

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, February 4, 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 |
| 9:10 a.m. | Comments from the Chair and Committee Members <ul style="list-style-type: none">• Committee input on Creating a Safe Space at TPAC (Chair Kloster)• Updates from committee members around the Region (all)• Monthly MTIP Amendments Update (Ken Lobeck)• Fatal crashes update (Lake McTighe)• DLCD Climate Friendly & Equitable Communities Rulemaking February update (Kim Ellis)• Competitive Infrastructure Funding Opportunities for Local Governments
https://files.constantcontact.com/d3dffe501/1d1116d2-65d3-4220-9efd-afa26953ff51.pdf
(Ted Leybold) | |
| 9:20 a.m. | Public communications on agenda items | |
| 9:25 a.m. | Consideration of TPAC minutes, January 7, 2022 (<u>action item</u>) | Chair Kloster |
| 9:30 a.m. | 2018 Regional Transportation Plan (RTP) Amendment 21-1467 I-205 Toll Project (<u>action item, Recommendation to JPACT</u>)
Purpose: Request TPAC’s recommendation to JPACT on amending the 2018 RTP to include the preliminary engineering phase of the I-205 Toll Project, and to clarify the financial connection of the I-205 Toll Project to the I-205 Improvement Project | Kim Ellis, Metro
Mandy Putney, ODOT
Garet Prior, ODOT |
| 10:30 a.m. | Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 21-5234; I-205 Toll Project (<u>action item, Recommendation to JPACT</u>)
Purpose: For the purpose of amending the 2021-26 Metropolitan Transportation Improvement Program (MTIP) to add the preliminary engineering phase for ODOT’s I-205 Tolling Project allowing NEPA and design activities to begin (FB22—6-FEB) | Ken Lobeck, Metro |
| 10:45 a.m. | Regional Flexible Fund Allocation (RFFA) revenue forecast update
Purpose: Update TPAC on the impacts of the federal funding authorization bill on the RFFA funding forecast and proposed allocation of revenues.
<i>Note: Information on agenda item not available at time of mailing; this will be distributed at later date.</i> | Margi Bradway, Metro
Ted Leybold, Metro |

11:15 a.m.	2024-27 ODOT Administered Funding Program – Infrastructure Investment and Jobs Act (IIJA) Funding Scenarios and Timeline Update Purpose: To provide TPAC an update on the process and current discussions taking place at the Oregon Transportation Commission (OTC) on which funding categories and programs to invest new revenues as a result of the IIJA.	Chris Ford, ODOT Glen Bolen, ODOT
11:35 a.m.	Public and Active Transportation selection process input Purpose: Input on development of 100% list.	Jessica Horning, ODOT
11:55 a.m.	Committee comments on creating a safe space at TPAC	Chair Kloster
12:00 p.m.	Adjournment	Chair Kloster

2022 TPAC Work Program

As of 1/28/2022

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

February 4, 2022 9:00 – 12:00 p.m.

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)
- DLCD Climate Friendly & Equitable Communities Rulemaking Feb. update (Kim Ellis)
- Competitive Infrastructure Funding Opportunities for Local Governments (Ted Leybold)

Agenda Items:

- **2018 RTP Amendment 21-1467 I-205 Toll Project Recommendation to JPACT** (Kim Ellis, Metro/ Mandy Putney & Garet Prior, ODOT, 60 min)
- **MTIP Formal Amendment 21-5234 Recommendation to JPACT** (Lobeck, 15 min)
I-205 Toll Project
- Regional Flexible Fund Allocation (RFFA) revenue forecast update (Margi Bradway / Ted Leybold, Metro, 30 min)
- 2024-27 ODOT Administered Funding Program – Infrastructure Investment and Jobs Act (IIJA) Funding Scenarios and Timeline Update (Chris Ford/Glen Bolen, 20 min)
- Public & Active Transportation selection process input. (Jessica Horning, ODOT, 20 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

February 16, 2022 – MTAC/TPAC Workshop 10 am – noon

Agenda Items:

- Regional Mobility Policy Update: Case Study Findings (Kim Ellis, Metro/ Lidwien Rahman and Glen Bolen, ODOT/Susie Wright, Kittelson & Associates, 45 min)
- Emerging Trends Initial Findings (Eliot Rose, Metro/ Briana Calhoun, Fehr & Peers, 30 min)
- 2023 Regional Transportation Plan Draft Work Plan and Engagement Plan – Introductions (Kim Ellis & Molly Cooney-Mesker, Metro, 30 min)

<p><u>March 4, 2022 9:00 – 11:30 a.m.</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • 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) • RFFA update, timeline, next steps (Dan Kaempff) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • 2023 Regional Transportation Plan Update Work Plan and Engagement Plan – <u>Recommendation to JPACT</u> (Kim Ellis/ Molly Cooney-Mesker, 40 min.) • Draft 2022-23 UPWP Review & Discussion (John Mermin, 20 min) • DLCD Climate Friendly Equitable Communities (CFEC) Rules – Review & Discussion (Kim Ellis, 40 min) • 2024-27 ODOT Administered Fund Program Allocations & Scoping updates (Chris Ford 5 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>March 9, 2022 – TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • 2019-2021 Regional Flexible Fund – Local Agency Project Fund Exchanges Update (Grace Cho, 20 min) • 2023 RTP policy brief – Safe and Healthy Urban Arterials (John Mermin/Lake McTighe, 45 min) • 2023 RTP policy brief - Congestion Pricing Policy Development (Alex Oreschak / Kim Ellis, 45 minutes)
<p><u>April 1, 2022 9:00 am – 11:30 a.m.</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • 2022-23 UPWP Resolution 22-5244 <u>Recommendation to JPACT</u> (Mermin, 15 min) • Regional Mobility Policy Update: Shaping the Recommended Policy and Action Plan - (Kim Ellis, Metro/ Lidwien Rahman, ODOT, 60 min) • Updated 2024-27 MTIP revenue forecast (Grace Cho/Ted Leybold, Metro; 20 min) • 2024-27 ODOT Administered Fund Program Allocations & Scoping updates (Chris Ford 5 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>April 20, 2022 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Regional Freight Delay and Commodities Movement Study (Tim Collins, Chris Johnson, Kyle Hauger, Metro; 60 min) • <i>Interstate Bridge Replacement (IBR) findings on the project (Elizabeth Mros-O’Hara & others TBD)</i> • <i>2020 Census Report Update (Chris Johnson, TBD)</i>

<p><u>May 6, 2022</u> 9:00 am – 11:30 a.m.</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Transportation Equity Analysis for the 2023 RTP (Eliot Rose, Metro, 30 min) • Transport Work Program update (Caleb Winter, Metro/ Kate Freitag, ODOT, 30 min) • 2024-27 ODOT Administered Funding-OTC Program Allocations among Fix-It & Enhance Highway Programs(Chris Ford; 20 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>May 11, 2022 – TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Regional Flexible Funds Allocation (RFFA) Outcomes Evaluation and Risk Assessment review (Dan Kaempff, 30 min) • 2024-2027 MTIP Performance Evaluation – Approach & Methods (Grace Cho, 30 min)
<p><u>June 3, 2022</u> 9:00 am – 11:30 a.m.</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • 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) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Regional Mobility Policy Update: Recommended Policy and Action Plan - Discussion (Kim Ellis, Metro/ Lidwien Rahman, ODOT, 60 min) • Emerging Transportation Trends Study Recommendations (Eliot Rose, Metro, 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>June 15, 2022 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • RTP - Equitable Finance 2023 RTP (Lake McTighe, Metro) 45 min • DLCDC Climate Friendly & Equitable Communities Rulemaking item (Kim Ellis) • Urban Growth Management Functional Plan Amendments – discussion (Ted Reid & Tim O'Brien, Metro; 60 min)
<p><u>July 8, 2022</u> 9:00 am – 11:30 a.m.</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • 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) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • High Capacity Transit Strategy Update for 2023 RTP (Ally Holmqvist, Metro, 30 min) • Transportation Needs and Disparities Analysis for 2023 RTP (Eliot Rose, Metro, 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>July 13, 2022 – TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p>

<p><u>August 5, 2022</u> 9:00 am – 11:30 a.m.</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • 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) <p>Agenda Items:</p> <ul style="list-style-type: none"> • 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 & Lidwien Rahman, ODOT; 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>August 17, 2022 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p>
<p><u>September 2, 2022</u> 9:00 am – 11:30 a.m.</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • 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) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • RTP needs assessment and performance measures (Eliot Rose, Metro, 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>September 14, 2022 – TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p>
<p><u>October 7, 2022</u> 9:00 am – 11:30 a.m.</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • 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) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>October 19, 2022 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p>

<p><u>November 4, 2022</u> 9:00 am – 11:30 a.m.</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • 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) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • High Capacity Transit Strategy Update for 2023 RTP (Ally Holmqvist, Metro, 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>November 9, 2022 – TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p>
<p><u>December 2, 2022</u> 9:00 am – 11:30 a.m.</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • 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) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>December 21, 2022 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p>

Parking Lot: Future Topics/Periodic Updates

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| <ul style="list-style-type: none"> • Update on SW Corridor Transit • Burnside Bridge Earthquake Ready Project Update (Megan Neill, Multnomah Co) • Columbia Connects Project • Best Practices and Data to Support Natural Resources Protection | <ul style="list-style-type: none"> • Ride Connection Program Report (Julie Wilcke) • Get There Oregon Program Update (Marne Duke) • RTO Updates (Dan Kaempff) • 2021 PILOT Grants Update (Eliot Rose) • Telework affects post COVID on transportation (TriMet/Eliot Rose) |
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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: January 26, 2022
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments from Early to Mid- January 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 January 2022 Formal Amendment Bundle					
Amendment Type: Formal/Full					
Amendment #: JA22-07-JAN2					
Total Number of Projects: 12					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
List of SFY 23 UPWP Related Project Amendments					
Project #1 Key # 22145	71118	Metro	Freight and Economic Development Planning (FFY 2022) (SFY 23 UPWP)	Regional planning to support freight systems planning and economic development planning activities. (UPWP RFFA Step 1 STBG FFY 2022 allocation supporting SFY 2023 UPWP)	ADVANCE PROJECT: The program bucket is being advanced to the current FFY 2022 to be used as part of Metro's SFY 23 Unified Planning Work Program (UPWP)
Project #2 Key # 20877	70870	Metro	Regional MPO Planning (2021)	Funding for Metro to meet Metropolitan Planning Organization mandates, established through the federal regulations. Note: Remaining funding currently programmed reflect allocated funding not obligated from the SFY 22 UPWP program and carried over to support the SFY 23 UPWP	ADVANCE/COMBINE The project STBG and match are being advanced and combined in the Key 21839 which will act as the project grouping bucket key for the SFY 23 UPWP Master Agreement. As a result, Key 20877 is now "zeroed" programmed
Project #3 Key # 22151	71131	Metro	Regional MPO Planning (FFY 2022)	Funding to support transportation planning activities and maintain compliance with federal planning regulations. (FY 2022 UPWP allocation year). Funding will be combined into Key 21839 in support of the SFY 23 UPWP	ADVANCE/COMBINE The project STBG and match are being advanced and combined in the Key 21839 which will act as the project grouping bucket key for the SFY 23 UPWP Master Agreement. As a result, Key 20877 is now "zeroed" programmed
Project #4 Key # 21839	71224	Metro	Portland Metro Planning SFY23	Portland Metro MPO planning funds for SFY 23 (FFY2022). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP).	COMBINE FUNDS: Combine STBG funds from Keys 20877 and 22151 for Key 21839 to act as the SFY 23 UPWP Master Agreement key.
Project #5 Key # 22160	71109	Metro	Safe Routes to Schools Program (FFY 2022) (SFY23 UPWP)	Promotes through planning, funding and outreach activities the ability for youth to safely, affordably and efficiently access school by walking, biking and transit. (FY 2022 allocation year)	ADVANCE PROJECT: Advance the SRTS program funds from FFY 2025 to FFY 2022 to become part of the SFY 2023 UPWP

Project #6 Key 22172	71105	Metro	Statewide Travel Survey (SFY 23 UPWP)	Contribution to statewide travel survey to inform travel forecasting models. (FFY 2022 allocation to the SFY23 UPWP)	ADVANCE PROJECT: Advance the Statewide Travel Survey funds from FFY 2025 to FFY 2022 to become part of the SFY 2023 UPWP
Project #7 Key 22163	71102	Metro TriMet	Transit Oriented Development (TOD) program (FFY 2022) Preventative Maintenance Support (FFY 2022)	Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost effectiveness of regional transit investments. (FY 2022 allocation year) Metro (RFFA Step 1) STBG/Local exchange supporting TriMet's Bus and Rail Preventative Maintenance program needs for labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet's 3-county service district	ADVANCE PROJECT: Advance the annual fund exchange project which TriMet will commit to their Preventative Maintenance program funds from FFY 2025 to FFY 2022 and change lead agency to be TriMet
Project #8 Key 22169	71124	Metro	TSMO Administration (FFY 2022) (SFY 23 UPWP)	Administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. (FY 2022 allocation year)	ADVANCE PROJECT: Advance the TSMO administrative support project and program funds from FFY 2025 to FFY 2022 as part of the SFY UPWP
End SFY 23 UPWP Project Amendment List					
Project #9 Key 22552 New Project	TBD	ODOT	Willamette River: Stormwater Source Control improvements	Complete the design of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas.	ADD NEW PROJECT: (PE and ROW Phases only) The formal amendment adds the PE and ROW phases for the new Willamette Stormwater Source Control Improvements project.
Project #10 Key 22551 New Project	TBD	ODOT	US26: SE Powell Blvd & SE 36th Ave	Design and construct a Rectangular Rapid Flashing Beacon (RRFP) traffic signal to increase pedestrian safety. This location was part of the ODOT Inner Powell Road Safety Audit determining location will merit by adding traffic signal at location.	ADD NEW PROJECT: The amendment adds the new safety improvement project to the 2021-26 MTIP
Project #11 Key 22545 New Project	TBD	Columbia Slough Watershed Council	Columbia Slough Water Trail	Create a print and interactive online paddlers guide to launch sites and water trail conditions along the Columbia Slough.	ADD NEW PROJECT: The formal amendment adds the new Oregon Parks Recreational Trails Program grant awarded project to the 2021-26 MTIP

Project #12 Key 22543 New Project	TBD	Troutdale	North Beavercreek Bridge Replacement	Replacement of a failed timber pedestrian bridge across Beaver Creek in the City of Troutdale.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new Oregon Parks Recreational Trails Program grant awarded project to the 2021-26 MTIP
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Current approval progress for the January MTIP Formal Amendment bundle:

1. TPAC approval date: January 7, 2022
2. JPACT approval date: January 20, 2022
3. Metro Council approval date: Scheduled for February 10, 2022.
4. Upon Metro Council approval, the three amendment bundles will be sent to ODOT and FHWA for final review and approval.

January 2022 Administrative Modifications

Administrative Modification Bundle AM22-09-JAN1

Key	Lead Agency	Name	Change
22414	ODOT	I-84: Gorge Corridor-Community Engagement and Outreach	The Administrative Modification updates the project for recent transfers to support the initial obligation. The funds are sourced from outside of the MP
22075	ODOT	Columbia Bottomlands Mitigation/Conservation	The Administrative Modification slips the ROW phase from FFY 2022 to FFY 2023 as RW files not in place to certify RW.
21632	Washington County	NW West Union Rd at Neakahnne Ave (Washington County)	The Administrative Modification reduces the project construction phase to bring the total project cost down to the maximum \$1 million level for approved SFLP project
20339	ODOT	East Systemic Signals and Illumination (ODOT)	The Administrative Modification increases the construction phase cost due to higher bids. No scope change is occurring. Since no scope change is occurring, and the total cost increase is less than 30%, the cost threshold for the Amendment Matrix is waived allowing the cost increase to be process administratively.
21614	ODOT	US26: SE 8th Ave - SE 87th Ave	The Administrative Modification convert the SFLP back to state funds and cancels the ROW phase per ODOT request

22483	ODOT	Advanced Traffic Controller (ATC): OR99E & Tualatin Valley Hwy Advanced Traffic Controller (ATC): Portland Metro Upgrades	The Administrative Modification updates the project name to reflect a broader improvement approach based on available funding.
21607	ODOT	OR213 at NE Glisan St and NE Davis St	The Administrative Modification slips the ROW phase from FFY 2022 to FFY 20223. Project was part of the EOY phase slips amendment initially missed during the review
19327	Tigard	Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR	The Administrative Modification addresses two small cost increases with local funds to PE and ROW. The net change increases the project by \$217,614 and represents a 2.82% cost increase to the project

Added Note: Upon additional review for Key 19327 (Fanno Creek), additional minor adjustments to the PE and ROW phases are required which will be addressed for the project in the next submitted administrative modification

Climate-Friendly and Equitable Communities Rulemaking Advisory Committee MEETING 11



TO: Climate-Friendly and Equitable Communities Rulemaking Advisory Committee Members
FROM: Bill Holmstrom and Kevin Young, DLCD Rulemaking Lead Staff
SUBJECT: **RAC 11 Item 3: Rulemaking Schedule**
DATE: January 11, 2022

The schedule below is an updated summary of remaining activities in the Climate-Friendly and Equitable Communities Rulemaking, including activities of the Rulemaking Advisory Committee (RAC) and the Land Conservation and Development Commission (LCDC).

Date	RAC	LCDC
January 20, 2022	RAC 11 <ul style="list-style-type: none"> Final rule review Impact Statement review 	
February 3 and 4, 2022		<ul style="list-style-type: none"> Review draft rules, discuss key policy questions Requested Input: <ul style="list-style-type: none"> Discussion of key policy questions
February – March 2022	Staff Work <ul style="list-style-type: none"> Rules prepared per Secretary of State requirements February 7 – Draft rules to Department of Justice for legal review February 21 – Draft rules to Rules Coordinator March 1 – Draft rules published by Secretary of State 	
March 31, April 1, 2022		<ul style="list-style-type: none"> First public hearing to consider the draft administrative rules Requested Input: <ul style="list-style-type: none"> Identification of any necessary corrections or amendments
May 19 and 20, 2022		<ul style="list-style-type: none"> Final public hearing Adoption

Meeting minutes



Meeting: **Transportation Policy Alternatives Committee (TPAC)**
Date/time: Friday, January 7, 2022 | 9:00 a.m. to 11:30 a.m.
Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

Tom Kloster, Chair
Karen Buehrig
Allison Boyd
Chris Deffebach
Lynda David
Eric Hesse
Dayna Webb
Jay Higgins
Don Odermott
Chris Ford
Karen Williams
Laurie Lebow sky
Lewis Lem
Idris Ibrahim

Affiliate

Metro
Clackamas County
Multnomah County
Washington County
SW Washington Regional Transportation Council
City of Portland
City of Oregon City and Cities of Clackamas County
City of Gresham and Cities of Multnomah County
City of Hillsboro and Cities of Washington County
Oregon Department of Transportation
Oregon Department of Environmental Quality
Washington State Department of Transportation
Port of Portland
Community Representative

Alternates Attending

Jamie Stasny
Jaimie Lorenzini
Julia Hajduk
Jamie Snook
Glen Bolen
Gerik Kransky

Affiliate

Clackamas County
City of Happy Valley and Cities of Clackamas County
City of Sherwood and Cities of Washington County
TriMet
Oregon Department of Transportation
Oregon Department of Environmental Quality

Members Excused

Jessica Stetson
Wilson Munoz
Yousif Ibrahim
Donovan Smith
Rachael Tupica
Katherine Kelly
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Rich Doenges

Affiliate

Community Representative
Community Representative
Community Representative
Community Representative
Federal Highway Administration
City of Vancouver
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Alice Bibler
Jean Senechal Biggs
Cody Field
Brad Choi
Bob Kellett
Garet Prior
Vanessa Vissar
Jeff Owen
Mike Foley
Kat Hawkins
Talena Adams
Cindy Dauer

Affiliate

Oregon Department of Transportation
City of Beaverton
City of Tualatin

Portland Bureau of Transportation
Oregon Department of Transportation
Oregon Department of Transportation

Oregon Department of Transportation
Oregon Department of Transportation

Metro Staff Attending

Ted Leybold, Resource & Dev. Manager	John Mermin, Senior Transportation Planner
Kim Ellis, Principal Transportation Planner	Caleb Winter, Senior Transportation Planner
Ken Lobeck, Senior Transportation Planner	Lake McTighe, Senior Transportation Planner
Dan Kaempff, Principal Transportation Planner	Grace Cho, Senior Transportation Planner
Eliot Rose, Transportation Tech & Analyst	Chris Johnson, Research Manager
Al Mowbray, Sr. GIS Specialist	Andrea Pastor, Senior Regional Planner
Marne Duke, Senior Regional Planner	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. Guests, public and staff were noted as attending. Reminders where Zoom features were found online was reviewed.

