordable housing sites ○ Transit passes ○ Discounted rideshare rides	Expand Policy 1 to add "and investments in transit-supportive elements such as transit signal priority, dedicated transit lanes, access to transit improvements" as referenced in the Regional Transit Network Vision and policies of the 2018 RTP. Consider further statement that provides financial support for transit services that encourage transit-oriented development and reduced VMT

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
	The policy also discusses ODOT work on congestion pricing at the time of the 2018 RTP's publication: *Through the end of 2018, ODOT conducted a feasibility analysis to explore the options available and determine how congestion (value) pricing could help ease congestion in the greater Portland area. Oregon's House Bill 2017, also known as Keep Oregon Moving, directs the Oregon Transportation Commission to develop a proposal for value pricing on I-5 and I-205 from the state line to the junction of the two freeways just south of Tualatin, to reduce congestion. The State Legislature directed the OTC to seek approval from the Federal Highway Administration no later than December 31, 2018. If FHWA approves the proposal, the OTC is required to implement value pricing. See Chapter 8 for more information about future planning and analysis of this strategy.*			

☐ **Equity**
☐ **Safety**
☑ **Climate**
☑ **Mobility**
	Regional Motor Vehicle Network Policies (3.5)
	• **Policy 6** – In combination with increased transit service, consider use of value pricing to manage congestion and raise revenue when one or more lanes are being added to throughways.
	• **Policy 12** – Prior to adding new motor vehicle capacity beyond the planned system of motor vehicle through lanes, demonstrate that system and demand management strategies, including access management, transit and freight priority and value pricing, transit service and multimodal connectivity improvements cannot adequately address arterial or throughway deficiencies and bottlenecks.
	• **Table 3.7** Toolbox of strategies to address congestion in the region
	  ○ ***Emerging*: *Congestion Pricing Strategies***
	  ▪ *Peak Period Pricing*
	  ▪ *Managed Lanes*
	  ▪ *High Occupancy Toll Lanes*
	• **Appendix L:** Federal performance-based planning and congestion management process documentation
		RCPS
		• All eight pricing scenarios reduced daily vehicle miles traveled. The VMT C scenario provided the greatest reduction (approximately 7.5%), while the Parking A scenario showed the smallest reduction (approximately 0.9%) (pg. 49)
		• Six of the eight pricing scenarios showed a decrease in total vehicle hours of delay (approximately 7% to 39%). The two Cordon scenarios showed increases (approximately 5% to 7%). While the two Roadway scenarios showed the greatest decrease in freeway vehicle hours of delay (approximately 35% to 38%), they both also showed an increase in arterial vehicle hours of delay (approximately 6% to 29%) (pg. 52)
			RCPS
			• Leaders in the Metro region have long recognized the importance of pairing investments in transportation capacity building with travel demand management tools. The 2018 RTP identified congestion pricing as a high priority, high impact strategy (pg. 1)
			• Stockholm: The congestion pricing program has reduced traffic by 22% and greenhouse gas emissions by 14%. Program revenues have funded 18 new regional bus lines and 2,800 new regional park-and-ride spaces (pg. 82)
			• London: Prior to congestion pricing, traffic in central London averaged 2-5 mph. Since implementation, the average traffic speed has increased to 10 mph.17 London increased bus service in the pricing zone by 27%, improving transit reliability and travel times. As a result, bus ridership increased 38% in two years (pg. 82)
			• New York City: In 2019, New York City implemented a congestion zone surcharge on for-hire vehicles (like taxis, Uber and Lyft) in Manhattan as part of its phased approach to pricing. Future phases, planned for implementation in 2021, include a vehicle fee for crossing into a specified zone. Revenues collected from the program will be reinvested into capital transit projects, particularly in the city's subway system. (pg. 82)
				Support these existing policies.

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
☑ **Equity** ☐ **Safety** ☑ **Climate** ☑ **Mobility**	**Emerging Technology Policies (3.2.4.3)** • **Policy 3.** Use the best available data to empower travelers to make travel choices and to plan and manage the transportation system. • **Policy 4**. Advance the public interest by anticipating, learning from and adapting to new development in technology.	**RCPS** • Coordinate with other pricing programs, including analysis of cumulative impacts and consideration of shared payment technologies, to reduce user confusion and ensure success of a program. (pg. 85)	**RCPS** • Selection of particular technologies and methodologies for pricing should consider impacts on different demographic and income groups in the region. Expensive or complex pricing methods may not only unfairly burden transportation disadvantaged travelers and create barriers to entry for them but could also cause these groups to be punitively treated as violators due to their lack of access to the proper technologies… For example, paying tolls should allow those without access to traditional banking services to be able to use alternative payment methods, such as cash payment kiosks at local stores, or to preload a pass account at a retail location. (pg. 75-76) • Deploying existing technologies will likely be less expensive to implement and reduce scheduling risks compared to deploying emerging or in-development technologies. Implementing existing technologies does need to be weighed against the risk of the technology becoming obsolete in the near future or being vulnerable to future market disruptors. (pg. 75) • Keeping in mind coordination with other pricing programs will go a long way towards creating a more seamless customer experience for travelers. In particular, ODOT is planning to implement tolling on Interstates in the Portland region, so adopting common technologies and payment systems may be advantageous in order to reduce duplicative efforts and provide savings through economies of scale. (pg. 75)	Coordinate with controlling jurisdictions to ensure that mobility data is available for all users. E.g., for TNCs to operate in a jurisdiction, they should be required to provide connections to data about availability, allowing multi-modal trip planning across modes and across brands.
☐ **Equity** ☐ **Safety** ☐ **Climate** ☑ **Mobility**	Various mobility corridors identify congestion pricing for consideration.			

Additional thoughts from TPAC/MTAC Members:

- Are these the right policy areas to evaluate?
    - Pricing also needs to be included in and evaluated in the RTP Equitable Finance Strategy
    - There needs to be a comprehensive policy discussion about how to address the fact that the revenues from pricing are currently restricted from some uses such as transit service that are the best mitigations for impacts of pricing and the best companion tools for managing congestion
- Are we missing any important policy topics or gaps?
    - I think there is a need to include language regarding the need for integration of various pricing mechanisms and technologies.
    - There should be mechanisms for assessment, review and adjustment included in policy to evaluate effectiveness and outcomes of pricing policy.
    - Pricing is a tool to meet our climate and air quality goals and reduce VMT and that should be reflected in this update.
- What specific policy language would you want to see to update the existing language or address gaps?
    - Will respond at the next draft. There needs to be alignment between the Regional Transit Network Policies (page 3-32 of 2018 RTP) and the region's pricing policies to truly provide alternatives to manage demand.
- How do we balance the need to respond to and help shape existing projects while at the same time, providing a broad blueprint on pricing that can address future projects that may take different approaches to applying pricing to our system?
    - There should be explicit mention of coordination on the Regional Mobility Pricing Project in the alignment of these policy updates, while also incorporating policy language and analysis of the variety of types of pricing under consideration
- Do we still primarily want pricing to be used to manage congestion and encourage mode shift, or are there other goals and objectives that the RTP should be placing more emphasis on in relation to pricing?
    - Yes, but the policy must acknowledge that pricing is a revenue mechanism, and that revenue must be used for congestion management and comprehensive investments to support mode shift and VMT reduction. If the region's goal of pricing is demand management, then highway and roadway infrastructure expansion cannot be the primary beneficiary of pricing revenue.
    - Again, there needs to be a comprehensive policy discussion about how to address the fact that the revenues from pricing are currently restricted from some uses such as transit service that are the best mitigations for impacts of pricing and the best companion tools for managing congestion.
- Should the existing definition of congestion pricing in the 2018 RTP (Transportation Demand Management Policies (3.11)) remain, or be replaced/updated, and whether this definition or another, is this is the right place for pricing to be defined?
    - Yes it should remain in this section, but this policy area is broader than transportation demand management so it needs to ensure that is reflected in a new definition.
- Can or should there be a more consistent way for mobility corridors to include consideration of pricing, and can or should there be additional considerations in Chapter 8 beyond whatever pricing language ends up within other chapters or sections of the RTP?
    - Our interest is in how to more clearly tie pricing with improvements for transportation choices in corridors where enhanced or high capacity transit already exists or is planned.
    - The Mobility Corridor Strategies and Healthy Urban Arterials strategies update could include initial evaluation of whether there are additional pricing strategies under consideration to more effectively manage the needs of these roadways.

