

What is the Regional Transportation Plan?

2018 Regional Transportation Plan



2040 Growth Concept



20-year plan

Updated every 5 years through coordination, consultation and outreach

State requirements: link land use and transportation goals and reduce GHGs

Federal requirements:

- performance-based planning
- congestion management
- air quality
- civil rights/equity
- protection of public health and the environment

2018 Regional Transportation Plan

Regional Transportation Plan vision:

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



2018 RTP investment priorities

reflecting feedback from the public and stakeholders



Equity



Climate Smart



Safety



Congestion

What we also heard from partners and the public in 2018

- Changing times call for changing approaches to transportation funding
- Put equity at the forefront of work
- Show how funding projects advance regional goals
- Interest in exploring pricing mechanisms to reduce GHG



JPACT adopted policy on pricing (2018 RTP)

- *Objective 4.6 (Pricing)* – **Expand the use of pricing strategies to manage vehicle congestion and encourage shared trips and use of transit.**
- *Policy 6 (Congestion)* – **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.**

2018 RTP Chapter 8: JPACT directed Metro to do a technical Regional Congestion Pricing Study

- Chapter 8. Section 2.3.2 (page 8-19) called for a regional congestion pricing study
- Acknowledgement that more study and analysis was needed before the next RTP Update

8.2.3.2 Regional Congestion Pricing Technical Analysis

Lead agency	Partners	Proposed timing
Metro and ODOT	Cities, counties, FHWA	2019-TBD

Growing congestion on the greater Portland area's thoroughways is increasing travel delays and unpredictability. This congestion affects quality of life as travelers sit in cars or on the bus, and impacts the economy through delayed movement of merchandise and lost productivity.

Ongoing efforts to address congestion in the region include investments in system and demand management strategies, improving transit service and reliability, increasing bicycle and pedestrian access and adding highway capacity in targeted ways. But it is clear that these strategies are not sufficient and will result in continued congestion in our region. We cannot address congestion through supply alone; we must also manage demand.

Through the end of 2018, ODOT is conducting a feasibility analysis to explore the options available and determine how congestion pricing, also known as value pricing, could help ease congestion in the greater Portland area.

2018 RTP Chapter 8:

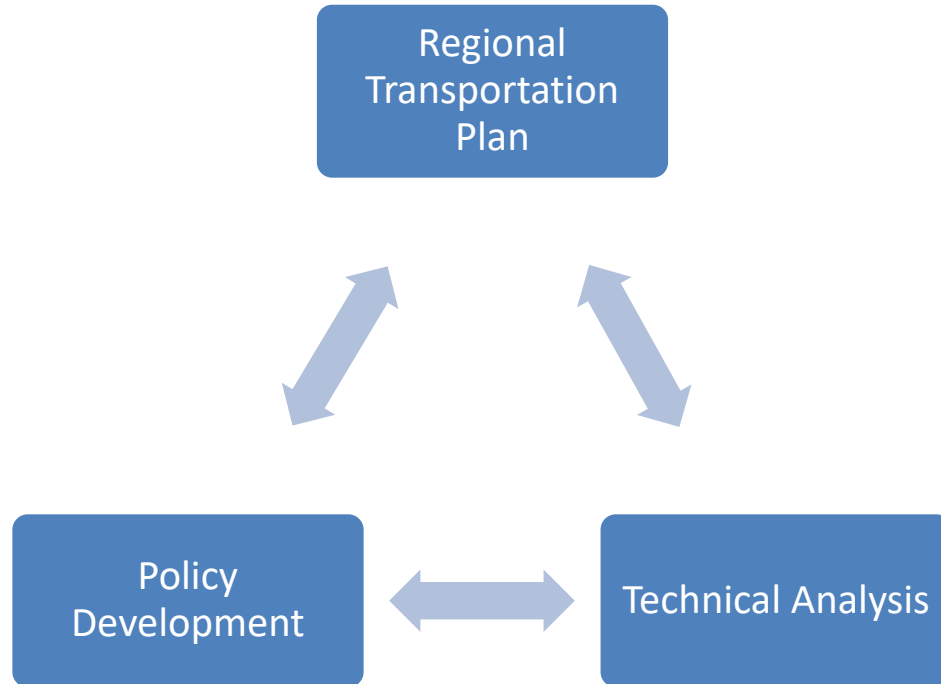
Regional Congestion Pricing Study

“The (ODOT’s Value Pricing) project’s limited scope has raised larger questions about how demand management pricing strategies could be implemented throughout the region; **further study is needed in this area and should be undertaken to better understand different ways that pricing could work regionally and the different policy outcomes that various pricing programs, including cordon pricing, VMT-based pricing and network-based pricing might have.** In addition, the study should evaluate issues and outcomes related to equity, safety and alternative investments, including the interaction between pricing and increased transit access.