Comments from the Chair and Committee Members

- **Committee input form on creating a Safe Space at TPAC** (Chair Kloster) The link to adding comments and input for creating a safe space at TPAC was noted in the chat area of the meeting, which members are welcome to use at any time during the meeting. Comments will be collected and shared at the end of the meeting.
- **Updates from committee members and around the Region** (Chair Kloster and all) Jamie Snook announced her new position at TriMet; Director, Major Projects. Tara O'Brien begins her position soon and may be named the TriMet TPAC member.
- Glen Bolen noted ODOT is hosting an online open house for the Oregon Transportation Plan - : <https://odotopenhouse.org/oregon-transportation-plan-update>. ODOT will be accepting applications for Safe Routes to School grants in March. There is a webinar for those interested in applying on January 13th from 2:00 to 3:30. You can find more info here: <https://www.oregon.gov/odot/Programs/Documents/A-Workshops-SRTS-2022-1.pdf>.
- **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 during December 2021. As noted in the memo, formal/full amendments and administrative approval processes were described. For any questions on the monthly MTIP amendment projects you may contact Mr. Lobeck directly.

Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 21-5241

(Ken Lobeck, Metro) The January 2022 formal amendment bundle contains several Metro planning project grouping buckets (PGB) currently programmed in FFY 2025 forward to the current federal fiscal year of 2022. The projects and/or funding is being committed to the development of the SFY 23 UPWP. The programming advancements represent a preliminary budget action to establish the possible availability of the type and amounts of federal funds for the UPWP. The final developed SFY 2023 UPWP will determine the actual approved projects and funding levels.

The remaining four projects in the bundle are new project submissions. Two projects originate from the Oregon Parks and Recreation Department's Recreational Trails Program (RTP) discretionary funding program. The projects are active transportation projects which normally would not be programmed in the MTIP and STIP. However, the awarded funds are federal and FHWA requires both projects to complete their federal funds obligation process through FHWA Financial Management Information System (FMIS) process. So, MTIP and STIP programming now becomes mandatory. A detailed overview of each project amendment in the bundle is included in the packet.

MOTION: Provide JPACT an approval recommendation of Resolution 22-5241 consisting of twelve projects which will support development of the SFY 2023 UPWP and ensure required federal process and obligation approvals can occur for four new projects being added to the MTIP through this amendment.

Moved: Chris Deffebach

Seconded: Eric Hesse

ACTION: Motion passed unanimously with no abstentions.

Resolution 21-5211, amending FY 2021-22 Unified Planning Work Program (UPWP) to add Sunrise

Community Visioning Project funded since UPWP adopted (John Mermin, Metro) Mr. Mermin provided an overview of the Unified Planning Work Program (UPWP) resolutions that TPAC is being asked to recommend to JPACT. The legislative materials, exhibits and staff reports on each resolution were mentioned in the meeting packet.

Approval of Resolution 21-5211 will result in the Sunrise Gateway Corridor Community Visioning Project being added to the UPWP, which will allow Clackamas County to initiate planning work in the current fiscal year (prior to June 30, 2022). This project was funded by the Oregon legislature during the 2021 session. House Bill 5006 contributed \$4 million to the project. Clackamas County and the City of Happy Valley will be contributing another \$1.5 million for the project through staff time. The project will be getting underway once the funds become available in early 2022 and is scheduled to be completed over an 18 – 24 month timeframe.

Comments from the committee:

- Eric Hesse asked if shifts in timelines with scopes of projects and budgets would necessitate additional amendments to the UPWP. Mr. Mermin noted there is a threshold for budget changes that would trigger amendments needed, which are monitored in project planning.
- Karen Buehrig noted the overlay of documents (UPWP, MTIP, RTP), and asked what appropriate activities relate to the UPWP. From the Boone Bridge project description, this project would “analysis study the effects of bridge widening on travel patterns to complete the Planning Phase, further refine a cost estimate range, update traffic analysis with tolling assumptions, advance seismic design, determine bicycle and pedestrian access, evaluate land

use, conduct environmental analysis, and complete other pre- NEPA activities.” It was asked what makes this design pre-NEPA, and then moves to the preliminary engineering stage.

- Chris Ford noted ODOT has the same questions on scope of projects, and works with FHWA on their definitions of each phase. Garett Prior noted they receive direction from Federal on planning linkage phases before shortening the NEPA activities with help on definitions between planning and PE phases. Glen Bolen and Chair Kloster proved links on the issue:

<https://www.law.cornell.edu/cfr/text/23/450.318>

<https://secure.sos.state.or.us/oard/displayDivisionRules.action?selectedDivision=3062>

Ted Leybold added funding references on projects and how they coordinate with UPWP between ODOT and Federal planning, and when it moves into PE phases and MTIP. Several other factors make alignment between documents challenging, such as MTA guidance with transit projects, time of funding sources spent between the documents, and tracking Federal funding.

- Karen Buehrig asked for clarification in the Regional Mobility Pricing Project UPWP narrative that seems to need ‘no’ added, which would read: “It has advanced out of the planning phase into the preliminary engineering and environmental review phase and is **NO** longer included within the Unified Planning Work Plan.

In this same project narrative timeline, the 4th quarter of the UPWP (ending by June 30, 2023), project deliverables read “Finalize purpose and need; identify alternatives for environmental study”. It was asked if this was planned to be completed by July 1, 2023, therefore not included in the next UPWP. Garett Prior noted they plan to transition into the NEPA phase at that point but will know more specifically as the project develops.

- Lewis Lem noted that when he worked at NDOT, managing the UPWP program administration, working with all the state’s MPOs. If I had a question or uncertainty about how the UPWP program should be administered, often I would just ask the FHWA state Division office for some written guidance or guidelines. This provided better understanding on definitions and requirements.

MOTION: To approve and recommend to JPACT Resolution 21-5211 amending FY 2021-22 Unified Planning Work Program (UPWP) to add Sunrise Gateway Corridor Community Visioning Project funded since the UPWP was adopted.

Moved: Karen Buehrig

Seconded: Chris Ford

ACTION: Motion passed unanimously with no abstentions.

Resolution 21-5215 amending FY 2021-22 Unified Planning Work Program (UPWP) to amend funding and add detail to existing I-5 Boone Bridge Planning Project (John Mermin, Metro) Mr. Mermin noted that approval of resolution 21-5215 will result in funds added to the existing I-5 Boone Bridge Project, which will allow ODOT to initiate planning work in the current fiscal year (prior to June 30, 2022). The Planning Phase is estimated to be completed in Fiscal Year 2023 and will further refine a cost estimate range, update traffic analysis with tolling assumptions, advance seismic design, determine bicycle and pedestrian access, evaluate land use, conduct environmental analysis, and complete other pre-NEPA activities.

MOTION: To approve and recommend to JPACT Resolution 21-5215 amending FY 2021-22 Unified Planning Work Program (UPWP) to amend funding and add detail to existing I-5 Boone Bridge Planning Project.

Moved: Chris Ford

Seconded: Chris Deffebach

ACTION: Motion passed unanimously with no abstentions.

Resolution 21-5216 amending FY 2021-22 Unified Planning Work Program (UPWP) to add Regional Mobility Pricing Project funded since UPWP adopted (John Mermin, Metro) Mr. Mermin noted that approval of resolution 21-5216 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). 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, and 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.

Comments from the Committee:

- Karen Buehrig noted language in the narrative and staff report of the I-205 segment of Interstate 205 in Clackamas County (OR213 to Stafford Road), that is now pulled out from this part of the Regional Mobility Pricing Project (RMPP) because of it moving forward. It was asked how this segment would be analyzed in the RMPP? Garett Prior noted The I-205 Toll Project 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. Information from the I-205 section will be used to develop different scenarios and analysis for larger areas of the tolling project.

Ms. Buehrig noted it was hoped the RMPP would look at the I-205 segment as a complete segment, not just what we learned from the I-205 project. Implications from the whole system may range differently when assumptions are made from only one segment. Mr. Prior noted they will be looking at what could work best in this area long-term within the regional context. Several factors will allow better analysis; time between the draft and final environmental assessment, community feedback, updated scenarios, and time before tolling on I-205 (later 2023) with more comprehensive understanding of congestion pricing at the regional level.

- Chris Deffebach asked if language should be included concerning I-205 toll rates. Is one toll rate plan for the whole region in the planning phase the intent to catch up with other rates, or is this the wrong assumption? Mr. Prior noted funding sources are not yet known, so variable rates in the system that includes Interstate Bridge, I-205 and other areas on I-5 and I-205 are still be planned where they fit for different times of day and sections.
- Karen Buehrig asked if it was relevant to keep the language in the description of as the project for past planning phases on the I-205 project. ODOT members noted this wording in the amendment was for transparency, but was not necessary for current description. It was agreed the two sentences in the amendment narrative could be removed with the motion to approve.

MOTION: To approve and recommend to JPACT Resolution 21-5216 amending FY 2021-22 Unified Planning Work Program (UPWP) to add Regional Mobility Pricing Project funded since UPWP adopted, with the following edit:

Remove 2 sentences in Exhibit A to Resolution 21-5216 that read “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.”

Moved: Karen Buehrig

Seconded: Chris Ford

ACTION: Motion passed unanimously with edit.

2023 Regional Transportation Plan (RTP) Vision and Priority Outcomes (Kim Ellis, Metro) Ms. Ellis provided an update on scoping engagement activities since Oct. 2021. Since October, staff continued to seek input from local, regional and state partners, community and business leaders and the public. The engagement activities have focused on identifying transportation trends and challenges affecting the quality of life in the region, priorities for the update to address, and ways to engage local, regional and state public officials and staff, community and business leaders and members of the public in shaping the updated plan.

Scoping engagement activities will continue in early 2022 to seek feedback on the vision and priorities for the future transportation system, topics to be the focus of the technical work and policy discussions and ideas for how best to engage public officials, community and business leaders and the public in shaping the updated plan. The central themes and topics identified through these different engagement activities will be summarized in a scoping engagement report. The topics identified during the scoping phase in combination with recommendations from the 2018 Regional Transportation Plan and more recently completed studies, and new federal and state requirements will inform the draft work plan and engagement plan developed to guide the plan update.

Next steps to finalizing the work plan and engagement plan:

- **January and February** Metro Council, regional advisory committees discuss values, priorities and desired outcomes, on-line public survey, consultation with Tribes and federal and state agencies
- **February and March** Metro Council and regional advisory committees consider stakeholder input and discuss draft work plan and engagement strategy
- **March 17** JPACT considers approval of work plan and engagement plan
- **March 23** MPAC recommendation to Metro Council on work plan and engagement plan
- **March 31** Metro Council considers approval of work plan and engagement plan

Ms. Ellis provided discussion questions and asked for feedback from the committee.

Comments from the committee:

- Don Odermott noted the lack of support with businesses in the last transportation measure, and how important it was to gain better engagement with businesses across the region. It was suggested to provide outreach to them for help attracting and keeping employees with access to transit. Ms. Ellis noted several stakeholder interviews on this subject and planned business industry forums and discussions for business leaders across the region.
- Jamie Snook noted the timing with projects, such as TV Highway and 82nd Avenue, and coordination with RTP planning. It was suggested that with investment development strategies the projects align with RTP planning development. It was asked what type of timeline for

project development was planned, Ms. Ellis noted the project list update would be developed for review this fall, followed by evaluation and feedback winter through spring 2023.

- Chris Ford noted the Vision Statement was aspirational, and suggested defining equity with more emphasis on transportation and housing goals. With the current housing crisis it is important to find transportation service to additional housing developments, not just in Portland but across the region. The 2040 Growth Plan should be reflected in the RTP that include outlying areas where transportation is harder to reach.

It was noted the RTP is a balanced document, aiming to reach a range of projects and investments with outcomes and goals that not all polices can achieve. There are stakeholders outside the region that need to be reached and engaged with the RTP, following federal direction. It was suggested to gain real-time input and ideas at workshops with live polling.

- Eric Hesse suggested the Vision Statement reflect key values highlighted that have developed from the Mobility Policy update and other relevant projects. Regarding climate vision, more clarity for better understanding and purpose would be advantageous. Possible moving the top 11 goals to 4 may be needed at some time. Performance based plans that recognize gaps in expected outcomes and policy expectations will help deliver the goals.
- Chris Deffebach recommended no need for change with the Vision Statement. Regarding the 4 top priorities, it was suggested to look at all 11 to find interaction and interrelated connections among projects for better support and coordination. It was felt the congestion pricing policy was narrowly written that excludes any capacity projects in the system, which is important to achieve the reliability vision and affects with more congestion on arterial roads happening now.

The safety analysis being prepared by Lake McTighe is looked forward to receiving, as diversion on roads has increased safety issues in the region. Washington County is working on their County-wide transit system plan with identified access to transit locations, and highlighting the importance to coordination among projects when updating systems. Regarding project priorities, a discussion on who decides these with different needs and goals is suggested.

- Karen Buehrig noted the good work ODOT has done with their interactive approach to outreach and engage the public, which is hoped would be taken with the RTP work. Regarding the 4 top priorities, it was suggested to show what was already laid out when asked if others have priorities so the full extent is covered in the RTP. The Vision Statement appears solid with only a minor refreshment to climate change for relevancy.
- Don Odermott noted that with new JPACT members and other elected in the region understanding the top 4 priorities better articulation between these issues was suggested. Current thought on congestion was mostly all vehicular, but other modes of travel in the region are planned, forming an urbanized multimodal transit system. It was noted not all resources of funding for transportation prioritizations comes from Federal funding. The region differs where populations and access to transit are, which should be respected and understood developing funding and policy issues. Ms. Ellis noted capacity and demand models would be formed strategically, and key policy discussions in the RTP would include congestion pricing and how this is related.
- Karen Williams suggested that, if not already done, outreach with businesses/employers that ODOT has engaged with their Get There Program on employer commute programs. Marne

Duke, contact for Get There program in the region, shared her email:
Marne.duke@oregonmetro.gov.

For the 4th top priority, congestion, it was suggested advocate expanding, and renaming to mobility. This makes the connection between getting people to work, land use issues, and limited housing options hear employment a strong connection.

Ms. Ellis appreciated the thoughtful feedback and insights form TPAC. For any further comments or submission of the worksheet she can be reach at Kim.Ellis@oregonmetro.gov Depending on availability of materials with the process, updates will be provided at the Feb. 4 TPAC meeting and Feb. 16 workshop with MTAC.

2024-27 Oregon Department of Transportation (ODOT) Administered Funding Program – Infrastructure Investment and Jobs Act (IIJA) (Chris Ford, ODOT) Mr. Ford provided an overview of the Infrastructure Investment and Jobs Act (IIJA) with implications to funds and program allocations in Oregon. The \$1.2 billion funding over the next 5 years was shown by percentage estimates, including Flexible funds 32%, Bridge 21%, Transit 14%, Resilience 7%, Safety 4%, and several climate friendly programs (carbon reduction 5%, EV charging 4%, and active transportation 3%).

Local programs breakdown were estimated as:

Statewide Programs

- ARTS: \$20m
- Local Bridge: \$34m
- Community Paths: \$20m
- CMAQ: \$8m
- MPO planning: \$6m
- STBG fund share with cities/counties/small MPOs: \$32m

Transportation Management Areas

- Surface Transportation Block Grants: \$30m
- Transportation Alternatives: \$11m
- Carbon Reduction: \$27m

Several links were shared to follow updates and provide feedback to the IIJA:

<https://www.oregon.gov/odot/Pages/IIJA.aspx>

<https://www.oregon.gov/odot/Documents/IIJA-FAQ.pdf>

<https://www.fhwa.dot.gov/bipartisan-infrastructure-law>

Ways to provide feedback to the Oregon Transportation Commission:

- Submit comments and letters through OTC website at www.oregon.gov/odot/Get-Involved/Pages/OTC-Comments.aspx
- Watch for online open house in February
- Provide public comment at OTC meetings January 20, February 17 (special meeting on IIJA), March 10, March 30 (special meeting on IIJA).

Questions for stakeholders to inform development of funding scenarios for the OTC were suggested:

- Given the investments already made in the STIP and the federal infrastructure bill, how should the OTC allocate flexible funding to best advance the OTC/ODOT Strategic Action Plan and the state’s transportation goals?
- Do the priorities expressed in 2020– particularly strong support for public and active transportation and Fix-It– remain? Or have these priorities changed in some ways?
- What are the specific priorities for investment of funds in public and active transportation?

Comments from the committee:

- Grace Cho asked what major trends or priorities has been heard or emerging from these presentations in the region. Mr. Ford noted nothing specific from the OTC office, but regionally topics included availability for vehicles and trucks to travel further, climate change issues, the transit system, bridges in the region and a mix of operational help for resiliency & climate.
- Lewis Lem asked how ODOT might be thinking about the bridge program in terms of funding eligibility. It was heard that prior IGA bridge programs had limited funds. Would ODOT funds be re-prioritized with more funding in the program? Mr. Ford noted the local and statewide bridge programs based on technical analysis of each, but at this time had no specifics on project plans with the program.
- Eric Hesse acknowledged a good summary presented with possible considerations noted for ongoing programs such as Flexible Funds. Adding to the bridges discussion, there is the “Protect Program” that addresses resiliency, a key new program that is important to bridges in our region. It was suggested that with adoption of the resiliency plan we aim to get higher Federal funds match under the Protect Program.
- Lewis Lem noted the Port is starting to evaluate competitive grant programs and is eager to hear more. There are the bigger bridge funds which would be applied for the I-5 bridge replacement project, and the formula grants program where eligibility and criteria is being sought. The Port would be interested in working with other agencies to coordinate together on funding opportunities.

*An additional slide was presented “Major IJIA Discretionary Grant Programs” that was added to the packet following the meeting.

Committee comments on creating a safe space at TPAC (Chair Kloster) The following was received unanimously: “While challenges to meaningful engagement experienced by our community reps are exacerbated by Zoom, feels like it might be time to take a step back and consider if a different approach is merited for how/where they participate in what types of decisions.”

Adjournment

There being no further business, meeting was adjourned by Chair Kloster at 11:35 a.m.