Figure 1 Table from Page 8-9 of RCPS

Table 2 Steps to Consider when Planning for Pricing

TransForm's Pricing Roads, Advancing Equity Five Steps	NCHRP Tolling Assessment Steps	GARE Racial Equity Toolkit Steps & Questions	City of Portland Racial Equity Toolkit Worksheet Steps
1. Identify Who, What, and Where	1. Frame the Project 2. Identify the Applicable Requirements Governing Decisions 3. Recognize the Relevant Decision-Makers and Stakeholders	1. Proposal: What is the policy, program, practice, or budget decision under consideration? What are the desired results and outcomes? 2. Data: What's the data? What do the data tell us? 3. Community engagement: How have communities been engaged? Are there opportunities to expand engagement?	1. Set Equitable Outcomes 2. Collect and Analyze Data 3. Understand the Historical Context 4. Engage those most Impacted
2. Define Equity Outcome and Performance Indicators	4. Scope Approach to Measure and Address Impacts	*See #1 "Proposal" above*	*See # 1 "Set Equitable Outcomes" above*
3. Determining Benefits and Burdens	5. Conduct Impact Analysis and Measurement	4. Analysis and strategies: Who will benefit from or be burdened by your proposal? What are your strategies for advancing racial equity or mitigating unintended consequences?	*See #2 "Collect and Analyze Data" above*
4. Choose Programs that Advance Transportation Equity	6. Identify and Assess Mitigation Strategies	*See #4 "Analysis and Strategies" above*	5. Develop Racially Equitable Strategies and Refine Outcomes 6. Implement Changes
5. Provide Accountable Feedback and Evaluation	7. Document Results for Decision Makers and the Public 8. Conduct Post-Implementation Monitoring	5. Accountability and communication: How will you ensure accountability, affordability, communicate, and evaluate results? 6. Implementation: What is your plan for implementation?	7. Evaluate/ Accountability/ Report Back

Figure 2 Table from Page 15 of RCPS

REVENUE INVESTMENT EQUITY MATRIX

INVESTMENT STRATEGY	*EQUITY IMPACTS*
Road expansion	Does not add more affordable options.
Mix of road expansion and transit	Some drivers can shift to new, more affordable modes. Transit users also benefit.
Transit, walking, and bike infrastructure with targeted carpool, vanpool, and new mobility options where needed	Allows greater shift to more affordable and sustainable modes.
Transit, walking, and bike infrastructure with an **intensive focus on vulnerable communities**	Significant expansion of commute options and a reduction in user costs (if fares are reduced on transit and other mobility options).

Source: TransForm

Metro

TPAC and MTAC Feedback

Washington County

May 2022

Attachment 1 - Metro Regional Transportation Plan – Congestion Pricing Policy Overview April 2022 – For TPAC/MTAC Feedback

This document provides an overview of existing policies from the 2018 RTP that are relevant to congestion pricing, along with related findings and recommendations from Metro's Regional Congestion Pricing Study (RCPS), as well as supportive language from the RCPS and the Expert Review Panel that was convened in April 2021 to review the RCPS. The first column in the table below identifies which one or more of the four RTP priorities (Equity, Safety, Climate, Mobility) relate to each policy.

Feedback is requested by May 4, 2022. Please send to alex.oreschak@oregonmetro.gov. There is space within this document to provide feedback on each 2018 RTP element, or to provide general thoughts at the bottom of the table. If easier, sending an email with comments in the email body or as a separate attachment is also acceptable.

Additionally, below are questions that Metro staff asked TPAC and MTAC at the April 20, 2022 workshop to consider as they review this information:

- Are these the right policy areas to evaluate?
- Are we missing any important policy topics or gaps?
- What specific policy language would you want to see to update the existing language or address gaps?
- How do we balance the need to respond to and help shape existing projects while at the same time, providing a broad blueprint on pricing that can address future projects that may take different approaches to applying pricing to our system?
- Do we still primarily want pricing to be used to manage congestion and encourage mode shift, or are there other goals and objectives that the RTP should be placing more emphasis on in relation to pricing?
- Should the existing definition of congestion pricing in the 2018 RTP (Transportation Demand Management Policies (3.11)) remain, or be replaced/updated, and whether this definition or another, is this is the right place for pricing to be defined?
- Can or should there be a more consistent way for mobility corridors to include consideration of pricing, and can or should there be additional considerations in Chapter 8 beyond whatever pricing language ends up within other chapters or sections of the RTP?

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
☐ **Equity** ☐ **Safety** ☑ **Climate** ☑ **Mobility**	**Goal 4: Reliability and Efficiency (2-16)** • **Objective 4.6 Pricing –** Expand the use of pricing strategies to manage vehicle congestion and encourage shared trips and use of transit.	**RCPS** • Define clear goals and outcomes from the beginning of a pricing program. The program priorities such as mobility, revenues, or equity should inform the program design and implementation strategies. Optimizing for one priority over another can lead to different outcomes. (pg. 84)	**Expert Review Panel** • Revenue reinvestment is single most important factor, but pricing is an expensive and difficult way to raise revenue. Pricing should be done for other goals, like congestion and reducing GHG emissions. **RCPS** • …identify and commit to equity indicators to assess the benefits and burdens of pricing. Measurable indicators can and should be established for both outcome equity (such as affordability, access to opportunity, community health) and process equity (community engagement) indicators. (pg. 9-10)	• Like goal 4 language – assuming it means reliability and efficiency on the road network as well – meaning create a functional system • RCPS Yes, define clear goals – which need to relate to the problem that needs to be solved- it could vary by facility, pricing type, or location. • ERP Yes monitor benefits and burdens – and tons of other measures

☑ **Equity**
☐ **Safety**
☐ **Climate**
☐ **Mobility**
	Regional Transportation Equity Policies (3-18)
	• **Policy 1**: Integrate consideration of equity into the planning implementation of transportation projects, programs, policies and strategies to comprehensively consider the benefits and impacts of transportation and eliminate disparities and barriers experienced by marginalized communities, particularly communities of color.
	• **Policy 2**. Ensure investments in the transportation system anticipate and minimize the effects of displacement and other affordability impacts on historically marginalized communities,
		RCPS
		• Congestion pricing can benefit communities that have been harmed in the past, providing meaningful equity benefits to the region. However, if not done thoughtfully, congestion pricing could harm BIPOC and low-income communities, compounding past injustices. (pg. 85)
		• Conduct meaningful engagement and an extensive outreach campaign, including with those who would be most impacted by congestion pricing, to develop a project that works and will gain public and political acceptance. (pg. 85)
		• Recognize that benefits and impacts of pricing programs will vary across geographies. These variations should inform decisions about where a program should target investments and
			Expert Review Panel
			• Co-creation process partnering with community-based organizations. Focus on organizations that represent region's low income and BIPOC communities
			  ○ Compensate people who are a part of this process.
			  ○ Participants should help shape goals and performance metrics, what defines success, help shape policy options, how they would make tradeoffs, help prioritize use of revenues
			• Look at outcomes – who pays and what is the distribution of benefits – make sure that providing a disproportionate benefit to most vulnerable communities.
			• Understand and consider ability to pay as part of the structure – progressive fee structure.
			• Study people who are spending over 50% of their income on housing.
				• No comment on equity policies-
				• Agree on get public and political acceptance; recognize that it will take time to get it; likely after operation starts and be ongoing
				• Support a progressive fee structure with strategies for low income drivers – don't add complexity of higher fees for higher income
				• Under RCSP benefits and costs study -measure effect of investments to shift modes and prioritize those that shift modes to mitigate impacts

