

BEFORE THE METRO COUNCIL

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|------------------------------------|---|---------------------------------------|
| FOR THE PURPOSE OF AMENDING THE FY |) | RESOLUTION NO. 21-5216 |
| 2021-22 UNIFIED PLANNING WORK |) | |
| PROGRAM (UPWP) TO ADD THE REGIONAL |) | Introduced by Chief Operating Officer |
| MOBILITY PRICING PROJECT THAT WAS |) | Marissa Madrigal in concurrence with |
| FUNDED SINCE THE UPWP WAS ADOPTED |) | Council President Lynn Peterson |

WHEREAS, the Unified Planning Work Program (UPWP) describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2021-22; and

WHEREAS, the FY 2021-22 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, TriMet, Oregon Department of Transportation (ODOT) and other local jurisdictions; and

WHEREAS The ODOT Toll Program is building on the outcome of the agency's Value Pricing Feasibility Analysis completed in December 2018; and

WHEREAS The Toll Program is part of the Statewide Transportation Improvement Program; and

WHEREAS the Toll Program was included in the 2021-22 UPWP with two components, one of which has now completed its planning phase (I-205 in Clackamas County) and the other has been renamed as the Regional Mobility Pricing Project; and

WHEREAS, all federally-funded transportation planning projects for the Portland-Vancouver metropolitan area must be included in the FY 2021-22 UPWP; now therefore,

BE IT RESOLVED that the Metro Council hereby amends the FY 2021-22 UPWP to initiate planning work on the Regional Mobility Pricing project as shown in the attached Exhibit A.

ADOPTED by the Metro Council this 20th day of January, 2022.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Project: ~~I-5 and I-205: Portland Metropolitan Value Pricing~~ Regional Mobility Pricing Project

Staff Contact: Mike Mason, Michael.W.Mason@odot.state.or.us

Description

The ODOT Toll Program is ~~advancing building on the results outcome of a feasibility analysis~~ the agency's Value Pricing Feasibility Analysis completed in December 2018. The ~~Value Pricing Feasibility A~~ feasibility analysis was conducted using state funding from House Bill 2017; no ~~federal~~ Federal funds were spent (except for \$43 in June by administrative staff activating the account).

The Toll Program is part of the Statewide Transportation Improvement Program. This planning effort was included in the 2021-2022 UPWP with two components, a Comprehensive Congestion Management and Mobility Pricing Project and tolling of Interstate 205 in Clackamas County (OR213 to Stafford Road), which has subsequently completed planning and entered the preliminary engineering phase.

The Comprehensive Congestion Management and Mobility Pricing Project is project, renamed as the Regional Mobility Pricing Project, and includes carries forward two one planning project in the planning phase. It : Interstate 205 in Clackamas County (OR213 to Stafford Road) and a separate Comprehensive Congestion Management and Mobility Regional Mobility Pricing Project, which is is evaluating variable rate pricing on tolling study considering all lanes of the full corridor lengths of Interstate 5 and Interstate 205 within in the Portland metro area. In December 2020, the Oregon Transportation Commission, under the direction of HB 2017, extended the toll corridor for this project to the full length of I-5 and I-205 from an earlier shorter segment between southwest and north Portland only. plus on I-205 extending to the north from OR213 to

~~the Glenn Jackson Bridge and to the south from Stafford Road to I-5. The planning/environmental analysis phase is expected to continue into 2023 for these toll projects.~~

ODOT initiated a federal Planning and Environmental Linkage (PEL) process in 2021 for the Regional Mobility Pricing Project. The goal is to identify -- through outreach with agency partners and the public -- the project purpose, needs, area of impact, and initial concepts that would will be evaluated for environmental impacts under the federal National Environmental Policy Act. This initial planning phase for the Regional Mobility Pricing Project is expected to be completed in 2022. for the Regional Mobility Pricing Project. In December 2020, the Oregon Transportation Commission, under the direction of HB 2017, extended the toll corridor for this study to the full length of I-5 and I-205.

~~Comprehensive Congestion Management and Mobility Tolling: From July 2020 to June 2021, ODOT initiated a federal Planning and Environmental Linkage (PEL) process under NEPA along I-5 in the Portland metro area. In December 2020, the Oregon Transportation Commission, under the direction of HB 2017, extended the toll corridor for this study to the full length of I-5 and I-205.~~

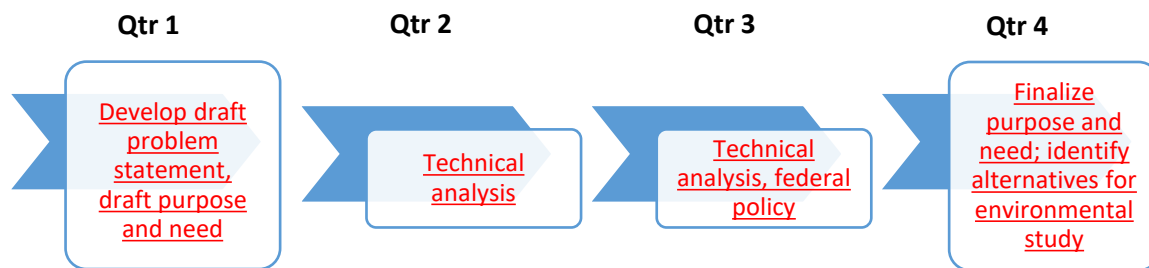
FY 2021-22 Unified Planning Work Program

The Oregon Transportation Commission has tolling authority for Oregon's highway system. The project is led by ODOT, which has developed a decision and advisory structure to engage regional partners for technical input as well as an advisory committee to assist in developing an equity framework and equitable process. Regional partners include local, county, and regional agencies, as

well as transit service providers including TriMet, Smart, and others. Additionally, ODOT ~~is~~ has coordinated ing with Metro and the City of Portland on ~~concurrent~~ their efforts related to congestion pricing. A comprehensive engagement strategy provides public input.