Respectfully submitted,
Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, January 7, 2022

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	1/7/2022	1/7/2022 TPAC Agenda	010722T-01
2	TPAC Work Program	12/30/2021	TPAC Work Program as of 12/30/2021	010722T-02
3	Memo	12/28/2021	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments for November and December 2021 (Formal Amendments) and December 2021 for Administrative Modifications	010722T-03
4	Memo	12/7/21	TO: TPAC and interested parties From: Marie Miller RE: 2022 Transportation Policy Alternatives Committee (TPAC) Meeting Schedule	010722T-04
5	Draft Minutes	12/03/2021	Draft TPAC minutes from December 3, 2021	010722T-05
6	Resolution	N/A	Resolution 21-5241 FOR THE PURPOSE OF AMENDING THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADVANCE EIGHT METRO UNIFIED PLANNING WORK PROGRAM (UPWP) PROJECTS INTO THE CONSTRAINED MTIP TO ASSIST IN THE DEVELOPMENT OF THE SFY 2023 UPWP, PLUS ADD FOUR NEW PROJECTS TO THE MTIP (JA22-07-JAN2)	010722T-06
7	Exhibit A	N/A	Exhibit A to Resolution 21-5241	010722T-07
8	Staff Report	12/29/2021	TO: TPAC and interested parties From: Ken Lobeck, Funding Program Lead RE: January 2022 MTIP Formal Amendment & Resolution 21-5241 Approval Request (Regular Bundle)	010722T-08
9	Legislative Package for Resolution 21-5211	N/A	Resolution 21-5211 FOR THE PURPOSE OF AMENDING THE FY 2021-22 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ADD THE SUNRISE GATEWAY CORRIDOR COMMUNITY VISIONING PROJECT THAT WAS FUNDED SINCE THE UPWP WAS ADOPTED Exhibit A to Resolution 21-5211 Staff Report to Resolution 21-5211	010722T-09
10	Legislative Package for Resolution 21-5215	N/A	Resolution 21-5215 FOR THE PURPOSE OF AMENDING THE FY 2021-22 UNIFIED PLANNING WORK PROGRAM (UPWP) TO AMEND THE FUNDING AND ADD DETAIL TO THE I-5 BOONE BRIDGE PLANNING PROJECT Exhibit A to Resolution 21-5215 Staff Report to Resolution 21-5215	010722T-10

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
11	Legislative Package for Resolution 21-5216	N/A	Resolution 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 Exhibit A to Resolution 21-5216 Staff Report to Resolution 21-5216	010722T-11
12	Memo	12/30/2021	TO: TPAC and interested parties From: Kim Ellis, Principal Transportation Planner RE: 2023 Regional Transportation Plan (RTP) Update – Vision and Priority Outcomes	010722T-12
13	Memo	1/6/2022	TO: TPAC and interested parties From: Lake McTighe, Regional Planner RE: December 2021 fatal crash update	010722T-13
14	Slide	01/07/2022	Dec 2021 fatal crash report Clackamas, Multnomah and Washington Counties	010722T-14
15	Letter	01/05/2022	TO: TPAC and Interested Parties From: Chris Smith, No More Freeways RE: Comments on January 7th TPAC agenda items	010722T-15
16	Letter	09/29/2021	TO: Oregon Toll Program (ODOT) From: Aaron Brown, No More Freeways Chris Smith, No More Freeways Joe Cortright, No More Freeways Mary Peveto, Neighbors for Clean Air Paxton Rothwell, Sunrise PDX RE: Comments on Regional Mobility Pricing Project draft Purpose and Need	010722T-16
17	Presentation	01/07/2022	January 2022 Formal MTIP Amendment Summary Resolution 22-5241	010722T-17
18	Presentation	01/07/2022	2021-22 Unified Planning Work Program Amendments	010722T-18
19	Presentation	01/07/2022	2023 Regional Transportation Plan update	010722T-19
20	Presentation	01/07/2022	Infrastructure Investment and Jobs Act Implications for Oregon	010722T-20
21	Slide	N/A	Major IJA Discretionary Grant Programs	010722T-21

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2018)	ORDINANCE NO. 21-1467
REGIONAL TRANSPORTATION PLAN TO)	
INCLUDE THE PRELIMINARY ENGINEERING)	Introduced by Chief Operating Officer
PHASE OF THE I-205 TOLL PROJECT, AND TO)	Marissa Madrigal in concurrence with
CLARIFY THE FINANCIAL CONNECTION OF)	Council President Lynn Peterson
THE I-205 TOLL PROJECT TO THE I-205)	
IMPROVEMENT PROJECT)	

WHEREAS, the Regional Transportation Plan (RTP) is the federally-recognized metropolitan transportation plan for the greater Portland region, and must be updated every five years; and

WHEREAS, the RTP fulfills statewide planning requirements to implement Statewide Planning Goal 12 (Transportation), as implemented through the Transportation Planning Rule and the Metropolitan Greenhouse Gas Reduction Targets Rule; and

WHEREAS, the RTP is a central tool for implementing the Region 2040 Growth Concept, and constitutes a policy component of the Regional Framework Plan; and

WHEREAS, the most recent update to the RTP was completed on December 6, 2018, following approval by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council; and

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

WHEREAS, amendments to the RTP must be reviewed for consistency with the priority outcomes, goals, objectives and policies in the RTP, including verification of fiscal constraint, consistent with the process and procedures defined in Chapter 8 of the RTP; and

WHEREAS, the public must be provided an opportunity to review and comment on proposed amendments to the RTP, consistent with the policies and procedures in Metro’s Public Engagement Guide; and

WHEREAS, the greater Portland region has experienced significant growth and demographic changes, that are forecasted to continue into the future; and

WHEREAS, the region’s significant growth has resulted in increasing congestion, particularly on the greater Portland area’s throughways; and

WHEREAS, ongoing efforts to address congestion in the region include directing growth in designated centers and corridors served by high-quality transit in combination with investments in system and demand management strategies, improving transit service and reliability, increasing bicycle and pedestrian connections and adding roadway capacity in targeted ways; and

WHEREAS, the 2018 RTP found that these strategies are not sufficient for addressing growing congestion and that the region must also manage demand; and

WHEREAS, congestion pricing, wherein drivers are charged directly for their use of roadways, bridges, or parking, is used in congested regions around the world to improve mobility, reduce pollution

and greenhouse gas emissions, and to raise revenue to fund investments in their transportation systems;
and

WHEREAS, the 2018 RTP identifies congestion pricing as a high priority, high impact strategy to address congestion in ways that also advance achievement of the region's climate, equity, and safety goals; and

WHEREAS, the Metro Council and JPACT adopted policies in the 2018 RTP to expand the use of pricing strategies to manage vehicle congestion and encourage shared trips and the use of transit; and in combination with increased transit service, consider use of pricing strategies to manage congestion and raise revenue when one or more lanes are being added to throughways designated in the RTP; and

WHEREAS, the Oregon Department of Transportation (ODOT) is studying options for a variable rate toll on all lanes of Interstate 205 (I-205) between Stafford Road and Oregon Route 213 (OR 213), known as the I-205 Toll Project, and the tolls would raise revenue to complete financing for the planned I-205 Improvement Project and manage congestion on this section of I-205; and

WHEREAS, ODOT is preparing to move the I-205 Toll Project forward in the National Environmental Policy Act (NEPA) review process and, as part of this process, requested an amendment to the 2018 RTP; and

WHEREAS, the requested RTP amendment would add a preliminary engineering phase for the I-205 Toll Project to the RTP financially constrained project list, and clarify the financial connection of the I-205 Toll Project to the I-205 Improvement Project in Chapter 8 of the RTP; and

WHEREAS, the ODOT I-205 Toll Project has been coordinated with other ODOT planning and project development efforts, including the Regional Mobility Pricing Project and the I-205 Improvements Project, and will continue to be coordinated in the future; and

WHEREAS, the planning work to date has been conducted with input from several state, regional and local committees, elected bodies and commissions, such as the Transportation Policy Alternatives Committee (TPAC), the Metro Technical Advisory Committee (MTAC), the Metro Policy Advisory Committee (MPAC), the Oregon Transportation Commission, the Region 1 Area Commission on Transportation (RIACT), ODOT's Equitable Mobility Advisory Committee (EMAC), and County Coordinating Committees (staff and policymakers) in the greater Portland area; and

WHEREAS, Metro held a 45-day public comment period on the requested amendment from October 1 to November 15, 2021; and

WHEREAS, the Metro Council held a public hearing on November 4, 2021 to accept public testimony and comments regarding ODOT's requested RTP amendment; and

WHEREAS, approval of the requested amendment to the 2018 RTP will allow the I-205 Toll Project to continue to move forward in the NEPA review process and allows a separate amendment to the 2021-2024 Metropolitan Transportation Improvement Program (MTIP) to move forward for consideration by JPACT and the Metro Council to program funding for the preliminary engineering phase for the I-205 Toll Project, now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The 2018 Regional Transportation Plan is hereby amended, as indicated in attached Exhibit A, attached and incorporated into this ordinance.

2. The "Summary of Comments Received and Recommended Actions," attached as Exhibit B, is incorporated by reference and any amendments reflected in the recommended actions are incorporated in Exhibit A.
3. The Findings of Fact and Conclusions of Law in Exhibit C, attached and incorporated into this ordinance, explain how this amendment complies with the Regional Framework Plan, statewide planning laws and the Oregon Transportation Plan and its applicable components.

ADOPTED by the Metro Council this ___ day of ____, 2022.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney



2018 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENT

1. Amend 2018 RTP Chapter 8 (Table 8.3 and Section 8.1.3.8) to add the following information about the I-205 Toll Project as shown in strikethrough and underscore:

Table 8.3 Completed and Current Major Project Development

Project	Status
Interstate 5/Columbia River Crossing Project	LPA approved in July 2008. Record of decision signed by FHWA in December 2011. Project development work discontinued in 2013 in Washington and 2014 in Oregon. Joint Washington and Oregon Legislative Action Committee discussions begin in 2017.
Sunrise Project and Sunrise Jobs and Transportation Act Project	LPA approved in July 2009. Record of decision for Phase 1, Units 1, 2 and 3 signed by FHWA in February 2011. Phase 1 related projects were completed in June 2016. Environmental approval received for improvements on OR 224 at Rusk Road. Phase 2 and Phase 3 may require future NEPA reevaluation for improvements east of SE 122nd Ave, given changes in the built environment since 2010.
Division Transit Project	LPA approved in June 2017.
Southwest Corridor Project	LPA approved in Nov. 2018.
I-5 Rose Quarter Improvement Project	Environmental Assessment anticipated to be published in 2019. Design anticipated to begin in 2019.
MAX Red Line Improvements Project	LPA approval anticipated in January 2019. Documented Categorical Exclusion approval anticipated in 2019.
OR 217 Project	OR 217 Southbound: <ul style="list-style-type: none"> • Categorical Exclusion anticipated by October 2019. • OR 217 Northbound: Categorical Exclusion anticipated by April 2020.
I-205 South Corridor Widening and Seismic Improvements Project	Categorical Exclusion approved in December 2018. <u>As identified in HB 3055 (and ORS Chapter 383), toll revenue will be needed to complete construction of this project. A separate Environmental Assessment for the I-205 Toll Project began in August 2020; expected completion in December 2022.</u>
Basalt Creek Parkway	IGA to plan for Basalt Creek signed by partners in 2011. Basalt Creek Transportation Refinement Study to define alignment completed in 2013 and adopted as an amendment to IGA. Categorical Exclusion anticipated in 2019.



**2018 REGIONAL TRANSPORTATION
PLAN (RTP) AMENDMENT**

8.3.1.8 I-205 South Corridor Widening and Seismic Improvements Project

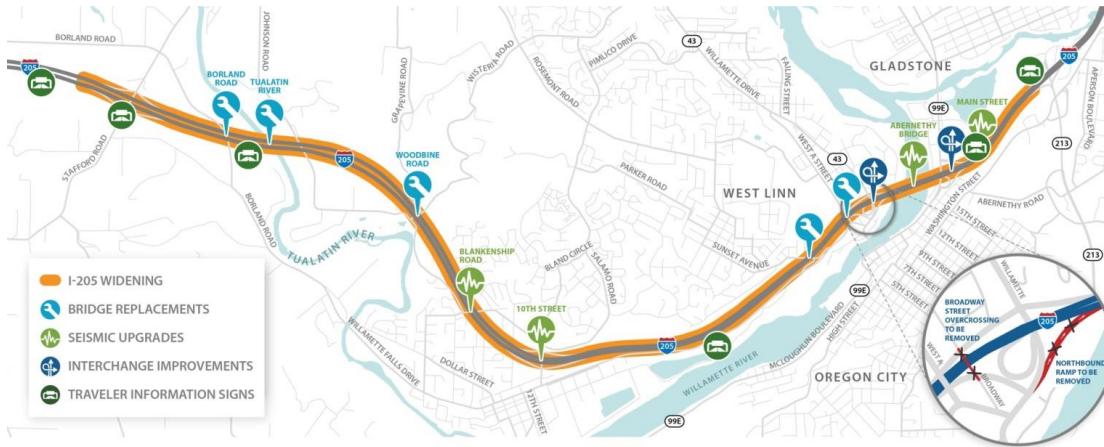
Preliminary design work is underway to widen I-205 between OR 213 and Stafford Road and improve the I-205/Abernethy Bridge to ensure it remains functional after a catastrophic earthquake. ~~The design work was funded through HB 2017; however, construction funding for this project has not been identified.~~ Construction financing for Phase 1A, including Abernethy Bridge and adjacent intersections, is identified in HB 3055 (2021 Session). Variable Rate Tolls priced to manage travel demand as well as provide revenue will be used to fund the rest of the project (Phase 1B, 1C, 1D and Phase 2).

The I-205 South project widens I-205 to add a third lane in each direction between Stafford Road and OR 213 and an auxiliary lane across the Abernethy Bridge in each direction. The I-205/Abernethy Bridge project provides for seismic upgrades of the Abernethy Bridge and includes seismic retrofit or replacement of eight additional bridges in the corridor. The project also adds Active Traffic Management System improvements, such as Traveler Information Signs, throughout the corridor and a new parallel multi-use path as designated in the Chapter 3 RTP bicycle and pedestrian system maps.

The proposed I-205 Toll Project would toll I-205 near the Abernethy and Tualatin River Bridges (see Figure 8.13b) to raise revenue for construction of the planned I-205 Improvements Project and manage congestion between Stafford Road and Oregon Route 213 to give travelers a better and more reliable trip. Significant impacts caused by tolling will need to be addressed as part of this project through mitigation. More information about the I-205 Toll Project can be found at <https://www.oregon.gov/odot/tolling/Pages/I-205-Tolling.aspx>.

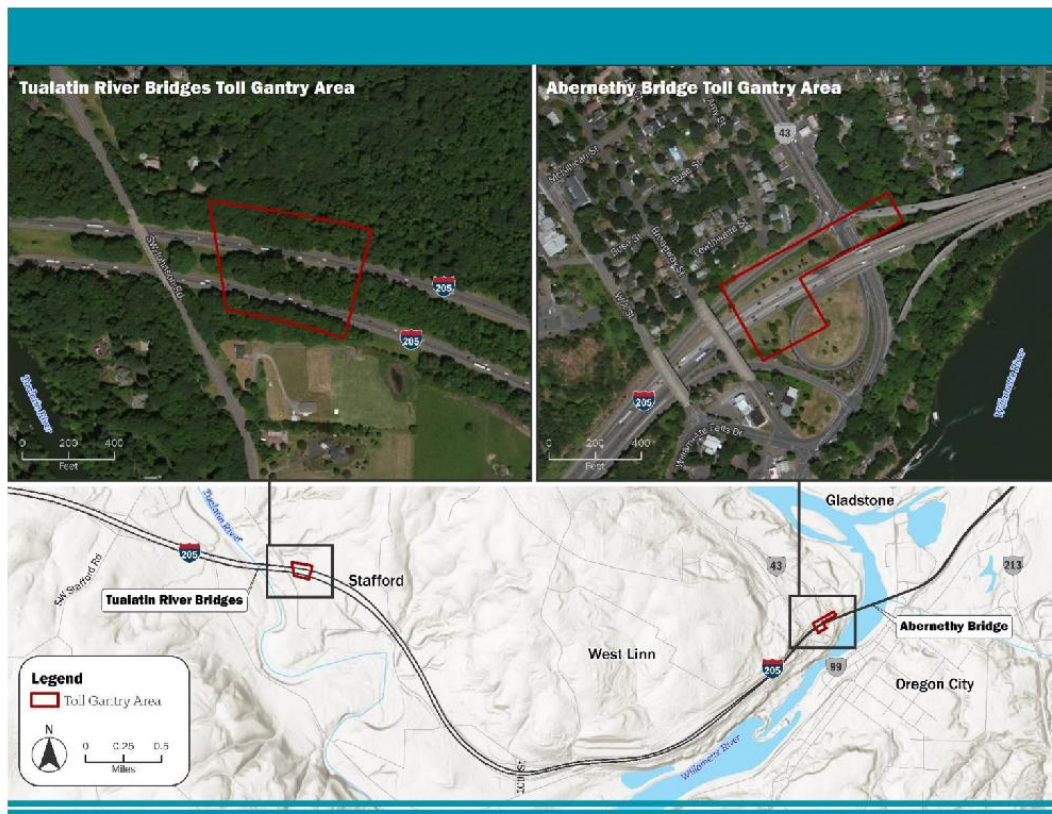
The Oregon Transportation Commission approved a Cost to Complete Report for the project that was shared with the Oregon Legislature in January 2018, as mandated by HB 2017. The Cost to Complete Report defines the project scope and recommends a project delivery method and phasing plan to complete the project by 2025. Read the report and find more project information at www.i205corridor.org.

Figure 8.13a I-205 South Widening and Seismic Improvements Project Area Map



Source: ODOT

Figure 8.13b I-205 Toll Project Draft Map



Source: ODOT



Exhibit A to Ordinance No. 21-1467

1/27/22

2018 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENT

2. Amend 2018 RTP Appendix A to add I-205 Toll Project (Preliminary Engineering Phase) as follows:

RTP ID	Project Name	Start Location	End Location	Description	Estimated Cost (2016 dollars)	Time Period	Financially Constrained project list
<u>12099 (new project)</u>	<u>I-205 Tolling Project (PE)</u>	<u>Oswego Hwy (OR 43) Interchange</u>	<u>Stafford Rd Interchange</u>	<u>The Project would toll all lanes of I-205 on or near the Abernethy Bridge and Tualatin River Bridge. The Project's purpose is to raise revenue to fund construction of the I-205 Improvements Project and manage congestion between Stafford Road and Oregon Route 213 (OR 213). The PE phase includes completion of environmental analysis under the National Environmental Policy Act (NEPA) and initial design for toll infrastructure. The NEPA process for the I-205 Toll Project will analyze the impacts of tolling on I-205 between Stafford Road and Oregon Route 213 (OR 213).</u>	<u>\$23,534,759</u>	<u>2018-2027</u>	<u>Yes</u>

Exhibit B to Ordinance No. 21-1467
Summary of Comments Received and Recommended Actions

Table 5-1 RTP Amendment-Specific Comments

#	Respondent Affiliation	Opinion	Comment Summary	Response
1	Resident	Oppose	<p>“I am opposed to this proposed RTP amendment. While I support congestion pricing as a tool to reduce VMT and to improve the environment, ... Expanding freeways is not a smart investment. It leads to more driving, people living and working further away, and exacerbates existing inequities by limiting the options of poor and other underserved populations. It is time to put the brakes on the plans to expand I-205. Implement congestion pricing first. Invest in high quality transit. Encourage people to drive less. In other words, please do all you can to help save our planet.”</p> <p>(See the table of online survey responses in Appendix D for complete comments.)</p>	<p>Thank you for this comment and we share your concerns related to inequities and the need for transportation options. The project area experiences a high crash rate and is a traffic bottleneck that leads to back ups on I-205 and on local streets near the highway. The nine bridges in this section of I-205 are not built to current seismic standards and also need to be rebuilt or retrofitted. In addition to congestion pricing, ODOT is investing in multimodal infrastructure as part of a comprehensive approach to improving mobility. The I-205 Improvements Project, once fully built, will include enhancements to bicycle and pedestrian infrastructure. ODOT is investing in transit improvements through the Statewide Transportation Improvement Fund. Additional transit and multimodal options also are under consideration and could be funded by toll revenue. No proposed change.</p>

Exhibit B to Ordinance No. 21-1467
Summary of Comments Received and Recommended Actions

2	Resident	Oppose	<p>“I have read the document. This is not an amendment that serves the public. This was not passed by the public. The ballot measure was passed to improve roads, and the funding the measure generated was intended by the voters to be put directly into the road improvements. ... It is fiscally irresponsible to kick the payment of this toll project (which drivers don’t even want) to drivers of the future, and dishonest to say that the toll is for this project alone. Once a toll is in place, it will not go away. If Metro needs more money, it should propose a tax to increase revenue directly to voters. ... If the project is begun as described, I will not use 205 during the construction work. Instead I will use the back roads I use currently when there is some issue on 205. ... There will be many drivers who join me, and we will see our neighborhood roads such as Borland, 10th St, 65th, 99W, the Sellwood bridge and Tacoma St, etc suddenly have much higher use and wear. ... Please consider abandoning this tolling project. With integrity, please consider bringing such a project before voters with transparency and honesty.”</p> <p>(See the table of online survey responses in Appendix D for complete comments.)</p>	<p>Thank you for this comment. The State of Oregon is exploring tolling as part of a comprehensive approach to better manage congestion in the Portland metro area. In 2017, the Oregon Legislature approved House Bill 2017, known as Keep Oregon Moving, which committed hundreds of millions of dollars to projects that will manage congestion and improve the transportation system statewide, including highway improvement projects, freight rail, transit improvements, and bicycle and pedestrian facilities. The bill, along with clarification from the 2021 Legislature, directed the Oregon Transportation Commission to pursue and implement tolling I-5 and I-205 in the Portland metro area for congestion management and transportation improvements.</p> <p>The Oregon Toll Program has two goals; funding necessary roadway improvements in the short term, and managing congestion in the long term. The traditional sources of funding ODOT has depended on to pay for transportation infrastructure improvement projects, like the gas tax, have not kept up with the needs and demands of our transportation system. Once our immediate revenue needs are met for the I-205 improvements project, revenue will continue to be used in the corridor for further improvements, and tolling will be used to continue to manage congestion.</p> <p>We know that some drivers currently use neighborhood streets to avoid congestion on highways. Changes to rerouting page 2 of 12</p>
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Exhibit B to Ordinance No. 21-1467
Summary of Comments Received and Recommended Actions