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
	with a focus on communities of color and people with low income. • **Policy 4**. Use inclusive decision-making processes that provide meaningful opportunities for communities of color, people with low income and other historically marginalized communities to engage and participate in the development and implementation of transportation plans, projects and programs. • **Policy 6**. Evaluate transportation plans, policies, programs and investments to understand how they address transportation-related disparities and barriers experienced by communities of color, people with low-income and other historically marginalized communities and the extent the disparities are being eliminated.	affordability strategies and in depth outreach. (pg. 84) • Carefully consider how the benefits and costs of congestion pricing impact different geographic and demographic groups. In particular, projects and programs need to conduct detailed analysis to show how to: ○ maximize benefits (mobility, shift to transit, less emissions, better access to jobs and community places, affordability, and safety) ○ address negative impacts (diversion and related congestion on nearby routes, slowing of buses, potential safety issues, costs to low-income travelers, and equity issues). (pg. 84)	• Use of revenues – focus on improving access and options to the area that is congested/priced, especially improving options for those places that do not have great options today. • Ensure that revenues are being used to support the desired costs and benefits **RCPS** • See table in Figure 1 • Selection of particular technologies and methodologies for pricing should consider impacts on different demographic and income groups in the region. Expensive or complex pricing methods may not only unfairly burden transportation disadvantaged travelers and create barriers to entry for them but could also cause these groups to be punitively treated as violators due to their lack of access to the proper technologies… For example, paying tolls should allow those without access to traditional banking services to be able to use alternative payment methods, such as cash payment kiosks at local stores, or to preload a pass account at a retail location. (pg. 75-76) • Improve equity outcomes by: ○ Reducing harm and increasing benefits if agencies are willing to focus engagement on historically impacted residents and other stakeholders traditionally at a disadvantage and ensure they have a role in decision making at every step in the process. (pg. 6) ○ Committing to targeted investments of net toll revenues for locally supported improvements such as improved transit infrastructure and services and traffic safety improvements. (pg. 6) ○ Exploring who pays and to what degree, and considering a suite of affordability programs such as rebates or exemptions for low-income drivers, a "transportation wallet", or other investments that address affordability. (pg. 6) • The biggest determinant of whether a congestion pricing program improves equity is how the program is designed—who benefits, how people are charged, and how revenue from congestion pricing strategies is spent (pg. 7) • With substantial community input and collaboration with representatives of impacted communities, agencies should gain consensus on equity definitions and to establish the equitable direction for the project, program, or study. (pg. 9) • Roadway-focused spending disproportionately benefit white people and those that have more means. In the Portland Metro area, people of color are more likely to rely on transit, walking, and carpooling. Nearly 20% of African American households, 14% of Latino households, and 13% of Asian households live without a car (Source: Metro 2018 RTP). In addition, racial minorities are four times more likely than whites to rely on transit for their work commute. Low-income people, disabled people, and seniors are also much more likely	• Per ERP – yes study lots during implementation and be ok revising operations/policies over time

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
			to rely on transit. Government provision of free roads and auto infrastructure acts like a matching grant, whereby those that can afford to own and operate a car are given the benefit. Those that cannot afford auto ownership or that are unable to drive, do not receive the same benefit. Transportation investments that focus on transit, walking, and biking infrastructure, especially if targeted to areas with concentrations of transportation disadvantaged groups can improve equity. Figure 2 (below) demonstrates equity impacts of different investment strategies (pg. 15)	

☐ **Equity**
☐ **Safety**
☑ **Climate**
☐ **Mobility**
	Climate Smart Strategy policies (3.2.3.2)
	• **Policy 2.** Make transit convenient, frequent, accessible and affordable.
	• **Policy 5.** Use technology to actively manage the transportation system and ensure that new and emerging technology affecting the region's transportation system supports shared trips and other Climate Smart Strategy policy and strategies.
	• **Policy 6.** Provide information and incentives to expand the use of travel options.
	• **Policy 7.** Make efficient use of vehicle parking spaces through parking management and reducing the amount of land dedicated to parking.
	• **Policy 9.** Secure adequate funding for transportation investments that support the RTP climate leadership goal and objectives.
		RCPS
		• The success of a specific project or program is largely based on how it is developed and implemented requiring detailed analysis, outreach, monitoring, and incorporation of best practices. (pg. 85)
		• …projects and programs need to conduct detailed analysis to show how to:
		  ○ maximize benefits (mobility, shift to transit, less emissions, better access to jobs and community places, affordability, and safety)
		  ○ address negative impacts (diversion and related congestion on nearby routes, slowing of buses, potential safety issues, costs to low-income travelers, and equity issues). (pg. 84)
			Expert Review Panel
			• Build multimodal elements into program design. You can't mitigate your way out of an inequitable program design.
			• Incentivize mode shift. All aspects should be part of this, including use of revenues.
			  ○ Provide and fund alternatives to driving
			  ○ Commuter credits
			  ○ Use revenues to provide funds for transit passes
			• Ideas for alternatives to driving and vehicle ownership that could be subsidized
			  ○ Cash on transit card,
			  ○ EV carshare, including to affordable housing sites
			  ○ Transit passes
			  ○ Discounted rideshare rides
			• The thing that really moves the needle on VMT reduction is auto ownership. How to encourage people to not need/want cars. Densify transit.
			• Subsidize the ongoing operation and maintenance of transit.
			• Small investments in striping bike lanes, pedestrian walkways, and similar things can help to solve the first/last mile between transit and key employment hubs.
			
			RCPS
			• Improve equity outcomes by:
			  ○ Committing to targeted investments of net toll revenues for locally supported improvements such as improved transit infrastructure and services and traffic safety improvements. (pg. 6)
				• Policy 9 – support adequate funding – is a bit vague because we may never have adequate funding – drop adequate?
				• Policy 7 doesn't mention parking pricing – may need to add per CFEC
				• Per RCPS – yes measure benefits/impacts – include analysis of economic impacts and benefits of a safe and reliable transportation system and shared prosperity (eg reduced delay, shipping/goods movement, job access etc
				• Per ERP – support including multimodal elements – not necessarily on opening day due to timelines, but include in plan – this may help with public acceptance too.
				• Per ERP – recognize some are going to need cars due to employment types/locations
				• Per RCPS – commit to targeted net toll investments with best mode shift, safety, reliability effectiveness

☐ **Equity** ☑ **Safety** ☐ **Climate** ☐ **Mobility**	**Safety and Security Policies (3.2.1.4)** **Policy 4**. Increase safety for all modes of travel for all people through the planning, design, construction, operation and maintenance of the transportation system, with a focus on reducing vehicle speeds.	**RCPS** • 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. (pg. 85)	**RCPS** • Once indicators have been selected, agencies should conduct the necessary assessments to identify the extent to which the identified populations of concern are impacted by project or program alternatives. Special attention should be placed on travelers by geography, mode, and demographics of interest. (pg. 11) • In depth analysis with modeling and mapping can show the geographies where benefits and impacts are likely to occur with a project. This analysis can help project implementers to understand where to focus investments (and outreach) and	• Policy 4 – drop the bit about reducing speeds if this is for pricing on freeways. The safety focus can include new technologies to help alert/reduce crashes or access management – maybe this policy doesn't need to relate to pricing

