



MEMORANDUM

DATE: September 13, 2021

TO: Mayor and City Council

CC: Rebecca Kennedy, Deputy Director, Community Development; Aaron Lande, Policy and Programs Manager, City Manager's Office

FROM: Katherine Kelly, Senior Policy Advisor, Community & Economic Development

RE: **Metro Regional Congestion Pricing Study**

This memo is to provide the Council with an overview of Metro's Regional Congestion Pricing Study (RCPS). On September 16, 2021, the regional Joint Policy Advisory Committee on Transportation (JPACT) will be asked to vote on a Resolution accepting the study's findings. The City of Vancouver is represented at JPACT and thus can choose to accept, reject, or abstain on that vote.

The 2018 Metro Regional Transportation Plan (RTP) identified congestion pricing as a high priority strategy to manage transportation demand in support of the Metro region's goals to address climate, congestion, equity, and safety. Included in the RTP was direction to further study congestion pricing strategies that may be applied within the Metro region. Metro subsequently conducted two years of research and high-level analysis along with input from technical staff, subject-matter experts and policymakers, which resulted in the RCPS (Attachment A). Four pricing tools are identified in the RCPS, namely, a fee for vehicle miles traveled, cordon pricing for driving within a defined area, roadway pricing for driving on a particular road, and parking pricing to park in certain areas. Findings noted in the RCPS focus on challenges and benefits of each of those strategies based on national and international experience from where they have been applied. Attachment A provides further detail.

Modeling impacts of congestion pricing strategies within the Southwest Washington region were not part of the RCPS because Metro's jurisdiction is solely within the state of Oregon. However, data sharing between Metro and the Southwest Washington Regional Transportation Council (RTC) allows for consistency in understanding impacts of policies and program implementation on the broader bi-state regional transportation network. Data from the RCPS will be used to inform updates to both the Metro and the RTC Transportation System Plans, both of which are planned to begin within the next two years.

At the July and August JPACT meetings, discussion among committee members centered around whether the Resolution to accept the RCPS meant that congestion pricing strategies would become

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required for local jurisdictions to implement. Metro staff's response was that the RCPS is not intended to require implementation of congestion pricing strategies at this time and that development of policies regarding when and where congestion pricing strategies might be implemented would be defined through its upcoming Regional Transportation Plan update.

Action being requested from Council is to provide feedback for the city's JPACT representative (Mayor McEnerny-Ogle) on whether vote in favor of, reject, or abstain from accepting the findings of the RCPS.

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Attachment(s):

A: Metro Regional Congestion Pricing Study Report



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