#	Respondent Affiliation	Opinion	Comment Summary	Response
				<p>non-tolled local streets could take place with drivers looking to avoid a toll; other drivers might opt for a more reliable highway trip. As highway travel becomes more reliable, and transit service more accessible, a positive result of variable rate tolling would be to reduce existing rerouting. Overall, the objective of variable rate tolling is to improve mobility by managing the highway for freight and longer-distance trips so that local streets can better serve shorter, local trips. No proposed change.</p>

Exhibit B to Ordinance No. 21-1467
Summary of Comments Received and Recommended Actions

3	The Street Trust	Conditional Support	<p>“The Street Trust does NOT support roadway tolling as an instrument for funding infrastructure that increases drive-alone trips. ... We encourage Metro leadership to only support an amendment to the RTP once you have established, with certainty that the tolling revenue will be used to increase seismic resilience; increase access to walking, biking, and transit; and will reduce vehicle miles traveled and greenhouse gas emissions. ... Only once this regional, system-wide traffic demand management system has been implemented should we consider the right (and right-sized) infrastructure investments to increase mobility for our state and region. In many cases, expensive road widening projects may not be necessary.”</p> <p>(See entry in the Comment Log below for more detailed comments and the attached letter from André Lightsey-Walker in Appendix B for complete comments.)</p>	<p>Thank you for this comment. When fully constructed, the I-205 Improvements Project will make the first earthquake-ready interstate structure across the Willamette River, rebuild or retrofit eight other bridges, and improve options for biking and walking in the corridor. ODOT has a goal to support multimodal transportation choices, and one of the main goals of the Oregon Toll Program is to reduce vehicular congestion on the road. Revenue from the Oregon Toll Program can be dedicated to projects or services needed to address the significant, negative effects of tolling. We will collaborate with transit providers to support access and enhancements to transit and other transportation services in the I-205 corridor, especially for historically and currently excluded and underserved communities.</p> <p>Additionally, ODOT will continue to coordinate with the Transit and Multimodal Working Group, as well as the Equity and Mobility Advisory Committee, to identify strategies for integrating transit and multimodal travel into the Project.</p> <p>The Oregon Toll Program will evaluate the potential effects on greenhouse gas emissions during project planning phases and will incorporate project features to help Oregon meet its climate-change goals. So far, we know that variable rate (which will be used on I-205) tolling may encourage some drivers to shift to modes of travel (such as carpooling, taking public transit,</p>
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Exhibit B to Ordinance No. 21-1467
Summary of Comments Received and Recommended Actions

#	Respondent Affiliation	Opinion	Comment Summary	Response
				or biking) that generate fewer greenhouse gas emissions. Whether this reduces overall transportation greenhouse gas emissions also depends on how many individual drivers divert to alternative, less efficient routes to avoid tolls. No proposed change.

Exhibit B to Ordinance No. 21-1467
Summary of Comments Received and Recommended Actions

#	Respondent Affiliation	Opinion	Comment Summary	Response
4	Resident	Conditional Support	<p>“ODOT plans to add 14 lane-miles of freeway to this region and planet, in addition to seismic strengthening of the Abernethy Bridge and other related work. ... Metro needs to direct ODOT to properly analyze the project, and consider alternatives that take into account the VMT suppression from tolling and provide a robust transit alternative. Not because NEPA requires this, but because this is the only way to move toward compliance with regional and statewide greenhouse gas reduction goals. Metro should not move forward with an RTP amendment, and should withhold subsequent MTIP approval until ODOT agrees to do the needed analysis of alternatives. ... One alternative to consider is a frequent express bus connecting various points between Clackamas Town Center and Beaverton Transit Center along I-205, I-5, and Hwy 217, funded by ODOT. ... A less satisfactory alternative would be to modify the freeway in the non-tolled stretches to allow Bus on Shoulder operation to bypass congestion. When frequent express bus service is time-competitive with auto travel, and is well-integrated with an improved regional transit system, the need for expanding freeways might be reduced.”</p> <p>(See entry in the Comment Log below for more detailed comments and the attached testimony from Doug Allen in Appendix B for complete comments.)</p>	<p>Thank you for this comment. We recognize that climate change is an urgent issue. We are using modeling practices consistent with other transportation projects in the region and comparing what happens with and without the tolling project in 2045. These results will be available in the Environmental Assessment published for review and comment in 2022. The Oregon Toll Program will evaluate the potential effects on greenhouse gas emissions during project planning phases and will incorporate project features to help Oregon meet its climate-change goals. Greenhouse gas emissions and VMT are already included as performance measures in the environmental assessment (NEPA analysis) and the Transportation Methodology Memo (September 2021). Regional VMT will also be provided from the regional travel demand modeling results. Please note that tolling is a complex project with many factors involved, so greenhouse gas emissions and VMT are only two of many variables in our traffic models and decision making.</p> <p>ODOT will continue to coordinate with the Transit and Multimodal Working Group, as well as the Equity and Mobility Advisory Committee, to identify strategies for integrating transit and multimodal travel into the Project.</p> <p>No proposed change.</p>

Exhibit B to Ordinance No. 21-1467
Summary of Comments Received and Recommended Actions

5	Multnomah County	Conditional Support	<p>“Multnomah County supports ODOT’s efforts to build a seismically resilient transportation system. ... At the same time, [there are] additional steps that we think should be taken to ensure the project can meet the needs of the region. [We] strongly encourage ODOT to consider the impact of the tolling project on low income households and individuals to ensure that the tolling system does not have a disproportionate impact on those users of the transportation system.”</p> <p>“In addition, the County offers two clarifications on the language in the amendment proposal:</p> <ol style="list-style-type: none"> 1. ODOT asserts that tolling will improve air quality by decreasing congestion. We support the use of traffic and air quality modeling to confirm this, including high resolution dispersion modeling to determine impacts adjacent to the project. 2. The project description in the proposed amendment narrowly defines the purpose of the tolling as only funding the I-205 Improvements Project and managing congestion. However, according to House Bill 3055, the project will also include mitigation measures on adjacent, connected, or parallel highways to address diversion and improve safety. The tolling projects will also result in ongoing revenue that will continue after the I-205 Improvements Project is completed. The project description should acknowledge the broader funding authority.” <p>(See entry in the Comment Log below for more detailed comments and the attached letter from</p>	<p>Thank you for this comment. Creating an equitable toll system is a priority for the Oregon Department of Transportation. We’re working with the Equity and Mobility Advisory Committee (EMAC) to identify and equitably distribute the potential burdens and benefits of tolling. Using the Oregon Toll Program Equity Framework, we will consider the barriers that historically excluded and underserved communities face so that the design of the toll projects improves access to jobs, goods, services, and key destinations. ODOT is also directed by HB 3055 to include an income-based tolling solution; the logistics of such a program are still being examined, and an income-based toll report is due in 2022.</p> <p>Over the next year, ODOT will need the help of local and regional governments and stakeholders to craft how equitable, income-based tolling will work in Oregon.</p> <p>Transportation modeling indicates that the daily vehicle mile traveled (VMT) will be reduced within the project API selected for the air quality analysis which includes non-highway traffic. Emissions modeling was conducted using EPA’s Motor Vehicle Emission Simulator model (MOVES) which uses VMT, speeds, and vehicle mix to calculate emissions of each of FHWA’s nine priority mobile source air toxic pollutants decreased as a result of the project. FHWA’s guidance for a quantitative MSAT analysis was followed.</p>
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Exhibit B to Ordinance No. 21-1467
Summary of Comments Received and Recommended Actions

		<p>Multnomah County in Appendix B for complete comments.)</p>	<p>Dispersion modeling is done for certain projects that require a carbon monoxide or particulate matter hotspot analysis to meet conformity requirements. These analyses are meant to demonstrate that the project will not cause a new violation or worsen an existing violation of the National Ambient Air Quality Standards (NAAQS). The project is located in an area that is in attainment with all the NAAQs and therefore dispersion modeling is not required and the project is not expected to cause a new exceedance of the NAAQS.</p> <p>There is no approved methodology to perform this type of dispersion modeling for mobile source air toxics, and there are no standards to determine if modeling results are considered an adverse impact.</p> <p>Amend the RTP to read: <u>“Preliminary design work is underway to widen I-205 between OR 213 and Stafford Road and improve the I-205/Abernethy Bridge to ensure it remains functional after a catastrophic earthquake. Construction financing for Phase 1A including Abernethy Bridge and adjacent intersections is identified in HB 3055 (2021 Session). Variable Rate Tolls priced to manage travel demand as well as provide revenue will be used to fund the rest of the project (Phase 1B, 1C, 1D and Phase 2).”</u></p> <p>Regarding the project description, amend to read: <u>“The Project would toll all lanes of I-205 on</u></p>
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Exhibit B to Ordinance No. 21-1467
Summary of Comments Received and Recommended Actions

#	Respondent Affiliation	Opinion	Comment Summary	Response
				<p><u>or near the Abernethy Bridge and Tualatin River Bridge. The Project's purpose is to raise revenue to fund construction of the I-205 Improvements Project and manage congestion between Stafford Road and Oregon Route 213 (OR 213). The PE phase includes completion of environmental analysis under the National Environmental Policy Act (NEPA) and initial design for toll infrastructure."</u></p>

Exhibit B to Ordinance No. 21-1467
Summary of Comments Received and Recommended Actions

6	Clackamas County	No Indication	<p>“We offer these comments and questions purely to encourage transparency and to gain clarity of what specifically ODOT is proposing. These comments are not an indication of support for the proposed amendment. First, we would like to know if ODOT anticipates adding additional funds to the PE phase for this project.</p> <p>We also would like to know if ODOT would be required to bring forward future RTP and MTIP amendments for the construction phase of the I-205 Toll Project. Second, Clackamas County transportation staff offer the following technical edits to clarify the proposed RTP Amendment language.</p> <ul style="list-style-type: none"> • Revise language in Table 8.3 as follows: <i><u>As identified in HB 3055 (and ORS.383), toll revenue will is expected to be needed to complete construction of this project. A separate Environmental Assessment for the I-205 Toll Project began in August 2020; expected completion in December 2022.</u></i> • Clarify that Phase 1A includes more than just the Abernethy Bridge and update funding language to match previous recommendation. Also make a stronger connection to HB 3055 language in amendments to 8.3.1.8 by adding a second paragraph that explains the I-205 Toll Project as outlined below. <p><i>Construction financing for Phase 1A (including Abernethy Bridge) is identified in HB 3055 (2021 Session). Variable Rate Tolls priced to manage travel demand as well as provide revenue will are expected to be used to fund the rest of the project (Phase 1B, 1C, 1D, and Phase 2).</i></p>	<p>Thank you for this comment. At this time ODOT does not anticipate adding additional funds to the PE phase for this project. Future RTP and MTIP documents will need to include the Construction (CN) phase for implementing tolling infrastructure.</p> <p>Amend language in Table 8.3 as follows: <i><u>“As identified in HB 3055 (and ORS.383), toll revenue is expected to be needed to complete construction of this project. A separate Environmental Assessment for the I-205 Toll Project began in August 2020; expected completion in December 2022.”</u></i></p> <p>Amend the RTP to read: <i><u>“...Construction financing for Phase 1A (Abernethy Bridge) is identified in HB 3055 (2021 Session). Variable Rate Tolls priced to manage travel demand as well as provide revenue are expected to be used to fund the rest of the project (Phase 1B, 1C, 1D, and Phase 2).”</u></i></p> <p>Amend the RTP to add: <i><u>“The proposed I-205 Toll Project would toll I-205 near the Abernethy and Tualatin River Bridges (see figure 8.13b) to raise revenue for construction of the planned I-205 Improvements Project and manage congestion between Stafford Road and Oregon Route 213 to give travelers a better and more reliable trip. Significant impacts caused by tolling will need to be addressed as part of this project through mitigation. More information about the I-205 Toll Project can be</u></i></p>
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Exhibit B to Ordinance No. 21-1467
Summary of Comments Received and Recommended Actions

- Make a stronger connection to HB 3055 language in amendments to 8.3.1.8 by adding a second paragraph that explains the I-205 Toll Project as outlined below.

The proposed I-205 Toll Project would toll I-205 near the Abernethy and Tualatin River Bridges (see figure 8.13b) to raise revenue for construction of the planned I-205 Improvements Project and manage congestion between Stafford Road and Oregon Route 213 to give travelers a better and more reliable trip. Potential diversion onto local roads caused by tolling will need to be addressed as part of this project. More information about the I-205 Toll Project can be found at <https://www.oregon.gov/odot/tolling/Pages/I-205-Tolling.aspx>.

- Remove the draft description on the RTP Project List and replace it with a description that more narrowly identifies what specifically will be accomplished within the PE Phase of the I-205 tolling project. One concept could look something like:

Conduct preliminary engineering and NEPA review for the I-205 Toll Project. The NEPA process for the I-205 Toll Project will analyze the impacts of tolling on I-205 between Stafford Road and Oregon Route 213 (OR 213).

(See entry in the Comment Log below for more detailed comments and the attached letter from

found at <https://www.oregon.gov/odot/tolling/Pages/I-205-Tolling.aspx>.”

Amend the project description on the RTP Project List as follows: “The Project would toll all lanes of I-205 on or near the Abernethy Bridge and Tualatin River Bridge. The Project’s purpose is to raise revenue to fund construction of the I-205 Improvements Project and manage congestion between Stafford Road and Oregon Route 213 (OR 213). The PE phase includes completion of environmental analysis under the National Environmental Policy Act (NEPA) and initial design for toll infrastructure. The NEPA process for the I-205 Toll Project will analyze the impacts of tolling on I-205 between Stafford Road and Oregon Route 213 (OR 213).”

Exhibit B to Ordinance No. 21-1467
Summary of Comments Received and Recommended Actions

#	Respondent Affiliation	Opinion	Comment Summary	Response
			Clackamas County in Appendix B for complete comments.)	
7	Washington County Board of Commissioners	Support	<p>“I am writing to express support from the Washington County Board of Commissioners for Regional Transportation Plan amendments for the I-205 Improvement Project and I-205 Toll Project. ... On behalf of the Board, I must also add that we wish there were other ways to fund this important project without tolling. However, we accept that our support for HB 2017 included a commitment to initiate tolling in the region. We also recognize that a successful toll program can improve travel speed and reliability on our major throughways and must address equity, include mitigation for diversion and include attractive travel options to driving.</p> <p>(See entry in the Comment Log below for more detailed comments and the attached letter from Washington County in Appendix B for complete comments.)</p>	<p>Thank you for this comment. Creating an equitable toll system is a priority for the Oregon Department of Transportation. We’re working with the Equity and Mobility Advisory Committee (EMAC) to identify and equitably distribute the potential burdens and benefits of tolling.</p> <p>ODOT will continue to coordinate with the Transit and Multimodal Working Group, as well as the Equity and Mobility Advisory Committee, to identify strategies for integrating transit and multimodal travel into the Project.</p> <p>We recognize the importance of assessing potential diversion impacts to local communities. To do so, we are applying performance measure(s) related to protecting quality of life for local communities and will report on these finding in an Environmental Assessment in 2022. In the I-205 Corridor User Analysis (February 2021), we studied existing diversion patterns along the corridor to assess how these patterns could change with implementation of tolling. No proposed change.</p>

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 21-1467 FOR THE PURPOSE OF AMENDING THE 2018 REGIONAL TRANSPORTATION PLAN TO INCLUDE THE PRELIMINARY ENGINEERING PHASE OF THE I-205 TOLL PROJECT, AND TO CLARIFY THE FINANCIAL CONNECTION OF THE I-205 TOLL PROJECT TO THE I-205 IMPROVEMENT PROJECT

Date: January 27, 2022
Department: Planning, Development & Research

Prepared by: Kim Ellis, Principal
Transportation Planner

ISSUE STATEMENT

The Regional Transportation Plan (RTP) is the state- and federally-required long-range transportation plan for the Portland metropolitan area that guides planning and investment for all forms of travel – motor vehicle, transit, biking, and walking – and the movement of goods and freight. The plan was last updated in 2018; the next update is due by Dec. 6, 2023, when the current plan expires.

In 2019, the Oregon Department of Transportation (ODOT) initiated studying options for a variable rate toll on all lanes of Interstate 205 (I-205) between Stafford Road and Oregon Route 213 (OR-213), known as the [I-205 Toll Project](#). Tolls would raise revenue to complete financing for the planned [I-205 Improvements Project](#) and manage congestion on this section of I-205. In summer 2020, ODOT launched an education and engagement period for the I-205 Toll Project to receive input on the draft purpose and need for the project, the toll alternatives to be studied, and key issues for analysis as required by the National Environmental Policy Act (NEPA). ODOT is now preparing to move the I-205 Toll Project forward in the NEPA review process. As part of this process, ODOT requested an amendment to the 2018 RTP. The expectation is that amendments to the RTP follow the same adoption process as RTP updates, consistent with Metro's Public Engagement Guide and RTP amendment procedures. The amendment process schedule is provided in **Attachment 1**.

IDENTIFIED POLICY OUTCOMES

The requested amendment will:

- add the preliminary engineering phase for the [I-205 Toll Project](#) to the 2018 RTP financially constrained project list to conduct NEPA activities needed to:
 - design tolling operations to reach 30% design for the toll zone and gantry for this segment of the I-205 corridor; and
 - address key issues of concern raised about the toll project, consistent with HB 3055 and the NEPA review process.
- clarify the financial connection of the I-205 Toll Project to the I-205 Improvement Project in Chapter 8 of the 2018 RTP.

ACTION REQUESTED

Approve Ordinance No. 21-1467.

POLICY OPTIONS FOR CONSIDERATION

1. Approve Ordinance No. 21-1467 as recommended.
2. Approve Ordinance No. 21-1467 with modifications.
3. Do not approve Ordinance No. 21-1467.

RECOMMENDED ACTION

Approve Ordinance No. 21-1467.

Metro staff has reviewed the information submitted by ODOT in **Attachment 2** and finds that the requested amendment to the 2018 RTP to add the preliminary engineering phase of the I-205 Toll Project is regionally significant and appears consistent with the 2018 RTP regional priority policy outcomes, goals, objectives and policies; statewide planning goals; and federal fiscal constraint requirements. Furthermore, the process for public review and consideration of the requested amendment followed Metro's adopted Public Engagement Guide and RTP amendment procedures. The amendment appears consistent with the 2018 RTP and related public engagement procedures for amendments to the RTP.