A comprehensive, regional study should be undertaken before the next update to the RTP in order to provide policy guidance as to how different types of pricing programs might impact traffic congestion, people and vehicle throughput, freight mobility, greenhouse gas emissions, air pollution, outcomes for under-served communities, mode share and overall traffic volumes and whether they improve the regional transportation system.”

	Lead Agency	Proposed timing
Regional Mobility Policy Update	Metro, ODOT	2019-21
Regional Congestion Pricing Technical Analysis	Metro, ODOT	2019-TBD
Transportation System Management and Operations Strategy Update	Metro	2019-20
Jurisdictional Transfer Assessment Program	Metro, ODOT	2019-20
Transit planning	TriMet, SMART	Annually
Enhanced Transit Concept Pilot Program	Metro, TriMet	2018-22
Central City Transit Capacity and Steel Bridge Analysis	Metro, TriMet	2019
Transportation Equity Analysis and Monitoring	Metro	2019-23
Funding Strategy for Regional Bridges	Counties	2019-21
Emergency Transportation Routes Project	Metro, RPDO	2019-20
Regional Freight Delay and Commodities Movement Study	Metro, ODOT	2022
Regional Freight Rail Study	Metro, Port	2023
Regional Transportation Functional Plan Update	Metro	TBD
Parking Management Policy Update	Metro	TBD
Green Corridor Implementation	Metro	TBD
Frog Ferry Passenger River Taxi Service Study	Friends of Frog Ferry	TBD

RTP – 5 Year Cycle



2023 RTP Update

WHAT IS THE ANTICIPATED TIMELINE FOR THE UPDATE?



Draft Schedule for 2023 RTP Update

- Fall 2021 – Kick off formal scoping with JPACT, Metro Council and stakeholders
- Winter 2022 – JPACT and Metro Council Approve Workplan
- Spring 2022 – Sept 2023 – **Policy Updates**
- Sept/Nov 2023 – Formal Adoption Process



Metro

Regional Congestion Pricing Study

Regional Congestion Pricing Study

RCPS Goal:

To understand how our region could use congestion pricing to manage traffic demand to meet climate goals without adversely impacting safety or equity.

Evaluate technical feasibility and performance of 4 different pricing tools

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



VEHICLE MILES TRAVELED FEE (Road User Charge)

Drivers pay a fee for every mile they travel



CORDON PRICING

Drivers pay to enter an area, like downtown Portland (and sometimes pay to drive within that area)



ROADWAY PRICING

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



PARKING PRICING

Drivers pay to park in certain areas

Study Outcomes

RCPS findings to:

- Inform future discussions on implementing congestion pricing and policy recommendations
- Outline next steps for evaluation and further study

Metro is not an implementer

Experts Input our Methods and Outcomes-

Expert Review Panel April 22, 2021



Jennifer Wieland - moderator

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

Nelson\Wygaard



Daniel Firth

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

C40



Sam Schwartz

Founder and CEO; Father of NYC congestion pricing

Sam Schwartz Transportation Consultants



Rachel Hiatt

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

San Francisco County Transportation Authority



Christopher Tomlinson

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

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



Clarrissa Cabansagan

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

TransForm

Revisions

- Combined bullets to create generalized considerations as well as considerations specific to policy makers or future project owners/operators.
- References to other projects in the region and importance of coordination.
- Modified bullet about conversations related to pricing to include the state level when applicable.
- Reference impacts on low-income travelers.
- Modified wording to reflect suggestions from TPAC members and others.

General recommended considerations:

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.

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.

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.

General recommended considerations (cont'd):

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), and
- address negative impacts (diversion and related congestion on nearby routes, slowing of buses, potential safety issues, costs to low-income travelers, and equity issues).

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.

General recommended considerations (cont'd):

Conversations around congestion pricing costs, revenues, and reinvestment decisions should happen at the local, regional, and when appropriate the state scale, depending on the distribution of benefits and impacts for the specific policy, project, or program being implemented.

Specific for Policy Makers:

Congestion pricing has a strong potential to help the greater Portland region meet the priorities outlined in its 2018 Regional Transportation Plan, specifically addressing congestion and mobility; climate; equity; and safety.

- Technical analysis showed that all four types of pricing analyzed improved performance in these categories;
- Best practices research and input from experts showed there are tools for maximizing performance and addressing unintended consequences.

Specific for Policy Makers (cont'd):

Given the importance of pricing as a tool for the region's transportation system, policy makers should include pricing policy development and refinement as part of the next update of the Regional Transportation Plan in 2023, including consideration of other pricing programs being studied or implemented in the region.

Specific for Future Project Owners/Operators:

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.

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.

Specific for Future Project Owners/Operators (cont'd):

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.

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.

Establish a process for ongoing monitoring of performance, in order to adjust and optimize a program once implemented.

Resolution – In packet with staff report

- Resolution accepts the RCPS report
 - findings and recommended considerations
- TPAC voted to recommend with friendly amendment

Next Steps

Wrapping up July

- Metro Council final meeting to accept the report
- Final report with findings will be available for public after being accepted

2023 RTP update process over the next two years with

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