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
			what types of investments make sense to improve equity. (pg. 12) • Agencies and communities will need to strike a balance between affordability programs and the kinds of strategies that can best increase access to opportunity, mode shift, improve community health/safety, or other desirable outcomes. (pg. 12) • …resources should be provided to lower income communities and neighborhoods that are in the vicinity of roadways being considered in pricing scenarios. Some potential resources for these communities should include introducing programs to dedicate pricing revenues to affordability programs for low-income auto-users, public transit improvements, and bicycle and pedestrian improvements in communities faced with heavy congestion and health disparities. (pg. 21)	• Per RCPS – define community broadly when pricing impacts region and state • Per RPCS/ERP – we will never know all before operations – need ongoing monitoring and ability to adjust – not all can be done with modeling/data in advance • Per ERP – consider impacts regionally in addition to direct local impacts; agree with need to support most directly impacted communities
☐ Equity ☐ Safety ☑ Climate ☑ Mobility	**Transportation Demand Management Policies (3.11)** • **Policy 1** – Expand use of pricing strategies to manage travel demand on the transportation system in combination with adequate transit service options. • **Table 3.10** Examples of TSMO strategies and investments The policy further defines the suite of pricing strategies as involving "*the application of market pricing (through variable tolls, variable priced lanes, area-wide charges or cordon charges) to the use of roadways at different times of day…this strategy manages peak use on limited roadway infrastructure by providing an incentive for drivers to select other modes, routes, destinations or times of day for their travels. Reducing discretionary peak hour travel helps the system operate more efficiently improving mobility and reliability of the transportation system while limiting vehicle miles traveled and congestion-related auto emissions…..*" The policy also discusses ODOT work on congestion pricing at the time of the 2018 RTP's publication: *Through the end of 2018, ODOT conducted a feasibility analysis to explore the options available and determine how congestion (value) pricing could help ease congestion in the greater Portland area. Oregon's House Bill 2017, also known as Keep*	**RCPS** • Congestion pricing can be used to improve mobility and reduce emissions. This study demonstrated how these tools could work with the region's land use and transportation system. (pg. 84) • …projects and programs need to conduct detailed analysis to show how to: ○ maximize benefits (mobility, shift to transit, less emissions, better access to jobs and community places, affordability, and safety) ○ address negative impacts (diversion and related congestion on nearby routes, slowing of buses, potential safety issues, costs to low-income travelers, and equity issues). (pg. 84)	**Expert Review Panel** • Incentivize mode shift. All aspects should be part of this, including use of revenues. ○ Provide and fund alternatives to driving ○ Commuter credits ○ Use revenues to provide funds for transit passes • Ideas for alternatives to driving and vehicle ownership that could be subsidized ○ Cash on transit card, ○ EV carshare, including to affordable housing sites ○ Transit passes ○ Discounted rideshare rides	• Table 3.10 – may need to be updated with new technology • ERP – all good ideas

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
	Oregon Moving, directs the Oregon Transportation Commission to develop a proposal for value pricing on I-5 and I-205 from the state line to the junction of the two freeways just south of Tualatin, to reduce congestion. The State Legislature directed the OTC to seek approval from the Federal Highway Administration no later than December 31, 2018. If FHWA approves the proposal, the OTC is required to implement value pricing. See Chapter 8 for more information about future planning and analysis of this strategy.			

☐ **Equity**
☐ **Safety**
☑ **Climate**
☑ **Mobility**
	Regional Motor Vehicle Network Policies (3.5)
	
	• **Policy 6** – In combination with increased transit service, consider use of value pricing to manage congestion and raise revenue when one or more lanes are being added to throughways.
	• **Policy 12** – Prior to adding new motor vehicle capacity beyond the planned system of motor vehicle through lanes, demonstrate that system and demand management strategies, including access management, transit and freight priority and value pricing, transit service and multimodal connectivity improvements cannot adequately address arterial or throughway deficiencies and bottlenecks.
	• **Table 3.7** Toolbox of strategies to address congestion in the region
	  ○ ***Emerging*: *Congestion Pricing Strategies***
	  ▪ *Peak Period Pricing*
	  ▪ *Managed Lanes*
	  ▪ *High Occupancy Toll Lanes*
	• **Appendix L:** Federal performance-based planning and congestion management process documentation
		RCPS
		• All eight pricing scenarios reduced daily vehicle miles traveled. The VMT C scenario provided the greatest reduction (approximately 7.5%), while the Parking A scenario showed the smallest reduction (approximately 0.9%) (pg. 49)
		• Six of the eight pricing scenarios showed a decrease in total vehicle hours of delay (approximately 7% to 39%). The two Cordon scenarios showed increases (approximately 5% to 7%). While the two Roadway scenarios showed the greatest decrease in freeway vehicle hours of delay (approximately 35% to 38%), they both also showed an increase in arterial vehicle hours of delay (approximately 6% to 29%) (pg. 52)
			RCPS
			• Leaders in the Metro region have long recognized the importance of pairing investments in transportation capacity building with travel demand management tools. The 2018 RTP identified congestion pricing as a high priority, high impact strategy (pg. 1)
			• Stockholm: The congestion pricing program has reduced traffic by 22% and greenhouse gas emissions by 14%. Program revenues have funded 18 new regional bus lines and 2,800 new regional park-and-ride spaces (pg. 82)
			• London: Prior to congestion pricing, traffic in central London averaged 2-5 mph. Since implementation, the average traffic speed has increased to 10 mph.17 London increased bus service in the pricing zone by 27%, improving transit reliability and travel times. As a result, bus ridership increased 38% in two years (pg. 82)
			• New York City: In 2019, New York City implemented a congestion zone surcharge on for-hire vehicles (like taxis, Uber and Lyft) in Manhattan as part of its phased approach to pricing. Future phases, planned for implementation in 2021, include a vehicle fee for crossing into a specified zone. Revenues collected from the program will be reinvested into capital transit projects, particularly in the city's subway system. (pg. 82)
				• Policy 12 – clarify the statement that value pricing must be in effect before adding through lane capacity beyond planned lanes The reference to bottlenecks at the end seems to imply that value pricing is also needed before bottlenecks can be addressed. This would limit our opportunity to address bottlenecks.
				• Table 3.7 could be updated to reflect broader range of pricing options

☑ **Equity** ☐ **Safety** ☑ **Climate** ☑ **Mobility**	**Emerging Technology Policies (3.2.4.3)** • **Policy 3.** Use the best available data to empower travelers to make travel choices and to plan and manage the transportation system. • **Policy 4**. Advance the public interest by anticipating, learning from and	**RCPS** • Coordinate with other pricing programs, including analysis of cumulative impacts and consideration of shared payment technologies, to reduce user confusion and ensure success of a program. (pg. 85)	**RCPS** • Selection of particular technologies and methodologies for pricing should consider impacts on different demographic and income groups in the region. Expensive or complex pricing methods may not only unfairly burden transportation disadvantaged travelers and create barriers to entry for them but could also cause these groups to be punitively treated as violators due to their lack of access to the proper	• Policy 4 could be more specific to goals of advancing technology. • • TCPS – coordination is good idea to extent feasible and not administratively burdensome.