STRATEGIC CONTEXT AND FRAMING COUNCIL CONSIDERATION

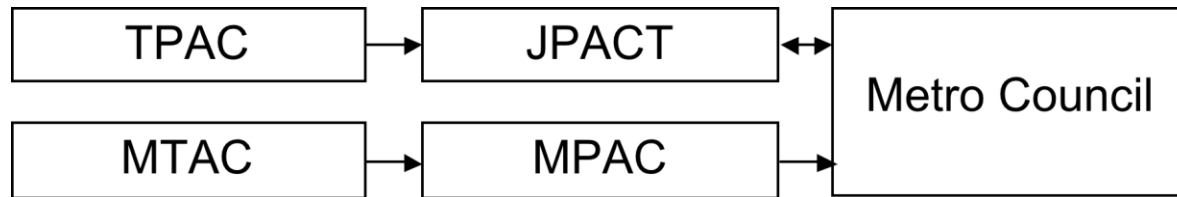
In 2018, JPACT and the Metro Council adopted a significant update to the RTP following three years of engagement that included more than 19,000 touch points with community members, community and business leaders, and local, regional and state jurisdictional partners. Reflecting the extensive engagement that shaped the plan, the 2018 RTP established a vision and regional transportation policy direction for planning and investment in the greater Portland transportation system. In addition to adequately maintaining the transportation system, investments aim to improve outcomes toward desired performance for the following priority policy outcomes:

- Equity
- Safety
- Climate
- Congestion relief

As the federally-designated metropolitan planning organization (MPO) for the Portland metropolitan area, Metro is responsible for developing and maintaining the RTP. As the regional government responsible for regional land use and transportation planning under state law, Metro is also responsible for developing and maintaining a regional transportation system plan (TSP), consistent with the Regional Framework Plan, statewide planning goals, the Oregon Transportation Planning Rule (TPR), the Metropolitan Greenhouse Gas (GHG) Reduction Rule, the Oregon Transportation Plan (OTP), and by extension the Oregon Highway Plan (OHP) and other state modal plans.

The Metro Council and JPACT jointly share responsibility for developing and adopting an updated RTP every five years to maintain compliance with federal and state requirements. Adoption or amendment of the RTP is a land use action under the statewide land use planning program. As such, the Metro Policy Advisory Committee (MPAC) serves in an advisory role to the Metro Council. The regional decision-making framework is shown in **Figure 1**.

Figure 1. Regional Transportation Plan (RTP) Decision-Making Framework



Amendments to the RTP are considered in between scheduled updates when a sponsoring agency requests changes to the funding, phasing, mode, function or general location of a project in the plan. There are several general sources for RTP amendment requests, including:

- (1) ODOT requests that require an amendment to the RTP for specific projects or the phasing of existing projects due to a funding decision by the Oregon State Legislature or other action by the Oregon Transportation Commission;
- (2) city or county requests involving transportation projects in local transportation system plans (TSPs), area plans, concept plans or studies adopted through a public process;
- (3) transit agency requests to align transit plans or projects adopted through a public process and the RTP; and
- (4) amendments resulting from a NEPA review process, corridor refinement planning as defined in the Oregon TPR, or other studies that involve additions or deletions to the RTP financially constrained project list or a significant change in the mode, function or general location of a project on the RTP financially constrained project list.

The expectation is that amendments to the RTP follow the same adoption process as RTP updates. As described in [Chapter 8](#) (Section 8.4) of the RTP, such amendments require adoption by the JPACT and the Metro Council by Ordinance, accompanied by findings that demonstrate consistency with:

- regional priority policy outcomes, goals, objectives and policies;
- statewide planning goals;
- federal fiscal constraint requirements; and
- Metro’s adopted Public Engagement Guide and RTP amendment procedures.

Attachment 1 provides a more detailed schedule of the process and timeline for considering the requested RTP amendment and a subsequent MTIP amendment. Key dates and milestones included:

- **Oct. 1 to Nov. 15, 2021** – Metro held a 45-day public comment period. Comments were accepted through an online comment form, email, mail, phone, and a public hearing held by the Metro Council on Nov. 4, 2021. A report documenting all comments received during the comment period is provided in **Attachment 3**.
- **November 2021 to Jan. 2022** – Metro and ODOT staff reported back public comments received to the Metro Technical Advisory Committee (MTAC), the Transportation Policy Advisory Committee on Transportation (TPAC), the Metro Policy Advisory Committee (MPAC), JPACT and the Metro Council. The briefings provided opportunity for discussion of the amendment and consideration of public comments received as well as concerns raised by committee members and Councilors.

Concerns raised by committee members and Councilors included: the coordination and timing of this project relative to ODOT's Regional Mobility Pricing Project, future opportunity for input to influence the project, and the timing of consideration of the amendment relative to Oregon Transportation Commission (OTC) consideration of Investment in Infrastructure and Jobs Act (IIJA) funding scenarios.

- **Feb. to March 2022** – Continued discussion and consideration of final recommendations from TPAC and MPAC, and action by JPACT and the Metro Council.

ANALYSIS/INFORMATION

Known opposition: Public comments in opposition to tolling, the I-205 Toll Project and this proposed amendment are summarized in the public comment report provided in **Attachment 3**.

Legal Antecedents:

- **Ordinance No. 18-1421** (For the Purpose of Amending the 2014 Regional Transportation Plan to Comply with Federal and State Law and Amending the Regional Framework Plan), adopted by the Metro Council on Dec. 6, 2018.
- **House Bill 3055** (2021), enacted on July 7, 2021.
- **House Bill 2017** (2017), enacted on Aug. 18, 2017.

Anticipated Effects: Approval of the RTP amendment will allow the I-205 Toll Project to continue to move forward in the NEPA review process that is underway. Projects and programs must be in the RTP's financially constrained system in order to be eligible for federal and state funding, and to receive federal approvals during the NEPA review process. If approved, the 2018 RTP financially constrained project list amendment allows a separate amendment to the [2021-2024 Metropolitan Transportation Improvement Program](#) (MTIP) to move forward for consideration by JPACT and the Metro Council. The MTIP amendment, if approved, programs funding for the preliminary engineering phase for the I-205 Toll Project.

ODOT is committed to continuing public engagement on the I-205 Toll Project through 2022 (See the [I-205 Toll Project Public Involvement Plan](#)) and to addressing key concerns raised consistent with HB 3055 and the NEPA review process, including:

- Reducing traffic congestion and managing demand;
- Documenting the impacts of diversion of traffic onto local streets and bridges and identifying transit and multimodal investments needed to reduce the impacts of diversion;
- Improving safety;
- Meeting the state's greenhouse gas emissions reduction goals;
- Minimizing impacts to historically and currently underrepresented and disadvantaged communities; and
- Establishing equitable income-based toll rates to be paid by users of tollways.

The Metro Council and JPACT will continue to look for commitments from ODOT to address these concerns as the NEPA process for the I-205 Toll Project continues.



1/27/22

Coordinated Timeline for Proposed I-205 Toll Project Amendments September 2021 to March 2022

This document summarizes key milestones and decisions for consideration of proposed [I-205 Toll Project](#) amendments to the [2018 Regional Transportation Plan](#) (RTP) and the [2021-24 Metropolitan Transportation Improvement Program](#) (MTIP).

- RTP Amendment for I-205 Toll Project is in **blue**
- MTIP Amendment for I-205 Toll Project is in **green**
- Public notices and comment periods are in shaded grey
- Action items (votes) in **bold***

2021 Dates	What
Sept. 16	<i>Advance public notice of opening of public comment period for RTP Amendment (published 15 days in advance of public comment period)</i>
Oct. 1	<i>DLCD Form 1 and proposed amendment submitted to DLCD via email</i>
Oct. 1 to Nov. 15	<i>45-day public comment period on proposed RTP amendment for I-205 Toll Project published by Metro at oregonmetro.gov/</i>
Oct. 1	TPAC – Introduce RTP amendment for I-205 Toll Project
Oct. 21	JPACT – Introduce RTP amendment for I-205 Toll Project
Oct. 27	MPAC – Introduce RTP amendment for I-205 Toll Project
Nov. 4	Metro Council (Meeting) – Introduce RTP amendment for I-205 Toll Project <i>Public hearing as part of public comment period/1st Read of Ordinance No. 21-1467 on RTP amendment for I-205 Toll Project</i>
Nov. 15	<i>Close of 45-day public comment period on RTP amendment for I-205 Toll Project</i>
Nov. 17	MTAC – Introduce RTP amendment for I-205 Toll Project and discussion of public comments and draft legislation for proposed RTP amendment
Nov. 30 to Jan. 6	<i>30-day public comment period on proposed MTIP amendment for I-205 Toll Project published by Metro</i>
Dec. 3	TPAC – Discussion of public comments and draft legislation for proposed RTP amendment for I-205 Toll Project TPAC – Introduce MTIP amendment for I-205 Toll Project
Dec. 8	MPAC – Discussion of public comments and draft legislation for proposed RTP Amendment for I-205 Toll Project
Dec. 14	Metro Council (Work Session) – Discussion of public comments and draft legislation for proposed RTP amendment for I-205 Toll Project Metro Council (Work Session) – Introduce MTIP amendment for I-205 Toll Project
Dec. 16	JPACT – Discussion of public comments and draft legislation for proposed RTP amendment for I-205 Toll Project JPACT – Introduce MTIP amendment for I-205 Toll Project

* Actions are shown as proposed for discussion and consideration with actions at the discretion of each body to approve, deny or defer



1/27/22

2022 Dates	What
Jan. 6	<i>Close of 30-day public comment period on MTIP amendment for I-205 Toll Project</i>
Jan. 19	MTAC – Discussion to provide feedback on proposed RTP amendment for I-205 Toll Project for consideration by MPAC
Jan. 20	JPACT – Discussion of public comments and draft legislation for proposed RTP amendment for I-205 Toll Project JPACT – Discussion on MTIP amendment for I-205 Toll Project
Jan. 26	MPAC – Discussion on RTP amendment for I-205 Toll Project
Feb. 4*	TPAC – Discussion and consider action on RTP amendment for I-205 Toll Project TPAC – Discussion and consider action on MTIP amendment for I-205 Toll Project
Feb. 17*	JPACT – Discussion and consider action on RTP amendment for I-205 Toll Project JPACT – Discussion and consider action on MTIP amendment for I-205 Toll Project
Feb. 23*	MPAC – Discussion and consider action on RTP amendment for I-205 Toll Project
March 3*	Metro Council (Meeting) – Discussion or consider action on RTP amendment for I-205 Toll Project; 2 nd Read of Ordinance No. 21-1467 on RTP amendment for I-205 Toll Project Metro Council – Discussion or consider action on MTIP amendment for I-205 Toll Project
<i>If approved, PAPA Adoption Notice with final action submitted to DLCD within 20 days after RTP amendments adopted by the Metro Council; there is an opportunity for appeal period.</i>	

* Actions are shown as proposed for discussion and consideration with actions at the discretion of each body to approve, deny or defer

I-205 Toll Project

Regional Transportation Plan Amendment

September 22, 2021



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Attachments

I-205 Toll Project Public Involvement Plan

I-205 Toll Project Equitable Engagement Plan

Agencies and Stakeholders Involved in the I-205 Toll Project

Oregon Transportation Commission Meeting Minutes

2018 RTP Public Engagement and Non-Discrimination Checklist

1 Background

- A short history about why/how the project emerged and its importance to the region.
- A brief history of past actions and work that has been accomplished that has led to the proposed amendment (purpose and need description).

In 2017, the Oregon Legislature authorized substantial funding to improve highways, transit, biking and walking facilities, and use technology to make the state's transportation system work better through Oregon House Bill 2017 (HB 2017). As part of this comprehensive transportation package, the legislature also directed the Oregon Transportation Commission (Oregon Transportation Commission) to seek federal approval to implement value pricing (also referred to as tolling or congestion pricing) on I-5 and I-205 in the Portland metropolitan area to address congestion.

The Oregon Department of Transportation (ODOT) initiated the Portland Metro Area Value Pricing Feasibility Analysis shortly after the passage of HB 2017 to:

- Explore the options available.
- Determine how and where value pricing could help improve congestion on I-5 or I-205 during peak travel times.
- Begin to understand potential benefits and impacts to travelers and adjacent communities.

ODOT convened a Policy Advisory Committee for the Value Pricing Feasibility Analysis, which met from late 2017 through mid-2018. The Policy Advisory Committee developed [a recommendation to support the Oregon Transportation Commission's](#) efforts to implement Section 120 of HB 2017, which directs it to pursue approval from the Federal Highway Administration (FHWA) to implement congestion pricing on I-5 and I-205 in the analysis area.

In December 2018, ODOT submitted an [application to the FHWA](#). The application presented the Oregon Transportation Commission's application to implement freeway tolling projects, as directed in HB 2017, and sought a response from the FHWA providing confirmation and clarification of the following critical next steps:

- Eligibility and requirements under federal tolling programs
- Completeness of the proposed scope for additional analysis and project development
- FHWA ability to streamline required review under the National Environmental Policy Act (NEPA)

The projects identified in the application were selected through the Value Pricing Feasibility Analysis and reflect the majority recommendation of the Policy Advisory Committee. The recommendation for tolling on both I-5 and I-205 constitutes Oregon's proposed implementation of freeway tolling.

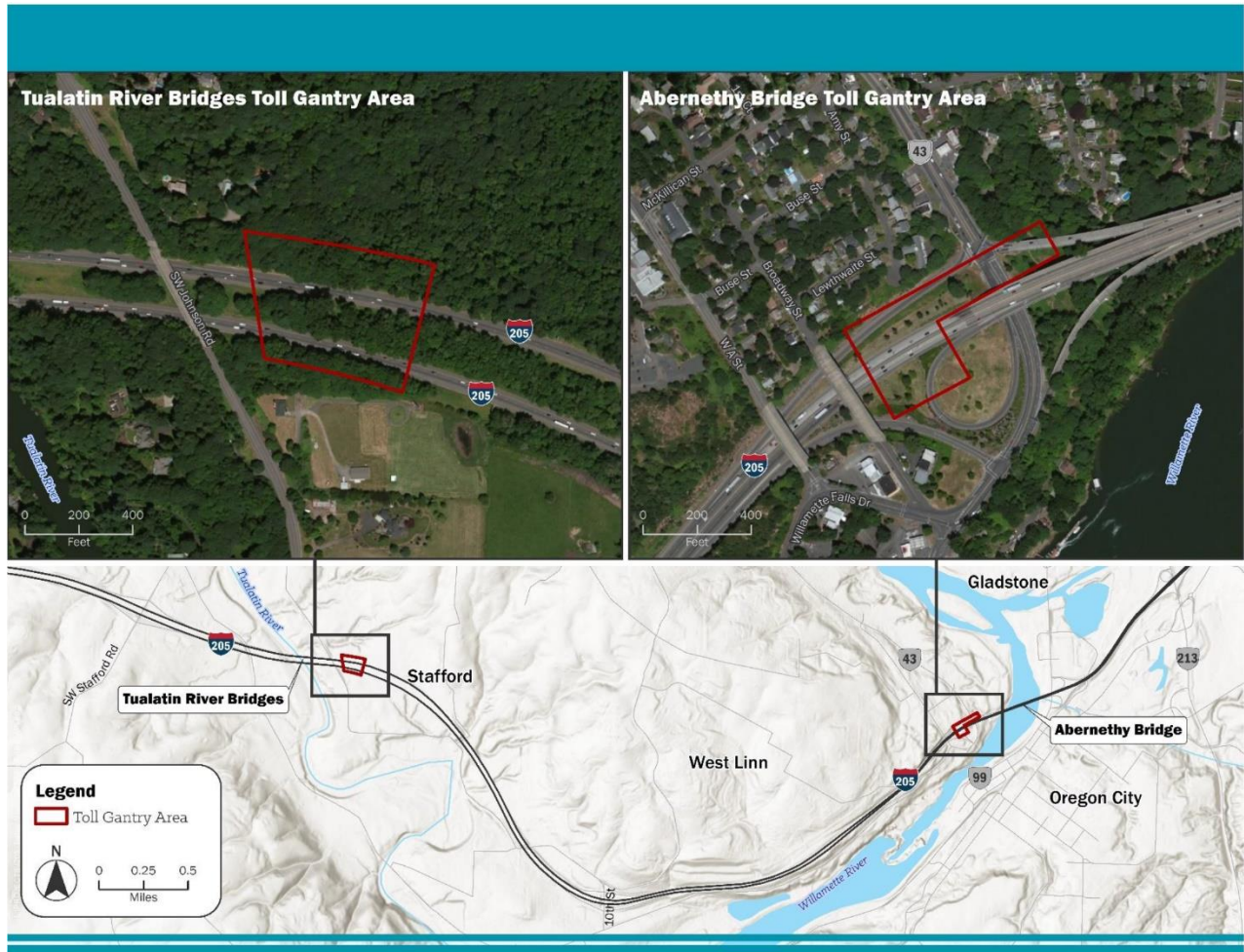
[FHWA responded to the application](#) in January 2019, which kicked off the next phase of analysis for the I-205 Toll Project.

In spring 2019, ODOT selected a consultant to begin planning for the environmental review phase for tolling in the I-5 and I-205 corridors. In fall/winter 2019/20 initial screening of five alternatives for the I-205 Toll Project was conducted to evaluate the performance of different toll configurations. A [summary of this analysis](#) is posted on ODOT's website.

In summer 2020, from August 3 to October 16, 2020, ODOT launched an education and engagement period specifically for the I-205 Toll Project. During this time, ODOT hosted numerous education and engagement activities to reach a broad audience. ODOT sought input at the beginning of the environmental review process to help refine the draft purpose and need for the Project, the toll alternatives to be studied, and key issues for analysis as required by NEPA. (See the I-205 Toll Project Public Involvement Plan attachment.)

In August 2021, following the legislative session in Oregon, ODOT determined that toll revenue was needed to complete construction of the [I-205 Improvements Project](#). The governor signed Oregon House Bill 3055 into law, which provides financing options that allow Phase 1A of the I-205 Improvements Project (reconstruction of Abernethy Bridge plus OR 43 and OR 99E interchanges) to be constructed beginning in spring/summer 2022. Toll funding will be needed to complete the remaining phases of the I-205 Improvements Project (Phase 1B (OR 99E to OR 213), Phase 1C (10th Street to Sunset Bridge), Phase 1D (OR 43 to 10th Street), and Phase 2 (10th Street to Stafford Road, including Tualatin River Bridges reconstruction); see Figure 1. Phase 1B is tentatively planned for construction in 2023. If tolling is approved upon completion of the environmental review process for the I-205 Toll Project, and pending development of a toll program, tolls could be used long term to pay back loans for Phase 1A and to pay for construction of the subsequent phases.

Figure 1. I-205 Toll Project – DRAFT MAP



The I-205 Toll Project Preliminary Engineering phase will include activities needed to reach 30% design for the toll zone and gantry. The gantry designs will be developed for the Abernethy and Tualatin River Bridges and will include the following elements:

- I-205 mainline (gantries spanning both directions of traffic).
- Ramp toll zones at the NB on-ramp and SB off-ramp to and from I-205 at the OR 43 Interchange (Exit 8).
- I-205 mainline (gantries spanning one direction of traffic in each direction).

These designs will include the following:

- Typical toll zone site layouts with parking accommodations.
- Gantry type and size alternate concepts with evaluation of constructability and costs for selection by ODOT (standard Intelligent Transportation Systems sign truss with walkway,

monotube with walkway, concrete vertical columns with trusses or monotube with walkway).

- Pre-cast concrete technical shelter design.
- Standards for lockable in-ground junction boxes and on-site, in-ground conduit.
- General provisions for data and power services, for electrical and generator requirements.
- HVAC standard requirements.
- Toll signage requirements and pavement markings recommendations.
- Plan for maintenance and protection of traffic during construction.
- General landscaping and aesthetic design requirements.
- Updated cost estimate for each standard toll zone type.
- Schedule requirements based on anticipated lead times for long-lead items and construction times.

An overview of the primary purpose and secondary objectives for the project phase being amended into the RTP and its major work elements and milestones (e.g. complete NEPA and obtain the ROD, determine alternatives, selection of the agency preferred alternative, complete design and PS&E package, etc.)

The Oregon state legislature, region, and ODOT identified the I-205 Improvements Project as a priority project. The I-205 Improvements Project includes seismic bridge upgrades, adding the missing third lane north and south, and interchange improvements. The project received NEPA clearance in 2018; public engagement has been ongoing. In 2021, HB 3055 provided financing tools that allow construction on the first phase (Phase 1A) of the I-205 Improvements Project to begin in 2022, which includes replacement of the Abernethy Bridge and adjacent interchanges. Tolls are needed to fund subsequent phases of the I-205 Improvements Project, and pending completion of the Tolling Environmental Assessment, tolls would also be used as a payback option for funds borrowed for Phase 1A.

The purpose of the I-205 Toll Project is to use variable-rate tolls on the I-205 Tualatin River Bridges and Abernethy Bridge to raise revenue to complete the I-205 Improvements Project and manage congestion. The full text of the Purpose and Need Statement can be found [here](#).

Table 1 is a schedule of the major milestones for the I-205 Toll Project.