The Regional Mobility Pricing Project project is consistent with the RTP policies relating to reliability, pricing and Transportation System Management & Operations (TSMO).

Key Project Deliverables / Milestones FY 2021-2022



FY 2021-22 Cost and Funding Sources

Note: Funding listed in this narrative is draft, and subject to change. ODOT operates on a biennial budget basis.

Requirements:

| | |
|----------------------|-------------|
| Personal Services | \$4,157,018 |
| Materials & Services | \$142,982 |
| TOTAL | \$4,300,000 |

Resources:

| | |
|---------------|-------------|
| Federal grant | \$3,965,460 |
| Local Match | \$334,540 |
| TOTAL | \$4,300,000 |

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 21-5216 FOR THE PURPOSE OF AMENDING THE FY 2021-22 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ADD THE REGIONAL MOBILITY PRICING PROJECT THAT WAS FUNDED SINCE THE UPWP WAS ADOPTED

Date: November 24, 2021
Department: Planning
Meeting Date: January 20, 2022

Prepared by: John Mermin, john.mermin@oregonmetro.gov, Glen Bolen, glen.a.bolen@odot.state.or.us, Mike Mason, Michael.w.mason@odot.state.or.us

ISSUE STATEMENT

The UPWP is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds. The UPWP is a living document, and may be amended periodically over the course of the year to reflect changes in project scope or budget.

ACTION REQUESTED

Approval of the requested amendment to the 2021-2022 UPWP.

IDENTIFIED POLICY OUTCOMES

The near-term investment strategy contained in the 2018 Regional Transportation Plan (RTP) focuses on key priorities for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on four key outcomes:

- Equity
- Safety
- Managing Congestion
- Climate

The planning activities within the Regional Mobility Pricing Project are consistent with 2018 RTP policies and intend to help the region achieve these outcomes.

STAFF RECOMMENDATIONS

Approve Resolution No. 21-5216 and amend the FY 2021-22 UPWP.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Known Opposition

None

Legal Antecedents

Metro Council Resolution No. 21-5165 FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2021-22 UNIFIED PLANNING WORK PROGRAM

Anticipated Effects

Approval will result in adding the Regional Mobility Pricing Project to the UPWP, which will allow ODOT to initiate planning work in the current fiscal year (prior to June 30, 2022).

BACKGROUND

The ODOT Toll Program is building on the outcome of the agency's Value Pricing Feasibility Analysis completed in December 2018. The feasibility analysis was conducted using state funding from House Bill 2017; no Federal funds were spent (except for \$43 in June by administrative staff activating the account).

The Toll Program is part of the Statewide Transportation Improvement Program. This planning effort was included in the 2021-2022 UPWP with two components, a Comprehensive Congestion Management and Mobility Pricing Project and tolling of Interstate 205 in Clackamas County (OR213 to Stafford Road), which has subsequently completed planning and entered the preliminary engineering phase.

The Comprehensive Congestion Management and Mobility Pricing Project, renamed as the Regional Mobility Pricing Project, carries forward one project in the planning phase. It is evaluating variable rate pricing on all lanes of the full corridor lengths of Interstate 5 and Interstate 205 within the Portland metro area. In December 2020, the Oregon Transportation Commission, under the direction of HB 2017, extended the toll corridor for this project to the full length of I-5 and I-205 from an earlier shorter segment between southwest and north Portland only. The I-205 Toll Project is ODOT's other active toll project. It has advanced out of the planning phase into the preliminary engineering and environmental review phase and is longer included within the Unified Planning Work Plan.

ODOT initiated a federal Planning and Environmental Linkage (PEL) process in 2021 for the Regional Mobility Pricing Project. The goal is to identify -- through outreach with agency partners and the public -- the project purpose, needs, area of impact, and initial concepts that will be evaluated for environmental impacts under the federal National Environmental Policy Act. This initial planning phase for the Regional Mobility Pricing Project is expected to be completed in 2022.

As originally conceived, the tolling program totaled just over \$18 million. Subsequent funding from the Oregon Transportation Commission increased the project allocation to \$21.2 Million. As shown in the budget table in Exhibit A, the revised Regional Mobility Pricing Project will utilize \$4.3 million during the 2021 – 2022 fiscal year.

The Regional Mobility Pricing Project is consistent with RTP Goal 4: Reliability and Efficiency, Objective 4.6 Pricing – Expand the use of pricing strategies to manage vehicle congestion and encourage shared trips and use of transit.

The project is also consistent with the RTP's Transportation System Policies: Transportation System Management and Operations Policy 1: Expand use of pricing strategies to manage travel demand on the transportation system; and Regional Motor Vehicle Network 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.