Outcome	Existing *Relevant* Policies in 2018 RTP	Findings and Recommendations from RCPS	Supportive language from RCPS and Expert Review Panel	TPAC/MTAC Feedback
	adapting to new development in technology.		technologies… For example, paying tolls should allow those without access to traditional banking services to be able to use alternative payment methods, such as cash payment kiosks at local stores, or to preload a pass account at a retail location. (pg. 75-76) • Deploying existing technologies will likely be less expensive to implement and reduce scheduling risks compared to deploying emerging or in-development technologies. Implementing existing technologies does need to be weighed against the risk of the technology becoming obsolete in the near future or being vulnerable to future market disruptors. (pg. 75) • Keeping in mind coordination with other pricing programs will go a long way towards creating a more seamless customer experience for travelers. In particular, ODOT is planning to implement tolling on Interstates in the Portland region, so adopting common technologies and payment systems may be advantageous in order to reduce duplicative efforts and provide savings through economies of scale. (pg. 75)	At this time – say consider – not saying do it • RCPS – add these ideas to a technology policy as it applies much more broadly than to pricing – and it will vary by type of pricing. For example – safety technology
☐ **Equity** ☐ **Safety** ☐ **Climate** ☑ **Mobility**	Various mobility corridors identify congestion pricing for consideration.			• Need more consideration of relevance of the mobility corridor concepts based on what we are measuring/considering

Additional thoughts from TPAC/MTAC Members:

Figure 1 Table from Page 8-9 of RCPS

Table 2 Steps to Consider when Planning for Pricing

TransForm's Pricing Roads, Advancing Equity Five Steps	NCHRP Tolling Assessment Steps	GARE Racial Equity Toolkit Steps & Questions	City of Portland Racial Equity Toolkit Worksheet Steps
1. Identify Who, What, and Where	1. Frame the Project 2. Identify the Applicable Requirements Governing Decisions 3. Recognize the Relevant Decision-Makers and Stakeholders	1. Proposal: What is the policy, program, practice, or budget decision under consideration? What are the desired results and outcomes? 2. Data: What's the data? What do the data tell us? 3. Community engagement: How have communities been engaged? Are there opportunities to expand engagement?	1. Set Equitable Outcomes 2. Collect and Analyze Data 3. Understand the Historical Context 4. Engage those most Impacted
2. Define Equity Outcome and Performance Indicators	4. Scope Approach to Measure and Address Impacts	*See #1 "Proposal" above*	*See # 1 "Set Equitable Outcomes" above*
3. Determining Benefits and Burdens	5. Conduct Impact Analysis and Measurement	4. Analysis and strategies: Who will benefit from or be burdened by your proposal? What are your strategies for advancing racial equity or mitigating unintended consequences?	*See #2 "Collect and Analyze Data" above*
4. Choose Programs that Advance Transportation Equity	6. Identify and Assess Mitigation Strategies	*See #4 "Analysis and Strategies" above*	5. Develop Racially Equitable Strategies and Refine Outcomes 6. Implement Changes
5. Provide Accountable Feedback and Evaluation	7. Document Results for Decision Makers and the Public 8. Conduct Post-Implementation Monitoring	5. Accountability and communication: How will you ensure accountability, affordability, communicate, and evaluate results? 6. Implementation: What is your plan for implementation?	7. Evaluate/ Accountability/ Report Back

Figure 2 Table from Page 15 of RCPS

REVENUE INVESTMENT EQUITY MATRIX

INVESTMENT STRATEGY	*EQUITY IMPACTS*
Road expansion	Does not add more affordable options.
Mix of road expansion and transit	Some drivers can shift to new, more affordable modes. Transit users also benefit.
Transit, walking, and bike infrastructure with targeted carpool, vanpool, and new mobility options where needed	Allows greater shift to more affordable and sustainable modes.
Transit, walking, and bike infrastructure with an **intensive focus on vulnerable communities**	Significant expansion of commute options and a reduction in user costs (if fares are reduced on transit and other mobility options).

Source: TransForm

To: Alex Oreschak

From: Chris Deffebach

Subject: Comments on Congestion Pricing Overview

Date: May 4, 2022

Thank you for the opportunity to comment on this important policy at this early – drafting – stage. Since this is early and new – many of my comments will fall into the 'I don't know yet' category or will be based on what I know now – and will change as we learn more together. My comments are included in the attached spreadsheet.

The biggest challenge I had in preparing comments was thinking of pricing as something beyond the Oregon Toll Program to include parking pricing, cordon pricing, VMT pricing or a single bridge pricing. Each may have different goal and different have different roles for Metro and the RTP.

Original questions (in cover memo):

Have staff identified the right congestion pricing policy areas in the 2018 RTP?

These areas look good. Honestly, I'd have to review all the RTP policy areas to be sure.

Are we missing any important policies or areas where the 2023 RTP update should address congestion pricing?

I could see adding something under Regional Freight Vision and policy and in the Shared Prosperity Goal. Potentially Fiscal Stewardship and the Transparency and Accountability goals. Also in the transit vision as we increase need for transit investments to support travel options to tolled travel.

What specific policy language would you like to see included in congestion pricing policy?

Include a policy to manage demand and provide reliable and safe travel. A goal should be to support mode shift. This would focus revenues to tools that shift mode -not just shifting trip time of day. Successful mode shift would provide equity travel options and reduce diversion and the related safety/congestion/livability/air quality impacts of diversion. The tools for mode shift could vary by type of pricing program and therefore the type of trips. For local trips in a cordon pricing area, for example, this could be promoting bike lanes or pedestrian zones. For tolling on a freeway, the tool to support mode shift would be more regional transit investments.

This would be in addition to tools needed to improve safety and reliability on the road network – and which could vary by type of pricing and level of congestion.

Questions (in attachment 1):

- **Are these the right policy areas to evaluate?** See above.

- **Are we missing any important policy topics or gaps?** See above

- **What specific policy language would you want to see to update the existing language or address gaps?** See above and in notes.

- **How do we balance the need to respond to and help shape existing projects while at the same time, providing a broad blueprint on pricing that can address future projects that may take different approaches to applying pricing to our system?** This is a great question. When you say 'existing projects' do you mean the existing transportation system and/or planned projects for construction? I would say we need to continue to promote transportation demand management - increase travel options - and promote awareness of them through WTA and other organizations. A new tool now may be the flexible work home/office environment. For future projects – we will need to be flexible. The basic policy for decades has been that we need to demonstrate we considered options before adding road capacity. The terms or definitions may change and/or the timing for how we consider this– but the general direction is the same. We need to continue to show some flexibility in how we measure how we demonstrate and accomplish this.

- **Do we still primarily want pricing to be used to manage congestion and encourage mode shift, or are there other goals and objectives that the RTP should be placing more emphasis on in relation to pricing?** This is the core goal because it is correlated to providing travel options for those who can't shift time of day of travel and mode shift reduces diversion and its related impacts. Other goals, including providing safe and reliable travel are needed. As part of this policies are needed that offer toll exemptions or reductions for low incomed drivers– which could vary by type of pricing program. Pricing reductions for parking is different than exemptions for tolls on a freeway.

- **Should the existing definition of congestion pricing in the 2018 RTP (Transportation Demand Management Policies (3.11)) remain, or be replaced/updated, and whether this definition or another, is this is the right place for pricing to be defined?** This is the right place for it to be defined. Pricing is a way to manage the transportation system. I'll be interested in hearing what other ideas people have.

- **Can or should there be a more consistent way for mobility corridors to include consideration of pricing, and can or should there be additional considerations in Chapter 8 beyond whatever pricing language ends up within other chapters or sections of the RTP?** Focusing on mobility corridors seems too narrow of an area for focus because they do not cover the full region and the boundaries may not relate to the pricing tool under consideration. Monitoring changes in travel patterns/mode in mobility corridors could be helpful – I would add the extra north south corridor in Washington County to pick up diversion/rerouting impacts from pricing elsewhere.