Table 1. I-205 Toll Project Major NEPA Milestones

Major NEPA Milestone	2021				2022			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
NEPA Regional Transportation Modeling & DTA Subarea Modeling (2045 & 2027)		■	■	■				
Traffic Analysis (data collection, baseline, no-build and build)			■	■				
Environmental Assessment Tech Reports			■	■	■			
Draft Environmental Assessment			■	■	■	■		
Environmental Assessment Public Comment Period							■	
Environmental Assessment Comment Response Matrix							■	■
Preferred Alternative Regional Modeling and Traffic Analysis (as							■	■
Revised Transportation Tech Report							■	■
Prepare Final Environmental Assessment/FONSI							■	■
Final Environmental Assessment/FONSI								■

Transportation Modeling

- Coordinate tolling modeling with agency, consultant, and Metro staff as well as the Regional Modeling Group.
- Provide technical support to Metro in model development, calibration, validation, and refinement.
- Support modeling work by refining tools and providing key inputs, including Regional Travel Demand model refinements, support for Dynamic Traffic Assignment (DTA) subarea model development, and refinement of the multi-criteria evaluation tool.

Traffic Analysis

- Preliminary modeling to focus on addressing potential for through-trip rerouting via toll gantry logic.
- Draft Environmental Assessment analysis with future horizons on a smaller set of alternatives, supporting traffic and revenue projections.
- Transportation, multimodal, and traffic analysis in the Transportation Technical Report.

Environmental Assessment Technical Reports

- Air Quality
- Economics
- Energy and Greenhouse Gases
- Environmental Justice
- Noise
- Social Resources and Communities
- Visual Quality
- Cumulative Impacts

Draft Environmental Assessment

- Focus on the evaluation of tolling impacts for the I-205 seismic retrofit and widening project and must incorporate all construction-related impacts from the approved Documented Categorical Exclusion (DCE) by reference.
- Include a notice of the intent to prepare a combined Final Environmental Assessment/Finding of No Significant Impact (FONSI).
- Technical work to serve as the technical basis and attached as appendices or incorporated as sections.
- Additional technical analyses:
 - Geology and Soils
 - Hazardous Materials
 - Historic and Archaeological Resources
 - Land Use
 - Parks and Recreation/Section 4(f) and Section 6(f)
 - Utilities
 - Vegetation, Wildlife, and Aquatic Species
 - Wetlands and Water Resources

Environmental Assessment Public Comment Period

- Draft, revised draft, and final Notice of Availability with date(s), time(s) and location(s) of the public hearing and the dates of the Environmental Assessment comment period.
- Draft and final Environmental Assessment distribution letter with date(s), time(s) and location(s) of the public hearing and the dates of the Environmental Assessment comment period.

- Open houses (serving as the draft Environmental Assessment Public Hearing[s] and an opportunity for formal public testimony or written comment) and an online open house.

Comment Response Matrix

- Comments received on the published Environmental Assessment will be responded to in summary format. Any changes to the analysis, impacts or mitigation based on comments will be clearly identified in the revised Environmental Assessment and decision document.

Preferred Alternative Modeling and Analysis

- The final round of analysis focused on the preferred alternative identified in the draft EA.
- May include modeled evaluation for transit or other mitigation strategies.
- May include several model runs to refine the alternatives to address Project impacts.

Revised Transportation Technical Report

- Updated from the draft Environmental Assessment Transportation Technical Report to address comments and new analysis identified as a result of public comments.
- Included as an appendix to the final Environmental Assessment.

Prepare Final Environmental Assessment

- Prepared in response to comments on the draft Environmental Assessment.
- Maximize the use of existing documentation prepared for the draft Environmental Assessment.

Final Environmental Assessment/FONSI

- Combined final (revised) Environmental Assessment and FONSI.
- FONSI must include a description of the decision, selected alternative, alternatives considered, criteria used to determine the selected alternative, proposed project funding, Section 4(f) funding and mitigation commitments.

I-205 Toll Project Scope Of Work Summary

The I-205 Toll Project is scoped for work in the following areas: communications and outreach; technical analysis and outputs; traffic and revenue, costs and net revenue, and financial planning; I-205 Environmental Assessment Transportation Technical Report; and I-205 NEPA documentation.

Communications and Outreach

Strategic Communications, Coordination and Public Involvement Plan

The Project will utilize Public Involvement Plan (PIP) incorporating knowledge of the Portland Metro region and NEPA guidelines for public engagement. Elements of the PIP include:

- Key audiences, messages and types of communication.
- Public involvement goals, objectives and evaluation measures.
- Community and stakeholder demographic analysis.
- Environmental justice consideration strategies.
- Media and elected officiation coordination strategies.

Public Events and Community Outreach

Engagement activities are anticipated for the following project components:

- The purpose and need and range of alternatives.
- Increasing understanding of toll purpose, operations and benefits.
- The draft and final Environmental Assessment comment period.
- Refinement of the preferred alternative and equity strategies.
- Refinement of preferred alternative and equity strategies.
- The final Environmental Assessment/FONSI.

Materials to convey technical and complicated information will be prepared in accessible formats and multiple languages.

A community-based outreach plan will facilitate connecting with community organizations and participating in events across the region, including both tabling events and individual activities. Coordination and education with community-based organizations will be ongoing.

Equity Strategy and Equity and Environmental Justice Outreach

An Equity Strategy and Environmental Justice Memorandum sets the basis for the internal work session with the Project Team and the Equity and Mobility Advisory Committee (EMAC). The Project team will also facilitate workshops or meetings with select equity framework-identified groups. Equity outreach also involves bringing on community liaisons who are members of marginalized communities in the Project area or who come from community-based organizations that serve those marginalized communities.

Advisory Committee and Stakeholder Outreach

Transparency and informed decision-making are fundamental to the successful development of tolling projects. The EMAC will provide input to the Oregon Transportation Commission (OTC) or the Project team on the Project equity framework, equity and mobility performance

measures, and equity and mobility strategies to improve Project outcomes. The EMAC also will advise and support implementation of equitable engagement plans during the Project planning process.

Outreach activities also include presentations for OTC, the Legislature, and other leadership forums and jurisdictional briefings, such as city councils, county commissions, neighborhood associations, business groups, community-based organizations and working groups. Project technical analysis is supported by stakeholder engagement through the Regional Partner Agency Staff, Community Work Sessions, the Regional Modeling Group, and the Transit and Multimodal Work Group, among others, to provide points of input, including:

- Stated preference surveys.
- Evaluation criteria and performance measures.
- Alternatives development.
- Transit and multimodal findings.
- Community and Equity Mobility Strategies.

Technical Analysis and Outputs

Technical analyses focus on transit/multimodal, equity and Project alternatives, as well as community mobility/equity strategy development.

Alternatives Analysis and Screening

Project alternatives will incorporate design options for the congestion pricing policy itself (where, when, who, and how much to charge) as well as the technological solutions, infrastructure requirements, legal framework and business models that represent the alternative as deployed. Throughout the process, a no action / no pricing alternative will be evaluated. The I-205 corridor user analysis will inform alternatives development and screening through enhanced understanding of travel behavior and socioeconomic effects for existing and potential users of the tolling project area. Additionally, the alternatives screening evaluation criteria and input provided by all levels of engagement will be used to identify alternatives, document assumptions, compare and document alternatives analyses, and perform initial screening analysis modeling.

Alternatives Modeling

Model development and its application for Project alternatives involves calibration, validation and refinement. The relationship between tolling on I-205 and existing transit and multimodal transportation options will be evaluated to identify improvements to non-motorized travel mode systems as a component of a successful tolling implementation.

Equity Environmental Justice Analyses and Policy

The Project team will work with Agency, EMAC and Metro modelers to develop equity and environmental justice draft and final evaluation criteria and performance measures for tolling on I-205 that are aligned with Project goals and objectives related to equity and environmental justice. The Equitable Toll Report will summarize the equity work prepared throughout the course of the Project including:

- Equity strategy and framework developed for the Project and how these have been implemented.
- Findings from equity and environmental justice outreach.
- Findings and mitigation measures from the equity analysis performed for the Social and Environmental Justice Technical Reports.

Traffic and Revenue, Costs and Net Revenue, and Financial Planning

Traffic and Revenue Forecasts and Report

Annual traffic and revenue forecasts will be developed for the one or two build alternatives carried forward in the NEPA process. The revenue estimates will be based on the weekday modeling outputs for at least two forecast years for traffic on tolled sections I-205.

A draft and final I-205 Level 2 Traffic and Revenue Study report and slide deck will be prepared based upon the travel demand modeling, traffic analysis, traffic and revenue forecasts, and net revenue projections.

Cost Analysis and Net Revenue Projections

Annual operating and maintenance cost estimates will be developed for the in-lane roadway toll system infrastructure on I-205 as well as the program-wide back-office toll collection systems and customer service center functions for all-electronic toll collection, with costs allocated proportionately to I-205 for alternatives that include pricing on both facilities.

Funding Strategies and Financial Planning and Support

Candidate non-toll funding sources, toll-financing options and other related funding strategies will be analyzed and evaluated to help develop feasible financial plans for I-205 or preferred alternatives carried forward in the NEPA process.

I-205 Environmental Assessment Transportation Technical Report

The Transportation Technical Report involves conducting traffic and multimodal forecasting and operations analysis of the proposed alternatives. This includes revisiting the technical foundation to document changes in travel demand and key traffic patterns, and identifying the

need for critical operational or safety enhancements to address potential congestion/mobility and multimodal access impacts.

Data Review and Collection

The first step in documenting existing conditions will be a review of the multimodal transportation data within the study area for other corridor planning efforts. The transportation analysis will leverage available multimodal transportation and traffic data, including data collected as part of the efforts, as well as other efforts to be identified in conjunction with ODOT and their partners.

Existing and Future No Build Conditions

Once the transportation data review is complete and all data pieces have been compiled, the existing conditions analysis will be initiated, including traffic conditions to gauge current levels of delay during critical periods of the day (e.g., AM or PM peak period).

Build Alternatives Analysis

Future transportation access and mobility reflecting up to three build alternatives will be analyzed for the I-205 Toll Project in comparison to the future No Build alternative. Since the build alternatives will generally include tolling or capacity improvements (adding one or more travel lanes plus other off-freeway improvement strategies, transit service enhancements or multimodal safety projects), traffic volume projections must be developed for each alternative.

I-205 Draft and Final Environmental Assessment Transportation Technical Reports

To document the transportation analysis approach, analysis and findings, a technical report will capture the analysis assumptions, approach, data, and alternatives assessment outcomes. The I-205 draft Environmental Assessment Transportation Technical Report will be updated to address comments and new analysis identified as a result of public comments. The revised technical report will be included as appendix to the final Environmental Assessment.

I-205 NEPA Documentation

The NEPA documentation is needed to inform and document a federal decision on tolling on I-205 and this Environmental Assessment will build on the I-205: Stafford Road to OR 213 DCE. The construction impacts of widening I-205 and reconstruction of the Abernethy Bridge have received environmental clearance under the DCE; therefore, the NEPA process conducted under this task will only analyze those additional impacts that result from the tolling action. Resources analyzed in technical reports include:

- Air Quality
- Energy and Greenhouse Gases
- Economics
- Environmental Justice

- Noise
- Social Resources and Communities
- Visual Quality
- Cumulative Impact

I-205 NEPA Early Public Engagement

A draft and final agenda and packet of materials will be prepared for an agency coordination meeting with participating agencies. The consultant must attend and facilitate the participating agency coordination meeting with ODOT staff, as determined by the Agency.

I-205 Draft Environmental Assessment Technical Reports and Memoranda

The level of analysis will be “right-sized” for each resource as guided by the ODOT Environmental Impact Statement Template (2010). Stand-alone technical reports will be prepared for resources with more extensive potential impacts anticipated or for which more in-depth analysis is required as determined by ODOT and the FHWA.

I-205 Draft Environmental Assessment

A draft Environmental Assessment will be prepared in compliance with ODOT and FHWA guidance. The technical work will serve as the technical basis for the draft EA and will be attached as appendices or incorporated as sections of the draft Environmental Assessment document.

I-205 Final Environmental Assessment/FONSI

A combined final Environmental Assessment (revised Environmental Assessment) and FONSI will be prepared. It is assumed that a combined final Environmental Assessment/FONSI can be prepared for the Project. The final Environmental Assessment will be prepared in response to comments on the draft Environmental Assessment.

Include a short description of any major project challenges expected to be addressed by the work elements and milestones.

There have been and will continue to be several challenges for the I-205 Toll Project. The project conducted an engagement evaluation survey following the summer 2020 engagement to learn how to improve. [A summary of findings is posted online.](#)

Some of the major challenges include:

- The ongoing COVID-19 pandemic – ODOT had to quickly adapt outreach and engagement from in-person to virtual. The tools continue to be refined to support engagement.
- This will be the first toll project in Oregon. There is a lack of understanding around modern/electronic tolling and the benefits of tolling.
- ODOT has formed an Equity and Mobility Advisory Committee and is the first toll program that is centering equity at this level during the planning and environmental review phase. This new approach reflects ODOT's commitment to consider the following:
 - Persons experiencing low income who could be negatively affected financially
 - Availability of transportation options
 - Concern about diversion impacts to adjacent neighborhoods
 - Frustration that roads have already been paid for; lack of understanding about the current transportation funding environment
- Anticipated Timeline: 2020 – 2024. Initial I-205 Toll Project was identified at the end of the Value Pricing Feasibility Analysis in 2018. In summer 2020, the I-205 Toll Project officially initiated the NEPA process. The NEPA process is scheduled to be completed by quarter 4 of 2022. Starting in 2022 through 2024, ODOT will be developing toll technology and customer service back-office operations. During this time, the Oregon Transportation Commission will be undergoing a process to set toll rates. The earliest the I-205 Toll Project could begin to collect tolls would be in late 2024.

A short description if there are other agencies or stakeholders involved in the project and their basic roles and responsibilities.

There are many agencies and stakeholders involved in the I-205 Toll Project. Below is a list of the agencies that were invited to formally participate in the environmental review process. Some agencies who declined participating agency status are involved in other ways on the I-205 Toll Project. Many stakeholders participate on the Equity and Mobility Advisory Committee, Regional Partner Agency Staff monthly meetings, Regional Modeling Group meetings, and the Transit and Multimodal Work Group meetings. The rosters of these groups are attached.

Federal regulations (23 USC 139) require that opportunities be provided for federal, state, and local agencies that have jurisdiction by law or a special interest in the project to formally participate in the project’s environmental review process. Three categories of agencies are involved:

- **Lead** – FHWA is the lead federal agency for NEPA compliance on the I-205 Toll Project. Serving as a joint lead agency with FHWA, ODOT will share in the responsibility to prepare the NEPA document.
- **Cooperating** – A cooperating agency is any federal agency, other than a lead agency, that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative. No cooperating agencies have been identified for the I-205 Toll Project.
- **Participating** – Participating agencies that are not cooperating agencies are those having a specific interest in the I-205 Toll Project. Within this Coordination Plan, the term “participating agencies” includes Tribes with an interest in the I-205 Toll Project. These groups also to participate in the development of the Environmental Assessment.

Table 2. Lead Agencies

Agency	Responsibilities
Federal Highway Administration (FHWA)	<ul style="list-style-type: none"> • Manage 23 USC 139 process; prepare Environmental Assessment; provide opportunity for public, participating and cooperating agency involvement
Oregon Department of Transportation (ODOT)	<ul style="list-style-type: none"> • Manage 23 USC 139 process; prepare Environmental Assessment; provide opportunity for public, participating and cooperating agency involvement

Table 3. Agencies and Tribes Invited to be Participating Agencies

Agency	Responsibilities	Status
Federal		
National Marine Fisheries Service (NMFS)	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: Water quality and species protected under the Endangered Species Act. 	No response
U.S. Environmental Protection Agency (US EPA)	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: environmental or socioeconomic impacts. 	Declined
U.S. Fish and Wildlife Service (USFWS)	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: water quality and species protected under the Endangered Species Act. 	No response
Tribes		
Confederated Tribes of the Grand Ronde Community of Oregon	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: archaeology, history, and tribal interests. 	Declined

Agency	Responsibilities	Status
Confederated Tribes of Siletz Indians	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: archaeology, history, and tribal interests. 	No response
Confederated Tribes of the Umatilla Indian Reservation	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: archaeology, history, and tribal interests. 	No response
Confederated Tribes of the Warm Springs Reservation of Oregon	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: archaeology, history, and tribal interests. 	No response
Confederated Tribes and Bands of the Yakama Nation	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: archaeology, history, and tribal interests. 	No response

Agency	Responsibilities	Status
Cowlitz Indian Tribe	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: archaeology, history, and tribal interests. 	No response
Nez Perce Tribe	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: archaeology, history, and tribal interests. 	No response
State		
Oregon Department of Environmental Quality (DEQ)	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: environmental impacts. 	Accepted
Oregon Department of Fish and Wildlife (ODFW)	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: water quality, fish and wildlife species. 	No response

Agency	Responsibilities	Status
Oregon Department of Land Conservation and Development (DLCDC)	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: land use, statewide land use goals. 	No response
Oregon Department of Energy (ODOE)	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: energy. 	No response
Oregon Department of State Lands (DSL)	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: wetlands and waterways, state-owned lands. 	Declined
Oregon State Historic Preservation Office (SHPO)	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project’s potential impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: Historic Resources, Archaeological Resources, and Historic Preservation Act Section 106 compliance. 	Accepted

Agency	Responsibilities	Status
Oregon Tourism Commission (Travel Oregon)	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: tourism economics. 	No response
Washington State Department of Transportation (WSDOT)	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: transportation and transportation planning. 	Accepted
Regional		
C-TRAN	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency. 	Accepted
Metro	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency. 	Accepted

Agency	Responsibilities	Status
Port of Portland	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency. 	Accepted
Port of Vancouver	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency. 	Accepted
Southwest Washington Regional Transportation Council (RTC)	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency. 	Accepted
TriMet	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency. 	Accepted
Local		
Clackamas County	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	Accepted

Agency	Responsibilities	Status
Clark County	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	Accepted
Marion County	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	No response
Multnomah County	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	Accepted
Washington County	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	Accepted
City of Camas	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	No response

Agency	Responsibilities	Status
City of Canby	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	No response
City of Durham	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	No response
City of Gladstone	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	Accepted
City of Gresham	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	Accepted
City of Happy Valley	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	Accepted

Agency	Responsibilities	Status
City of Johnson City	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	No response
City of Lake Oswego	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	Accepted
City of King City	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	No response
City of Maywood Park	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	No response
City of Milwaukie	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	Accepted

Agency	Responsibilities	Status
City of Oregon City	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	Accepted
City of Portland	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	Accepted
City of Rivergrove	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	Accepted
City of Sherwood	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	No response
City of Tigard	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	No response

Agency	Responsibilities	Status
City of Tualatin	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	Accepted
City of Vancouver	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	Accepted
City of Washougal	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	No response
City of West Linn	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	Accepted
City of Wilsonville	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project’s potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	Accepted

2 Regional Significance Determination

- The transportation project is located on a facility designated in one or more of the RTP network maps.

Within the 2018 RTP, I-205 is designated:

- Throughway on the regional motor vehicle network map (Figure 3.13)
- Frequent bus and future high-capacity transit on the regional transit network map (Figure 3.16)
- Main roadway route on the regional freight network map (Figure 3.21)

- The transportation investment requires permission or approval(s) from the U.S. Department of Transportation or project level NEPA review.

The I-205 Toll Project is currently in a project-level NEPA review, currently classified as an Environmental Assessment, which is anticipated to be completed in 2022.

- Other information for Metro staff to consider (please describe):

This is the first toll project in Oregon and will be foundational to providing a revenue stream to fund highway and multimodal congestion relief projects in the corridor, including funds toward the construction of the I-205 Implementation Project. Variable-rate tolls will help manage travel demand, resulting in reduced traffic congestion and benefiting those who pay the toll with a faster, more reliable trip.

FHWA has requested this RTP update, to clarify the financial connection between the I-205 Improvements Project and the I-205 Tolling Project. In addition, FHWA requires NEPA analysis to be completed under the preliminary engineering phase.

3 Regional Transportation Plan Consistency

- Identify the RTP Chapter 2 **regional goals and objectives** being addressed by this transportation investment – and provide a brief description of how.]

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 Places¹ – 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.

Response:

The I-205 Toll Project performance measures will specifically measure access from households in our Equity Framework-identified communities, which includes and expands upon Metro’s equity definition of historically marginalized communities, to jobs, parks, and social resources (health services, community centers, grocery stores, schools, places of worship, etc.). The goal tied to these performance measures is to “provide benefits for historically and currently underserved communities.”

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.

Response:

The I-205 Toll Project Purpose and Need Statement specifically identifies the following goals:

- Support safety, regardless of mode of transportation.
- Support multimodal transportation choices.
- Support interoperability with other toll systems.
- Support regional economic growth.

I-205 Toll Project performance measures go into greater detail about how the analysis on impacts to bicycle and transit is being done with a similar rigor to that for automobiles and freight movement. In coordination with Metro staff, we are developing a travel demand model that extends out of the Metro Urban Growth Boundary to understand impacts on areas within and beyond the region. Our performance measures also call out the specific regional and local impacts to movement of freight and commercial transportation.

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.

Response:

The I-205 Toll Project Purpose and Need Statement specifically identifies the following goals:

- Support safety, regardless of mode of transportation.
- Support multimodal transportation choices.

- Maximize interoperability with other transportation systems.

I-205 Toll Project performance measures go into greater detail about how the analysis on impacts to bicycle and transit is being done with a similar rigor to that for automobiles and freight movement.

Through the work of our Transit Multimodal Work Group, which comprises representatives from most of the region's transit providers, we have been discussing how the fare and technology system between tolling and transit can be integrated and seamlessly interoperable for the customer.

Through the work of our Equity and Mobility Advisory Committee, we have been providing research on how tolling has been coordinated with transit and multimodal transportation investments from around the United States and the world. Their work in communicating preferred policy and strategies for ODOT and the Oregon Transportation Commission will help inform and further the conversation for commitments to address transit and multimodal transportation needs in developing the I-205 Toll Project and the Oregon Toll Program, which has statewide impacts.

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 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.

Response:

The I-205 Toll Project Purpose and Need Statement specifically identifies the following goals:

- Support safety, regardless of mode of transportation.

- Support multimodal transportation choices.
- Support interoperability with other toll systems.
- Support regional economic growth.

I-205 Toll Project performance measures go into greater detail about how the analysis on impacts to bicycle and transit is being done with a similar rigor to that for automobiles and freight movement. Person throughput in the corridor is a specific measure. ODOT is collaborating with Metro on the regional travel demand model, which includes all of the transportation and transit assumptions in the fiscally constrained Regional Transportation Plan project list, to inform the impacts analysis.

After the I-205 Toll Project completes the Environmental Assessment, a toll-rate setting process will begin. This process will identify the real-time data and decision-making process for future adjustments to the toll rate schedule. Based on the modeling data and feedback in the environmental review process, ODOT will propose a variable rate, and set the schedule for congestion pricing on the I-205 Toll Project that is intended to manage vehicle congestion, encourage shared trips, and increase transit use.

Through the work of our Transit Multimodal Work Group, which comprises representatives from most of the region's transit providers and Transportation Management Agencies, we have been discussing how to 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.

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.

Response:

The I-205 Toll Project Purpose and Need Statement specifically identifies the following goals:

- Limit additional traffic diversion from tolls on I-205 to adjacent roads and neighborhoods.
- Support safety, regardless of mode of transportation.
- Contribute to regional improvements in air quality and support the State's climate-change efforts.
- Support multimodal transportation choices.

I-205 Toll Project performance measures go into greater detail about how we are measuring the impacts to safety for all modes of travel on the highway and roadways within the Area of Potential Impact. Additionally, through the review of performance measures with our Equity and Mobility Advisory Committee, we revised and updated our performance measures to understand impacts to neighborhood air quality, heat islands, and stress on the bike/walk system (e.g., using Level of Traffic Stress as a measure).

As the I-205 Toll Project is needed to fully deliver the I-205 Improvements Project, the seismic upgrade of the Abernathy Bridge and Tualatin River Bridges will provide an essential enhancement to the region's and state's infrastructure. This route is on crucial freight and emergency response route.

Additional bridges will either be upgraded or replaced to accommodate widening and withstand a major earthquake at the following locations over I-205:

- West A Street
- Sunset Avenue
- Tualatin River
- Borland Road
- Woodbine Road
- Main Street
- 10th Street
- Blankenship Road

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 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.

Response

The I-205 Toll Project performance measures will measure and avoid, minimize, or mitigate barriers through design to biological, water, historic and cultural resources.

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.

Response

The I-205 Toll Project Purpose and Need Statement specifically identifies the following goals or objectives:

- Contribute to regional improvements in air quality and support the State’s climate-change efforts.
- Support equitable and reliable access to health promoting activities (e.g., parks, trails, recreation areas) and health care clinics and facilities.
- Support multimodal transportation choices.

I-205 Toll Project performance measures go into greater detail about how the analysis will help analyze impacts to air pollutants, emissions, and minimize impacts to air, water, and noise, so that we can avoid, minimize, or mitigate.

Through the review of performance measures with our Equity and Mobility Advisory Committee, we revised and updated our performance measures to understand impacts to neighborhood air quality, heat islands, and stress on the bike/walk system (e.g., using Level of Traffic Stress as a measure).

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 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.

Response

The I-205 Toll Project Purpose and Need Statement specifically identifies the following goals or objectives:

- Contribute to regional improvements in air quality and support the State’s climate-change efforts.
- Support management of congestion and travel demand.

I-205 Toll Project performance measures go into greater detail about how the analysis will help analyze and reduce impacts to energy use, vehicle miles traveled, and greenhouse gas emissions.

Additionally, the I-205 Toll Project performance measures go into greater detail about how the analysis on impacts to bicycle and transit is being done with a similar rigor to that for automobiles and freight movement.

Through the work of our Transit Multimodal Work Group, which comprises representatives from mostly all of the region’s transit providers, we have been discussing how the fare and technology system between tolling and transit can be integrated and seamlessly interoperable for the customer.

Through the work of our Equity and Mobility Advisory Committee, we have been providing research on how tolling has been coordinated with transit and multimodal transportation investments from around the United States and the world. Their work in communicating preferred policy and strategies for ODOT and the Oregon Transportation Commission will help inform and further the conversation for commitments to address transit and multimodal transportation needs in developing the I-205 Toll Project and the Oregon Toll Program, which has statewide impacts.

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.

Response

The I-205 Toll Project Purpose and Need Statement specifically identifies the goal of provide benefits for historically and currently excluded and underserved communities. How this would be accomplished is further defined in the I-205 Toll Project objectives and performance measures for this goal, as well as the Oregon Toll Program’s Equity Framework. The Equity Framework is a document that was developed in coordination between ODOT and the Equity and Mobility Advisory Committee. Key elements of this document include the following:

- Articulation of a trauma-informed approach.
- A more iterative step-by-step process that is changing the way ODOT conducts the environmental review process.
- Definition for equity groups that goes beyond what is traditionally required by Environmental Justice analysis.
- Pushing ODOT to commit to actions that advance equity, not just mitigate impact.
- Recognizing ODOT’s historical and current role in furthering inequality.

Building upon the work of the Value Pricing Feasibility Analysis, the Oregon Transportation Commission has directed ODOT and the Equity and Mobility Advisory Committee to develop options that address equity in tolling by increased transit and transportation options, addressing impacts of diversion on neighborhood health and safety, and impacts to affordability. Additionally, through the Oregon Legislature, ODOT will be required to report back on an equitable, income-based toll rate by September 2022.

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.

Response

The quality of our transportation infrastructure and availability of funds are not keeping pace with population and jobs growth in our region. The federal gas tax that funds transportation projects has not increased since 1993, and Oregon state transportation funds have been primarily dedicated to maintaining aging infrastructure. Allowing the system to continue on its

current trajectory will result in a severely diminished economy, reduce quality of life, and deepen current inequities.

ODOT's Urban Mobility Office is charged with advancing ODOT's mission to comprehensively address some of the region's most pressing transportation challenges, including equity, climate change, safety, congestion, and reliable funding. The Urban Mobility Office is working on a plan to manage congestion for decades to come through implementation of congestion pricing, targeted elimination of highway bottlenecks, and strategic multimodal investments across the transportation network, in close coordination with partner agency efforts. The Oregon Toll Program is foundational to delivering this strategy. Tolling can manage congestion through variable-rate tolls, while also providing revenue for strategic transportation improvements. Together, the investments and strategies will provide people with faster and more efficient travel using the transportation mode of their choice. The I-205 Toll Project is the first toll project in the metropolitan region and can be the beginning of the larger Oregon Toll Program implementation.

The I-205 Toll Project will implement tolls in the vicinity of the Abernethy Bridge and Tualatin River Bridges in Clackamas County to fund the I-205 Improvements Project. As considered, tolls would help fund construction of the planned I-205 Improvements Project while giving travelers a better and more reliable trip. The I-205 Toll Project will also fund equity and mobility strategies that contribute to a more equitable toll project. Toll collection can continue in perpetuity, after the debt commitment for construction of the I-205 Improvements Project is paid. This ongoing revenue source can continue to pay for transportation investments into the future.

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.

Response

ODOT is employing many strategies to ensure engagement and transparency around decisions and the decision-making process. All of the engagement plans provide the various strategies we are employing to communicate information. A summary of the early project engagement for the

Purpose and Need Statement, alternatives and goals and objectives can be found in the [I-205 Engagement Summary](#).

Additionally, the Equity and Mobility Advisory Committee developed [the Equity Framework that guides the entirety of this project, including the technical analysis and the public engagement strategies](#). The goals of the toll projects' equity framework are to:

- Gain better outcomes for communities who have been historically [and are currently underrepresented and underserved by transportation projects](#)
- Be [transparent, inclusive and intentional when engaging communities in solutions](#)

In addition, the I-205 Toll Project conducted an [initial demographic assessment](#), based on a review of US Census Bureau and American Community Survey data, for public engagement to identify people experiencing low income and other historically and currently excluded or underserved communities. The following findings and actions resulted from the demographic analysis:

- For the I-205 project area corridor, specifically, project engagement should focus on reaching seniors, people experiencing low income, and people with disabilities at the northern edge of the project area. Additionally, the I-205 project area corridors contain linguistically isolated households that speak Spanish and Asian languages, including Chinese.
- Maps for the demographic analysis were developed and provided to the Equity and Mobility Advisory Committee for their recommendation process.
- Early traffic results combined with census tract analysis of people experiencing low incomes has led to planning focused engagement in areas where traffic impacts could affect historically and currently excluded or underserved communities, particularly Canby and Gladstone. This work is ongoing.

A more rigorous demographic analysis at the census tract level is ongoing to support Environmental Assessment development.

Identify the RTP investment priorities being addressed by this transportation investment – improving safety, advancing equity, reducing greenhouse gas emissions and/or managing congestion – and provide a brief description of how.

THE CHALLENGE

Congestion in the Portland metropolitan area has steadily increased in the past decade, with regional growth trends showing that these increases are likely to be sustained and expanded for the foreseeable future. The impacts of the COVID-19 pandemic resulted in reduced traffic on the transportation system during the past year, but we are experiencing traffic levels return to near pre-pandemic levels on many regional roadways. May 2021 traffic volumes on the region's freeway network approached 92% of pre-pandemic levels.

Significant population and employment growth in the region are straining the region's roadways. The population growth trajectory in the Portland metropolitan area is anticipated to accelerate in the coming decades, with a 23% population growth from 2.5 million to over 3 million residents between 2018 and 2040, followed by a 43% increase to 3.5 million residents by 2060.¹ Job growth in greater Portland continues to outpace that of the United States average, with job growth in Portland occurring at an average annual rate of 2% in 2019, which was greater than the nationwide average of 1.6%.²

ODOT has observed severe congestion throughout the region's freeway network. In 2019, evening peak travel times on the most congested portions of I-5 and I-205 approached three times that of the "freeflow" duration without congestion. Sections of I-5 and I-205 with older designs, sudden lane reductions or on-ramps with significant demand have resulted in these segments operating as "bottlenecks," with average travel times falling below 75% of freeflow speed (45 miles per hour). While the daily economic impact of delayed vehicles on regional freeways in 2019 is \$1.2 million, congestion also spurs increased air pollution and collisions.

The quality of our transportation infrastructure and availability of funds are not keeping pace with population and jobs growth in our region. The federal gas tax that funds transportation projects has not increased since 1993, and Oregon state transportation funds have been primarily dedicated to maintaining aging infrastructure. Much of the region's infrastructure is at risk of failing in a significant earthquake and needs updating. Transportation emissions are Oregon's largest single source of greenhouse gas emissions, and our transportation system contributes to inequities experienced by historically and currently underrepresented and underserved communities.

Allowing the system to continue on its current trajectory will deepen current inequities, severely diminish the economy, reduce quality of life, and result in increased greenhouse gas emissions.

A region cannot build its way out of congestion. Countless locations across the world have tried and failed to do so. Oregon is rightly proud of our investments in multimodal infrastructure. We know that highways are only one part of a thriving transportation network.

OUR CHARGE

ODOT's Urban Mobility Office is charged with advancing ODOT's mission to comprehensively address some of the region's most pressing transportation challenges, including equity, climate change, safety, congestion, and reliable funding. The Urban Mobility Office is working on a plan to manage congestion for decades to come through implementation of congestion pricing,

¹ Census Reporter. 2018. Accessed June 17, 2021. <https://censusreporter.org/profiles/16000US4159000-portland-or/>.

² Portland Business Alliance. 2020. Value of Jobs State of the Economy. Accessed March 15, 2021. <https://portlandalliance.com/assets/pdfs/economic-reports/2020-VOJ-State-of-Economy-WEB.pdf>.

targeted elimination of highway bottlenecks, and strategic multimodal investments across the transportation network.

The Oregon Toll Program is foundational to delivering this strategy. Tolling can manage congestion through variable-rate tolls, while also providing revenue for strategic transportation improvements. Together, the investments and strategies will provide people with faster and more efficient travel using the transportation mode of their choice. The I-205 Toll Project is the first toll project in the metropolitan region and can be the beginning of the larger toll program implementation.

- **Advancing equity**

- Established Equity Framework and Equity and Mobility Advisory Committee, which deepens relationships and partnerships with historically and currently underrepresented and underserved communities.
- The Equity Framework is changing the way ODOT would normally do the environmental review process to one that is more transparent and iterative.
- The Equity Framework is pushing ODOT to commit to actions that advance equity, not just mitigate impact. For example, the I-205 Toll Project will evaluate strategic investments to advance equity for transit and multimodal transportation options, neighborhood health and safety, and affordability
- Tolling is one funding tool that can more accurately reflect the true cost of those contributing to peak-hour congestion and benefit low-income drivers who value a reliable trip and easier access to more jobs.
- Congestion pricing coupled with improvements around bottlenecks provides congestion relief that can improve air quality in communities adjacent to the highway, which are disproportionately historically marginalized or excluded communities.
- Through the Oregon Legislature, ODOT will be required to report back on an equitable, income-based toll rate by September 2022.

- **Improving safety**

- Through variable toll rates, better congestion management reduces the large speed differences in stop-and-go traffic that backs up at peak travel hours and leads to severe injury crashes or deaths.
- Evaluating strategic safety and health investments in areas affected by I-205 toll-based diversion as to determine what investments would advance equity through safety improvements.
- I-205 Improvements Project, which includes crucial seismic upgrades, is made possible with tolling.
- New roundabout with the I-205 Improvements Project will improve safety and operations for northbound travelers accessing I-205.

- Auxiliary lanes will be lengthened and improved to address substandard merging and reduce traffic weaving.
- **Climate**
 - Reduces greenhouse gas and vehicle miles traveled through mode shifts. Project evaluating expanded transportation options.
 - Reduces greenhouse gas emissions by managing congestion so that fewer hours are spent waiting in highway congestion.
 - Abernathy Bridge improvements will construct the first earthquake-ready interstate structure across the Willamette River and seismic upgrades will be done to eight other corridor bridges, with the I-205 Improvements Project.
- **Congestion**
 - Tolling can manage congestion through variable-rate tolls, while also providing revenue for strategic transportation improvements.
 - Supports improved travel time, reliability, and efficient movement of goods.
 - Supports movement of regional and statewide economic development by opening access to a wider range of jobs and improving predictability of travel times.
 - Evaluating strategic investments made to advance equity through safety improvements in areas affected by toll-based diversion.
 - I-205 Improvements Project, which includes crucial seismic upgrades, is made possible with tolling.

Describe how project is consistent with and supports implementation of RTP System and Regional Design policies (see [RTP Chapter 3, Section 3.2 through Section 3.11](#)).

3.2 OVERARCHING SYSTEM POLICIES

3.2.1 Safety and security policies

3.2.1.1 Regional Transportation Safety Strategy (2018)

3.2.1.2 Using the Safe System approach

3.2.1.3 Regional high injury corridors and intersections

3.2.1.4 Safety and security policies

Response

The I-205 Toll Project meets the safety strategy and safety and security policies in the following ways:

- The I-205 Toll Project is relying on the regional travel demand model and also more refined modeling with the Dynamic Traffic Analysis and Multi Criteria Evaluation tool to analyze traffic patterns.

- For roadway safety, the NEPA analysis will assess the change in roadway safety conditions (based on Highway Safety Manual Part C Methodology) as well as change in roadway queues that could affect safety
- For bicycle and pedestrian modes, safety will be qualitatively addressed based on changes in Level of Traffic Stress (LTS) for each mode based on ODOT’s bicycle and pedestrian documented LTS calculation methodology
- Through variable toll rates, better congestion management reduces the large speed differences in stop-and-go traffic that backs up at peak travel hours and leads to severe injury crashes or deaths.
- Evaluating strategic safety and health investments in areas impacted by I-205 toll-based diversion as to determine what investments would advance equity through safety improvements.
- New roundabout with the I-205 Improvements Project will improve safety and operations for northbound travelers accessing I-205.
- Auxiliary lanes will be lengthened and improved to address substandard merging and reduce traffic weaving.

3.2.2 Transportation equity policies

3.2.2.1 Metro’s Strategic Plan to Advance Racial Equity, Diversity, and Inclusion (2016)

3.2.2.2 Transportation equity and the Regional Transportation Plan

3.2.2.3 Regional Transportation Plan equity focus areas

3.1.2.4 Transportation equity policies (7 policies)

Response

ODOT’s strategic plan and Urban Mobility Office implementation of the plan includes the charge to serve all Oregonians equitably. The voices of our community matter and influence the work we do. A focus on equity ensures that we look beyond merely improving the system to improving the quality of life of every Oregonian. This includes being mindful of the benefits and burdens created by our work and ensuring they are distributed equitably. The equity goal includes focusing on workforce diversity and opportunities for advancement, expanding economic opportunities for minority groups, climate-change equity, and creating more representative public engagement processes.

- **Advancing equity in the I-205 Toll Project**
 - Established Equity Framework and Equity and Mobility Advisory Committee, which deepens relationships and partnerships with historically and currently underrepresented and underserved communities.
 - The Equity Framework is changing the way ODOT would normally do the environmental review process to one that is more transparent and iterative.

- The Equity Framework is pushing ODOT to commit to actions that advance equity, not just mitigate impact. For example, the I-205 Toll Project will evaluate strategic investments to advance equity for transit and multimodal transportation options, neighborhood health and safety, and affordability
- Tolling is one funding tool that can more accurately reflect the true cost of those contributing to peak-hour congestion and benefit low-income drivers who value a reliable trip and easier access to more jobs.
- Congestion pricing coupled with improvements around bottlenecks provides congestion relief that can improve air quality in communities adjacent to the highway, which are disproportionately historically marginalized or excluded communities.
- Through the Oregon Legislature, ODOT will be required to report back on an equitable, income-based toll rate by September 2022.