Memo

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

Date: May 27, 2022

To: Transportation Policy Alternatives Committee (TPAC) and interested parties

From: Kim Ellis, Principal Transportation Planner

Subject: 2023 Regional Transportation Plan (RTP) – Feedback Requested on Existing 2018 RTP Goals and Objectives

PURPOSE

The purpose of this memo is to seek TPAC feedback on the existing 2018 RTP goals and objectives *(See **Attachment 1** for a summary of the RTP goals and objectives and **Attachment 2** for a worksheet that has been developed to provide this feedback*). The MS-Word document of the worksheet can be downloaded here: https://oregonmetro.sharefile.com/d-sb78a47bd7516455eb3fc74b4ae8429fc

Feedback is requested by June 13, 2022. Please send to kim.ellis@oregonmetro.gov.

BACKGROUND

A major update to the Regional Transportation Plan (RTP) is underway. 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. The RTP is a key tool for implementing the 2040 Growth Plan and Climate Smart Strategy and connecting people to their jobs, families, school and other important destinations in the region. The current RTP establishes four overarching priorities – equity, safety, climate and mobility – and eleven goals and supporting objectives, performance targets and policies that together guide planning and investment priorities to meet current and future needs of our growing and changing region.

Previous public and stakeholder input received during the scoping phase showed strong support for all of the RTP goals as well as the four overarching priorities. During the scoping phase, TPAC and the Joint Policy Advisory Committee (JPACT) requested additional discussion of the adopted 2018 RTP goals and objectives to consider ways to provide further focus on the priorities to address through the 2023 RTP update and the role of the RTP in supporting the region's economic vitality.

Below are questions that Metro staff would like TPAC to consider as you review the existing 2018 RTP goals and objectives:

1. What goals are most important for this RTP update?
2. Is anything important missing?
3. Do you have suggestions for ways to revise and/or consolidate the goals?
4. Do you have suggestions for ways to revise and/or consolidate the objectives?
5. How should these goals inform the Call or Projects and decision-making?
6. Have these goals been effective in guiding RTP implementation in the MTIP and other planning in the region?

It should be noted that feedback received through this request and future discussions of the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) will be integrated with other changes that have been identified to the RTP goals and objectives as a result of recent TPAC

and MTAC discussions aimed at developing regional congestion pricing policy language for the 2023 RTP.

NEXT STEPS

The Metro Council and JPACT will also discuss the existing 2018 RTP goals and objectives at a joint Metro Council/JPACT workshop planned for June 30, 2022. Metro staff will compile and summarize the feedback provided and develop proposed changes to the goals and objectives for review and discussion by the Metro Technical Advisory Committee (MTAC), TPAC, JPACT and the Metro Council at future meetings. A detailed schedule of meetings is under development and will be available following the June 3 meeting.

For more information about this request or questions, please contact Kim Ellis at **kim.ellis@oregonmetro.gov**.

ATTACHMENTS

- Attachment 1 – Existing 2018 RTP Goals and Objectives
- Attachment 2 – 2023 Regional Transportation Plan – Existing 2018 RTP Goals and Objectives Overview – For TPAC Feedback

2018 REGIONAL TRANSPORTATION PLAN GOALS (adopted)

Source: 2018 Regional Transportation Plan (Chapter 2)

GOAL 1: Vibrant Communities

The greater Portland region is a great and affordable place to live, work and play where people can easily and safely reach jobs, schools, shopping, services, and recreational opportunities from their home by walking, biking, transit, shared trip or driving.

GOAL 2: Shared Prosperity

People have access to jobs, goods and services and businesses have access to workers, goods and markets in a diverse, inclusive, innovative, sustainable and strong economy that equitably benefits all the people and businesses of the greater Portland region

GOAL 3: Transportation Choices

People throughout the region have safe, convenient, healthy and affordable options that connect them to jobs, school, services, and community places, support active living and reduce transportation-related pollution.

GOAL 4: Reliability and Efficiency

The transportation system is managed and optimized to ease congestion, and people and businesses are able to safely, reliably and efficiently reach their destinations by a variety of travel options.

GOAL 5: Safety and Security

People's lives are saved, crashes are avoided and people and goods are safe and secure when traveling in the region.

GOAL 6: Healthy Environment

The greater Portland region's biological, water, historic and cultural resources are protected and preserved.

2018 RTP Goals (adopted)

GOAL 7: Healthy People

People enjoy safe, comfortable and convenient travel options that support active living and increased physical activity, and transportation-related pollution that negatively impacts public health are minimized.

GOAL 8: Climate Leadership

The health and prosperity of people living in the greater Portland region are improved and the impacts of climate change are minimized as a result of reducing transportation-related greenhouse gas emissions.

GOAL 9: Equitable Transportation

The transportation-related disparities and barriers experienced by historically marginalized communities, particularly communities of color, are eliminated.

GOAL 10: Fiscal Stewardship

Regional transportation planning and investment decisions provide the best return on public investments.

GOAL 11: Transparency and Accountability

Regional transportation decisions are open and transparent and distribute the benefits and burdens of our investments in an equitable manner.

2018 Regional Transportation Plan Objectives (adopted)

Source: 2018 Regional Transportation Plan (Chapter 2)

Goal 1. Vibrant Communities
Objective 1.1 2040 Growth Concept Implementation – Focus growth and transportation investment in designated 2040 growth areas (the Portland central city, regional and town centers, corridors, main streets, and employment and industrial areas).
Objective 1.2 Walkable Communities – Increase the share of households in walkable, mixed-use areas served by current and planned frequent transit service.
Objective 1.3 Affordable Location-Efficient Housing Choices – Increase the number and diversity of regulated affordable housing units within walking distance of current and planned frequent transit service.
Objective 1.4 Access to Community Places – Increase the number and variety of community places that households, especially households in historically marginalized communities, can reach within a reasonable travel time for all modes of travel.
Goal 2. Shared Prosperity
Objective 2.1 Connected Region – Build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes that provide access to jobs, markets and community places within and beyond the region.
Objective 2.2 Access to Industry and Freight Intermodal Facilities – Increase access to industry and freight intermodal facilities by a reliable and seamless freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to facilitate efficient and competitive shipping choices for goods movement in, to and from the region.
Objective 2.3 Access to Jobs and Talent – Attract new businesses and family-wage jobs and retain those that are already located in the region while increasing the number and variety of jobs that households can reach within a reasonable travel time.
Objective 2.4 Transportation and Housing Affordability – Reduce the share of income that households in the region spend on transportation to lower overall household spending on transportation and housing.
Goal 3. Transportation Choices
Objective 3.1 Travel Choices – Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit and reduce vehicle miles traveled.
Objective 3.2 Active Transportation System Completion – Complete all gaps in regional bicycle and pedestrian networks.
Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service.
Objective 3.4 Access to Active Travel Options – Increase household and job access to planned regional bike and walk networks.
Goal 4. Reliability and Efficiency
Objective 4.1 Regional Mobility – Maintain reasonable person-trip and freight mobility and reliable travel times for all modes in the region's mobility corridors, consistent with the designated modal functions of each facility and planned transit service within the corridor.
Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.
Objective 4.3 Travel Information – Increase the number of travelers, households and businesses with access to real-time comprehensive, integrated, and universally accessible travel information.

Objective 4.4 Incident Management – Reduce incident clearance times on the region's transit, arterial and throughway networks through improved traffic incident detection and response.
Objective 4.5 Demand Management – Increase the number of households and businesses with access to outreach, education, incentives and other tools that increase shared trips and use of travel options.
Objective 4.6 Pricing – Expand the use of pricing strategies to manage vehicle congestion and encourage shared trips and use of transit.
Objective 4.7 Parking Management – Manage the supply and price of parking in order to increase shared trips and use of travel options and to support efficient use of urban land.
Goal 5. Safety and Security
Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel**.**
Objective 5.2 Transportation Security – Reduce the vulnerability of the public and critical passenger and freight transportation infrastructure to crime and terrorism.
Objective 5.3 Preparedness and Resiliency – Reduce the vulnerability of regional transportation infrastructure to natural disasters, climate change and hazardous incidents.
Goal 6. Healthy Environment
Objective 6.1 Biological and Water Resources – Protect fish and wildlife habitat and water resources from the negative impacts of transportation.
Objective 6.2 Historic and Cultural Resources – Protect historic and cultural resources from the negative impacts of transportation.
Objective 6.3: Green Infrastructure – Integrate green infrastructure strategies in transportation planning and design to avoid, minimize and mitigate adverse environmental impacts.
Objective 6.4: Light pollution – Minimize unnecessary light pollution to avoid harm to human health, farms and wildlife, increase safety and improve visibility of the night sky.
Objective 6.5: Habitat Connectivity – Improve wildlife and habitat connectivity in transportation planning and design to avoid, minimize and mitigate barriers resulting from new and existing transportation infrastructure.
Goal 7. Healthy People
Objective 7.1 Active Living – Improve public health by providing safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services.
Objective 7.2 Clean Air – Reduce transportation-related air pollutants, including criteria pollutants and air toxics emissions.
Objective 7.3 Other Pollution Impacts – Minimize air, water, noise, light and other transportation-related pollution health impacts.
Goal 8. Climate Leadership
Objective 8.1 Climate Smart Strategy Implementation – Implement policies, investments and actions identified in the adopted Climate Smart Strategy, including coordinating land use and transportation; making transit convenient, frequent, accessible and affordable; making biking and walking safe and convenient; and managing parking and travel demand.
Objective 8.2 Greenhouse Gas Emissions Reduction – Meet adopted targets for reducing transportation-related greenhouse gas emissions.
Objective 8.3 Vehicle Miles Traveled – Reduce vehicle miles traveled per capita.
Objective 8.4 Low and Zero Emissions Vehicles – Support state efforts to transition Oregon to cleaner, low carbon fuels and increase the adoption of more fuel-efficient vehicles and alternative fuel vehicles, including electric and hydrogen vehicles.
Objective 8.5 Energy Conservation - Reduce transportation-related consumption of energy and reliance on sources of energy derived from petroleum and gasoline.

Objective 8.6 Green Infrastructure – Promote green infrastructure that benefits both climate and other environmental objectives, including improved stormwater management and wildlife habitat.
Goal 9. Equitable Transportation
Objective 9.1 Transportation Equity – Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other historically marginalized communities.
Objective 9.2 Barrier Free Transportation – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs.
Goal 10. Fiscal Stewardship
Objective 10.1 Infrastructure Condition – Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs.
Objective 10.2 Sustainable Funding – Develop new revenue sources to prepare for increased demand for travel on the transportation system as our region grows.
Goal 11. Transparency and Accountability
Objective 11.1 Meaningful Public and Stakeholder Engagement – Engage more and a wider diversity people in providing input at all levels of decision-making for developing and implementing the plan, particularly people of color, English language learners, people with low income and other historically marginalized communities.
Objective 11.2 Performance-Based Planning – Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.
Objective 11.3 Coordination and Cooperation – Improve coordination and cooperation among the owners and operators of the region's transportation system.

Attachment 2 – 2023 Regional Transportation Plan – Existing 2018 RTP Goals and Objectives Overview – For TPAC Feedback

Previous public and stakeholder input received during the scoping phase showed strong support for all of the RTP goals as well as the four overarching priorities. During the scoping phase, TPAC and the Joint Policy Advisory Committee (JPACT) requested additional discussion of the adopted 2018 RTP goals and objectives to consider ways to provide further focus on the priorities to address through the 2023 RTP update and the role of the RTP in supporting the region's economic vitality.

This document lists the existing goals and objectives from Chapter 2 of the 2018 Regional Transportation Plan (RTP). The first column in the table below identifies which one or more of the four 2018 RTP priorities (Equity, Safety, Climate, Mobility) relate to each goal area. The second column lists each goal adopted in the 2018 RTP. The third column lists the objectives adopted for each goal.

Feedback is requested by June 13, 2022. Please send to kim.ellis@oregonmetro.gov. There is space within this document to provide feedback on each 2018 RTP goal and objective, or to provide general thoughts at the bottom of the table. If easier, sending an email with comments in the email or as a separate attachment is also acceptable. The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council will also discuss the existing 2018 RTP goals and objectives at a joint workshop planned for June 30, 2022. Together, this collective feedback will be used to develop potential revisions to the goals and objectives for review and discussion by TPAC, JPACT and the Metro Council at future meetings.

Below are questions that Metro staff would like TPAC to consider as they review this information:

1. What goals are most important for this RTP update?
2. Is anything important missing?
3. Do you have suggestions for ways to revise and/or consolidate the goals?
4. Do you have suggestions for ways to revise and/or consolidate the objectives?
5. How should these goals inform the Call or Projects and decision-making?
6. Have these goals been effective in guiding RTP implementation in the MTIP and other planning in the region?

Specific feedback from TPAC Members:

Outcome	Existing *Goals* in 2018 RTP	Existing *Objectives* in 2018 RTP	TPAC Feedback on *Goal*	TPAC Feedback on *Objective(s)*
☑ **Equity** ☑ **Safety** ☑ **Climate** ☑ **Mobility**	**Goal 1. Vibrant Communities**: The greater Portland region is a great and affordable place to live, work and play where people can easily and safely reach jobs, schools, shopping, services, and recreational opportunities from their home by walking, biking, transit, shared trip or driving.	**Objective 1.1 2040 Growth Concept Implementation** – Focus growth and transportation investment in designated 2040 growth areas (the Portland central city, regional and town centers, corridors, main streets, and employment and industrial areas). **Objective 1.2 Walkable Communities** – Increase the share of households in walkable, mixed-use areas served by current and planned frequent transit service. **Objective 1.3 Affordable Location-Efficient Housing Choices** – Increase the number and diversity of regulated affordable housing units within walking distance of current and planned frequent transit service. **Objective 1.4 Access to Community Places**[1] – Increase the number and variety of community places that households, especially households in historically marginalized communities, can reach within a reasonable travel time for all modes of travel.		

[1] Community places are defined as key local destinations such as schools, libraries, grocery stores, pharmacies, hospitals and other medical facilities, general stores, parks, greenspaces, and other places that provide key services and/ or daily needs.

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Outcome	Existing *Goals* in 2018 RTP	Existing *Objectives* in 2018 RTP	TPAC Feedback on *Goal*	TPAC Feedback on *Objective(s)*
☑ **Equity** ☐ **Safety** ☐ **Climate** ☑ **Mobility**	**Goal 2. Shared Prosperity**: People have access to jobs, goods and services and businesses have access to workers, goods and markets in a diverse, inclusive, innovative, sustainable and strong economy that equitably benefits all the people and businesses of the greater Portland region.	**Objective 2.1 Connected Region** – Build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes that provide access to jobs, markets and community places within and beyond the region. **Objective 2.2 Access to Industry and Freight Intermodal Facilities** – Increase access to industry and freight intermodal facilities by a reliable and seamless freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to facilitate efficient and competitive shipping choices for goods movement in, to and from the region. **Objective 2.3 Access to Jobs and Talent** – Attract new businesses and family-wage jobs and retain those that are already located in the region while increasing the number and variety of jobs that households can reach within a reasonable travel time. **Objective 2.4 Transportation and Housing Affordability** – Reduce the share of income that households in the region spend on transportation to lower overall household spending on transportation and housing.		
☑ **Equity** ☑ **Safety** ☑ **Climate** ☑ **Mobility**	**Goal 3. Transportation Choices**: People throughout the region have safe, convenient, healthy and affordable options that connect them to jobs, school, services, and community places, support active living and reduce transportation-related pollution.	**Objective 3.1 Travel Choices** – Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce vehicle miles traveled. **Objective 3.2 Active Transportation System Completion** – Complete all gaps in regional bicycle and pedestrian networks. **Objective 3.3 Access to Transit** – Increase household and job access to current and planned frequent transit service. **Objective 3.4 Access to Active Travel Options** – Increase household and job access to planned regional bike and walk networks.		
☑ **Equity** ☑ **Safety** ☑ **Climate** ☑ **Mobility**	**Goal 4. Reliability and Efficiency**: The transportation system is managed and optimized to ease congestion, and people and businesses are able to safely, reliably and efficiently reach their destinations by a variety of travel options.	**Objective 4.1 Regional Mobility** – Maintain reasonable person-trip and freight mobility and reliable travel times for all modes in the region's mobility corridors, consistent with the designated modal functions of each facility and planned transit service within the		

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Outcome	Existing *Goals* in 2018 RTP	Existing *Objectives* in 2018 RTP	TPAC Feedback on *Goal*	TPAC Feedback on *Objective(s)*
		corridor. **Objective 4.2 Travel Management** – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors. **Objective 4.3 Travel Information** – Increase the number of travelers, households and businesses with access to real-time comprehensive, integrated, and universally accessible travel information. **Objective 4.4 Incident Management** – Reduce incident clearance times on the region's transit, arterial and throughway networks through improved traffic incident detection and response. **Objective 4.5 Demand Management** – Increase the number of households and businesses with access to outreach, education, incentives and other tools that increase shared trips and use of travel options. **Objective 4.6 Pricing** – Expand the use of pricing strategies to manage vehicle congestion and encourage shared trips and use of transit. **Objective 4.7 Parking Management** – Manage the supply and price of parking in order to increase shared trips and use of travel options and to support efficient use of urban land.		
☑ **Equity** ☑ **Safety** ☑ **Climate** ☑ **Mobility**	**Goal 5. Safety and Security**: People's lives are saved, crashes are avoided and people and goods are safe and secure when traveling in the region.	**Objective 5.1 Transportation Safety** – Eliminate fatal and severe injury crashes for all modes of travel. **Objective 5.2 Transportation Security** – Reduce the vulnerability of the public and critical passenger and freight transportation infrastructure to crime and terrorism. **Objective 5.3 Preparedness and Resiliency** – Reduce the vulnerability of regional transportation infrastructure to natural disasters, climate change and hazardous incidents.	*Top goal in on-line survey* *Safety and security are different, and should be addressed separately.*	
☑ **Equity** ☐ **Safety** ☑ **Climate** ☐ **Mobility**	**Goal 6. Healthy Environment:** The greater Portland region's biological, water, historic and cultural resources are protected and preserved.	**Objective 6.1 Biological and Water Resources** – Protect fish and wildlife habitat and water resources from the negative impacts of transportation. **Objective 6.2 Historic and Cultural Resources** – Protect historic and cultural resources from the negative impacts of transportation. **Objective 6.3: Green Infrastructure** – Integrate green infrastructure strategies in transportation planning and		

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Outcome	Existing *Goals* in 2018 RTP	Existing *Objectives* in 2018 RTP	TPAC Feedback on *Goal*	TPAC Feedback on *Objective(s)*
		design to avoid, minimize and mitigate adverse environmental impacts. **Objective 6.4: Light Pollution** – Minimize unnecessary light pollution to avoid harm to human health, farms and wildlife, increase safety and improve visibility of the night sky. **Objective 6.5: Habitat Connectivity** – Improve wildlife and habitat connectivity in transportation planning and design to avoid, minimize and mitigate barriers resulting from new and existing transportation infrastructure.		
☑ **Equity** ☑ **Safety** ☑ **Climate** ☑ **Mobility**	**Goal 7. Healthy People:** People enjoy safe, comfortable and convenient travel options that support active living and increased physical activity, and transportation-related pollution that negatively impacts public health are minimized.	**Objective 7.1 Active Living** – Improve public health by providing safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services. **Objective 7.2 Clean Air** – Reduce transportation-related air pollutants, including criteria pollutants and air toxics emissions. **Objective 7.3 Other Pollution Impacts** – Minimize air, water, noise, light and other transportation-related pollution health impacts.		
☑ **Equity** ☑ **Safety** ☑ **Climate** ☑ **Mobility**	**Goal 8. Climate Leadership:** The health and prosperity of people living in the greater Portland region are improved and the impacts of climate change are minimized as a result of reducing transportation-related greenhouse gas emissions.	**Objective 8.1 Climate Smart Strategy Implementation** – Implement policies, investments and actions identified in the adopted Climate Smart Strategy, including coordinating land use and transportation; making transit convenient, frequent, accessible and affordable; making biking and walking safe and convenient; and managing parking and travel demand. **Objective 8.2 Greenhouse Gas Emissions Reduction** – Meet adopted targets for reducing transportation-related greenhouse gas emissions. **Objective 8.3 Vehicle Miles Traveled** – Reduce vehicle miles traveled per capita. **Objective 8.4 Low and Zero Emissions Vehicles** – Support state efforts to transition Oregon to cleaner, low carbon fuels and increase the adoption of more fuel-efficient vehicles and alternative fuel vehicles, including electric and hydrogen vehicles. **Objective 8.5 Energy Conservation** - Reduce transportation-related consumption of energy and reliance on sources of energy derived from petroleum		

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		and gasoline. **Objective 8.6 Green Infrastructure** – Promote green infrastructure that benefits both climate and other environmental objectives, including improved stormwater management and wildlife habitat.		
☑ **Equity** ☑ **Safety** ☑ **Climate** ☑ **Mobility**	**Goal 9. Equitable Transportation**: The transportation-related disparities and barriers experienced by historically marginalized communities, particularly communities of color, are eliminated.	**Objective 9.1 Transportation Equity** – Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other historically marginalized communities. **Objective 9.2 Barrier Free Transportation** – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs.		
☐ **Equity** ☑ **Safety** ☐ **Climate** ☑ **Mobility**	**Goal 10. Fiscal Stewardship:** Regional transportation planning and investment decisions provide the best return on public investments.	**Objective 10.1 Infrastructure Condition** – Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs. **Objective 10.2 Sustainable Funding** – Develop new revenue sources to prepare for increased demand for travel on the transportation system as our region grows.		
☑ **Equity** ☑ **Safety** ☑ **Climate** ☑ **Mobility**	**Goal 11. Transparency and Accountability:** Regional transportation decisions are open and transparent and distribute the benefits and burdens of our investments in an equitable manner.	**Objective 11.1 Meaningful Public and Stakeholder Engagement –** Engage more and a wider diversity people in providing input at all levels of decision-making for developing and implementing the plan, particularly people of color, English language learners, people with low income and other historically marginalized communities. **Objective 11.2 Performance-Based Planning** – Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis. **Objective 11.3 Coordination and Cooperation** – Improve coordination and cooperation among the owners and operators of the region's transportation system		

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Additional thoughts from TPAC Members:

- What goals are most important for this RTP update?
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