The I-205 Toll Project conducted an [Initial demographic assessment](#), based on a review of U.S. Census Bureau and American Community Survey data, for public engagement to identify people experiencing low income and other historically and currently excluded or underserved communities. The following findings and actions resulted from the demographic analysis:

- For the I-205 project area corridor, specifically, project engagement should focus on reaching seniors, people experiencing low income, and people with disabilities at the northern edge of the project area. Additionally, the I-205 project area corridors contain linguistically isolated households that speak Spanish and Asian languages, including Chinese.
- Maps for the demographic analysis were developed and provided to the Equity and Mobility Advisory Committee for their recommendation process
- Early traffic results combined with census tract analysis of people experiencing low incomes has led to planning focused engagement in areas where traffic impacts could affect historically and currently excluded or underserved communities, particularly Canby and Gladstone. This work is ongoing.
- A more rigorous demographic analysis at the census tract level is ongoing to support Environmental Assessment development.

3.2.3 Climate leadership policies

3.2.3.1 Climate Smart Strategy (2014)

3.2.3.2 Climate Smart Strategy policies (9 policies – note Policy 4 safety and reliability and Policy 5 Managed system)

3.2.3.3 Climate Smart Strategy toolbox of potential actions (Appendix J)

3.2.3.4 Climate Smart Strategy monitoring

3.2.3.5 Transportation preparedness and resilience

Response

Greenhouse gas emissions from cars and trucks have been rising since 2013 and represented 39% of total statewide emissions in 2016 (Oregon Global Warming Commission 2018). Idling vehicles sitting in congested conditions contribute to these emissions. In March 2020, the governor signed an executive order to reduce greenhouse gas emissions 45% below 1990 levels by 2035 and 80% below 1990 levels by 2050.

The I-205 Toll Project is consistent with the RTP policies related to climate change because it will result in greenhouse gas reduction through reduced vehicle miles traveled resulting from mode shifts. The project is evaluating expanded transportation options. The project will also reduce greenhouse gas emissions by managing congestion so fewer hours are spent waiting in in highway congestion.

3.2.4 *Emerging technology policies*

3.2.4.1 *Emerging Technology Strategy (2018)*

3.2.4.2 *Emerging technology principles*

3.2.4.3 *Emerging technology policies*

Response

The I-205 Toll Project will be all electronic tolling. The full technology design has not been developed, but ODOT plans to utilize and leverage applicable emerging technology as design of the toll collection technology is developed.

3.3 **REGIONAL DESIGN AND PLACEMAKING VISION AND POLICIES**

3.3.1 *Streets serve many functions*

3.3.2 *Regional design classifications*

3.3.3 *Designs for safe and healthy transportation for all ages and abilities*

3.3.4 *Designs for stormwater management and natural, historic and cultural resource protection*

Response

The Oregon Toll Program is committed to minimizing burdens and maximizing benefits to communities historically and currently excluded or underserved by the transportation system. These communities include varying ages, abilities and other factors. To achieve equitable outcomes and an equitable process in the I-205 Toll Project, ODOT seeks to actively engage these communities. The Oregon Toll Program will consistently and intentionally inform, listen to, learn from, and empower these communities throughout the I-205 Toll Project's development, implementation, monitoring, and evaluation processes. The I-205 Toll Project is still in NEPA evaluation, and the input described above will inform the project design.

3.4 **REGIONAL NETWORK VISIONS, CONCEPTS AND POLICIES**

3.4.1 *Regional mobility corridor concept*

Response

The I-205 Toll Project will operate on the designated I-205 throughway, an element of the regional mobility corridor concept that “integrates throughways, high capacity transit, arterial streets, frequent bus routes, freight/passenger rail and bicycle parkways into subareas of the region that work together to provide for regional, statewide and interstate travel” (RTP, page 3-55). ODOT seeks to implement the I-205 Toll Project on one of the top reoccurring throughway bottlenecks in the region (2013 – 2015) (RTP, Figure 4.41) to help manage congestion in this area and raise revenue to construct the I-205 Improvements Project. The I-205 Toll Project will contribute to the purpose of the regional mobility corridor concept by easing congestion on this critical throughway to move people and goods more efficiently through the region. As the I-205 Toll Project is developed and evaluated, it is considering opportunities to support bicycling, walking and access to transit in the corridor.

3.5 REGIONAL MOTOR VEHICLE NETWORK VISION AND POLICIES

3.5.1 Regional motor vehicle network vision

3.5.2 Regional motor vehicle network concept

*3.5.3 Regional motor vehicle network policies
 (Throughways)*

3.5.4 Interim regional mobility policy

3.5.5 Congestion management process – (also called out 4th bullet – next section)

Response

The I-205 Toll Project is part of the comprehensive congestion management strategy that ODOT is implementing. The Urban Mobility Office was established to oversee, align, and implement ODOT’s core urban mobility projects to achieve regional congestion relief, mobility, and safety for all users of the highway and interstate system. In addition, the Urban Mobility Office is implementing the Oregon Toll Program that will contribute to regional congestion relief and secure sustainable funding to modernize, not just maintain, the transportation system.

In line with ODOT’s mission, the Urban Mobility Office envisions an Oregon where all people have access to the mode of transportation that works best for them. ODOT is committed to supporting and investing in projects that provide a modern transportation system for all users. This includes multimodal transportation investments like public transportation, bicycle and pedestrian facilities, and safety enhancements like seismic upgrades to bridges, bottleneck alleviation to reduce potential crashes, and more protected facilities for all users. This commitment comes in two forms: delivering projects and supporting partner projects.

The I-205 Toll Project will implement tolls in the vicinity of the Abernethy Bridge and Tualatin River Bridges in Clackamas County to fund the I-205 Improvements Project and manage congestion. The toll project is currently being evaluated for benefits and impacts. As considered, tolls would help fund construction of the planned I-205 Improvements Project while giving travelers a better and more reliable trip.

Managing congestion on throughways will contribute to overall motor vehicle network efficiencies in the region. Implementing the I-205 Toll Project on the segment of the I-205 throughway between Stafford Road and the OR 43 interchange, will ease congestion at this top reoccurring regional throughway bottleneck, by:

- Providing funds to construct the I-205 Improvements Project, which includes seismic upgrades to bridges and a third travel lane in each direction among other improvements, and
- Shifting some drivers to either change their time of travel to less congested times of day; to other modes of travel like bus, biking or walking; or to not make their trip at all.

The implementation of the I-205 Toll Project is in direct support of the following regional motor vehicle network policies:

- *Policy 1 – Preserve and maintain the region’s motor vehicle network system in a manner that improves safety, security and resiliency while minimizing life cycle cost and impact on the environment.* Tolls will allow ODOT to actively manage capacity on the segment of I-205 throughway to allow for continues travel. The easing of stop/start traffic will result in a safer travel environment and result in less rear-end crashes. Further, the I-205 Toll Project will implement tolls in the vicinity of the Abernethy Bridge and Tualatin River Bridges in Clackamas County to fund the I-205 Improvements Project, which includes seismic upgrades to the Abernethy Bridge and Tualatin River Bridges, and several other bridges in the project area, contributing to the region’s resiliency in the event of a large earthquake.
- *Policy 3 – Actively manage and optimize capacity on the region’s throughway network for longer, regional, statewide and interstate travel.* The I-205 Toll Project will actively manage and optimize capacity on this segment of the I-205 throughway.
- *Policy 5 - Strategically expand the region’s throughway network up to six travel lanes plus auxiliary lanes between interchanges to maintain mobility and accessibility and improve reliability for regional, statewide and interstate travel.* The I-205 Toll Project will implement tolls in the vicinity of the Abernethy Bridge and Tualatin River Bridges in Clackamas County to fund the I-205 Improvements Project, which includes a third travel lane in each direction between Stafford Road and the OR 43 interchange.
- *Policy 6 – In combination with increased transit service, consider use of congestion pricing to manage congestion and raise revenue when one or more lanes are being added to throughways.* The I-205 Toll Project will implement tolls (synonymous with the term congestion pricing in this case), in the vicinity of the Abernethy Bridge and Tualatin River Bridges in Clackamas County to fund the I-205 Improvements Project, which includes a third travel lane in each direction between Stafford Road and the OR 43 interchange. The I-205 Toll Project is considering and evaluating opportunities to support transit investments in the corridor.
- *Policy 10 – Address safety needs on the motor vehicle network through coordinated implementation of cost-effective crash reduction engineering measures, education, and*

enforcement. The I-205 Toll Project will reduce crashes through interchange improvements that reduce conflicts between drivers entering and exiting the through traffic.

3.6 REGIONAL TRANSIT NETWORK VISION AND POLICIES

3.6.1 *Regional transit network vision*

3.6.2 *Regional transit network concept*

3.6.3 *Regional transit network functional classifications and map*

3.6.4 *Regional transit network policies (8 Policies)*

Response

ODOT is working closely with local jurisdiction partners and transit providers to better understand how to support the transit policies.

3.7 REGIONAL FREIGHT NETWORK VISION AND POLICIES

3.7.1 *Regional freight network concept facilities.*

3.7.2 *Regional freight network policies (7 Policies)*

3.7.3 *Regional freight network classifications and map*

Response

The I-205 Toll Project is located in the Clackamas Industrial Area freight regional freight network.

Movement of people and goods is critical to support a growing economy. Freight tonnage in the Portland region is expected to double by 2040, with 75% of total freight tonnage moved by truck. I-205 is a designated north-south interstate freight route in a roadway network that links Canada, Mexico and major ports along the Pacific Ocean. Trucks represent 6% to 9% of total traffic on I-205.

Congestion on I-205 affects the ability to deliver goods on time, which results in increased costs and uncertainty for businesses. The cost of congestion on I-205 increased by 24% between 2015 and 2017, increasing to nearly half a million dollars each day in 2017 (ODOT 2018b). Increasing congestion and demand and for goods will result in more delay, costs, and uncertainty for all businesses that rely on I-205 for freight movement.

The I-205 Toll Project supports regional freight policies by improving travel reliability and reducing congestion. The I-205 Toll Project shows the potential to improve traffic conditions in the transportation system during peak hours. The project shows an overall vehicle-hours travelled reduction due to travel-time savings on the freeway.

The I-205 Toll is expected to reduce vehicle throughput on tolled segments of I-205 because of the toll diversion. Tolling causes some drivers to divert their trips to other routes (rerouting) or destinations, other modes (mode shift), or other times of day. Daily traffic volumes are reduced.

3.8 REGIONAL ACTIVE TRANSPORTATION NETWORK VISION

3.8.1 Regional active transportation network vision

Response

ODOT is working closely with local jurisdiction partners to better understand how to support the regional active transportation network vision.

3.9 REGIONAL BICYCLE NETWORK CONCEPT AND POLICIES

3.9.1 Regional bicycle network concept

3.9.2 Regional bicycle network policies (5 policies)

3.9.3 Regional bicycle network functional classifications and map

Response:

ODOT is working closely with local jurisdiction partners to better understand how to support the regional bicycle network concept and policies.

3.10 REGIONAL PEDESTRIAN NETWORK CONCEPT AND POLICIES

3.10.1 Regional pedestrian network concept

3.10.2 Regional pedestrian network policies

3.10.3 Regional pedestrian network classifications and map

Response

ODOT is working closely with local jurisdiction partners to better understand how to support the regional pedestrian network concept and policies.

3.11 TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS VISION AND POLICIES

3.11.1 Transportation system management and operations concept

3.11.2 Transportation system management and operations policies (7 policies, #1 is about pricing)

Response:

The I-205 Toll Project will be the first pricing project in the Portland metropolitan area and will be the catalyst for developing a regional system of pricing. Congestion pricing is a strategy that supports the RTP's transportation system management and operations concept to:

- Improve safety and travel time reliability.
- Improve transit on-time arrival and speeds.
- Reduce travel delay.
- Decrease vehicle miles traveled and drive alone trips.
- Reduce fuel use and corresponding air pollution and greenhouse gas emissions.

The implementation of the I-205 Toll Project is in direct support of the following transportation system management and operations policies:

- *Policy 1 - Expand use of pricing strategies to manage travel demand on the transportation system in combination with adequate transit service options.* The I-205 Toll Project will be the first pricing project in the Portland metropolitan area and will be the catalyst for developing a regional system of pricing. ODOT is working closely with local jurisdiction partners and transit providers to better understand how to support the transit policies.
- *Policy 2 – Expand use of access management, advanced technologies and other tools to actively manage the transportation system.* The I-205 Toll Project will be the first congestion pricing project in the Portland metropolitan area and will be the catalyst for developing a regional system of pricing.

Describe how identification of the project followed the RTP congestion management process policies (See [RTP Chapter 3, Section 3.5.5](#)) by considering the transportation strategies as described in Section 3.5.5 and Metro Code section [3.08.220.A](#).

The RTP calls for implementing system and demand management strategies and other strategies prior to building new motor vehicle capacity, consistent with the federal Congestion Management Process, Oregon Transportation Plan policies (including Oregon Highway Plan Policy 1G), and Section 3.08.220 of the Regional Transportation Functional Plan. In some parts of the greater Portland region, the transportation system is generally complete, while in other parts of the region, especially those where new development is planned, significant amounts of infrastructure will be added. In both contexts, management strategies have great value. Where the system is already built out, such strategies may be the only ways to manage congestion and achieve other objectives. Where growth is occurring, system and demand management strategies can be integrated before and during development to efficiently balance capacity with demand.

4 Fiscal Constraint

- Provide estimated total project cost in 2016 dollars for each phase through construction, and anticipated cost and timing for each project phase.
- Identify source of cost estimate to identify the confidence level of project costs (select one of the following):

- **Conceptual estimate:** These cost estimates are used where a significant need has been identified but a detailed project scope has not been developed. These cost estimates have the potential to change significantly as the project scope becomes more defined.
- **Planning-level estimate:** These cost estimates are based on a generally defined scope. Cost estimates are usually based on limited field-work and general cost assumptions. No actual design work has been done prior to the development of these cost estimates. The cost estimate could still change significantly as design work begins, but the estimate is more reliable than the conceptual estimates. (e.g., comprehensive plan, TSP, Metro cost estimate worksheet, corridor plan).
- **Engineer's estimate:** These cost estimates are based on actual preliminary design work. If done for all facets of the project and there are no further additions to the project scope, these estimates should represent a fairly accurate cost for the project. (e.g. detailed planning report, preliminary engineering, final design, NEPA documentation, etc.)

Construction costs will be part of the statewide program development costs. The preliminary engineering phase will cost an estimated \$27,257,890 in 2021 dollars. Construction phase costs are unknown prior to preliminary engineering efforts, including NEPA, but would come from the statewide toll program, which is new revenue and therefore would not affect the fiscal constraint. The funding source for the preliminary engineering phase is additional federal money that was greater than anticipated and therefore new money that was not forecast by ODOT and not included in the RTP financial forecast.

- Describe and provide documentation of relevant funding sources to be considered and/or secured for the project or changes to existing RTP financially constrained revenue assumptions.

New funds that were not previously anticipated will be used for this project. ODOT had a federal funding assumption and the federal authorization was greater than anticipated. See the attached Oregon Transportation Commission meeting minutes.

5 Performance

Describe how the project or program advances one or more of the RTP investment priorities – improving safety, advancing equity, reducing greenhouse gas emissions and/or managing congestion.

The I-205 Toll Project is currently in the environmental review phase. Performance measures for all four of the RTP investment priorities are included in the metrics that will be analyzed during the NEPA process. The following performance measures have been developed with input from regional and local partners, as well as the Toll Program’s Equity and Mobility Advisory Committee:

- **Improving Safety**
 - An assessment of the potential for additional diversion onto the surrounding street system, especially onto neighborhood streets designed for low speed, low volume conditions.
- **Advancing Equity**
 - Consideration of [equity and mobility strategies](#) to ensure people of all demographics receive travel benefits.
- **Reducing Greenhouse Gas Emissions**
 - An assessment of the potential to reduce greenhouse gas emissions in the corridor by reducing start/stop traffic.
 - Congestion pricing is widely viewed as one tool that can likely help Oregon meet statewide greenhouse reduction goals. House Bill 3055 amended ORS 383.001 to explicitly acknowledge Oregon’s congestion issue and the role tolling has in alleviating the issue and supporting climate goals: “Significant traffic congestion adversely impacts Oregon’s economy and the quality of life of Oregon’s communities. Where appropriate, variable-rate tolls should be applied to reduce traffic congestion and support the state’s greenhouse gas emissions reduction goals.”
- **Managing Congestion**
 - Inclusion of a variable-rate toll that is higher during peak hours.
 - An assessment of whether improved reliability on I-205 will make bus service on the highway a viable option to improve the currently limited public transportation options between West Linn, Oregon City and the I-5 corridor.
 - An evaluation of existing transit during peak periods to accommodate any shift in travel modes.

Describe how the project or program contributes one or more of the federal and/or regional performance targets (RTP Chapter 2) for the transportation system.

- **Affordability**
 - Working under the Equity Framework developed by the Oregon Toll Program's Equity and Mobility Advisory Committee, affordability is a key topic of interest. ODOT will prepare a report for the legislature in September 2022 on equitable income-based toll rates.
- **Safety**
 - A multimodal safety analysis will be conducted as part of the NEPA analysis and disclosed in the Environmental Assessment scheduled to be released summer 2022.
- **Multimodal travel**
 - An assessment of multimodal travel changes will be conducted as part of the NEPA analysis and disclosed in the Environmental Assessment scheduled to be released summer 2022.
 - A multi-agency transit and multimodal working group is meeting regularly to support project development.
- **Mode share and Regional non-drive alone modal targets**
 - A mode share assessment will be conducted as part of the NEPA analysis and disclosed in the Environmental Assessment scheduled to be released summer 2022.
- **System completion (bicycle and pedestrian)**
 - Opportunities to complete bicycle and pedestrian facilities on or adjacent to impacted roadways will be explored as part of the NEPA analysis and disclosed in the Environmental Assessment scheduled to be released summer 2022.
- **Congestion and Regional mobility policy (volume/capacity ratio)**
 - Midday 1-hour peak target is 0.9 and the PM 2-hour peak target is 0.99. A volume to capacity analysis will be conducted as part of the NEPA analysis and disclosed in the Environmental Assessment scheduled to be released summer 2022; however, volume to capacity ratio is expected to be below the maximum targets as congestion along I-205 is managed.
- **Freight delay**
 - Delay for freight is expected to be reduced as congestion is managed.
 - An assessment of multimodal travel changes, including to truck freight, will be conducted as part of the NEPA analysis and disclosed in the Environmental Assessment scheduled to be released summer 2022.

- **Clean air**
 - An assessment of air quality impacts and benefits will be conducted as part of the NEPA analysis and disclosed in the Environmental Assessment scheduled to be released summer 2022.
- **Greenhouse gas emission reduction**
 - An assessment of greenhouse gas emissions will be conducted as part of the NEPA analysis and disclosed in the Environmental Assessment scheduled to be released summer 2022.

Describe whether this is a safety project, consistent with criteria used to determine eligibility for state and federal safety program funding (e.g. HSIP or ARTS). This element aims to identify projects with the primary purpose of addressing a documented safety problem at a documented high injury or high risk location with one or more proven safety countermeasure(s).¹

While ODOT anticipates this I-205 Toll Project to result in overall safer travel conditions, this project is not addressing a documented safety problem at a documented high injury or high risk location.

Provide links to reports or other documents that support the above descriptions.

- Equity and Mobility Advisory Committee:
<https://www.oregon.gov/odot/tolling/Pages/Advisory-Committee.aspx>
- Equity Framework:
[https://www.oregon.gov/odot/tolling/Documents/Toll Projects Equity Framework with AppendixA.pdf](https://www.oregon.gov/odot/tolling/Documents/Toll%20Projects%20Equity%20Framework%20with%20AppendixA.pdf)
- I-205 Toll project draft performance measures:
<https://www.oregon.gov/odot/tolling/Documents/I-205%20Toll%20Project%20DRAFT%20Evaluation%20Performance%20Measures.pdf>
- I-205 Toll Project Methodology Memos for all NEPA disciplines is within the project's resource library, here: <https://www.oregon.gov/odot/tolling/Pages/Library.aspx>

Submit RTP modeling details for projects that include bicycle infrastructure and/or roadway capacity, if needed.

ODOT is partnering with Metro to complete the modeling for the I-205 Toll Project. For the NEPA analysis, the “Build” alternative includes a toll on the Abernethy Bridge and Tualatin River Bridges and the construction of the I-205 Improvements Project (called the I-205 South

project and the I-205 Abernethy Bridge and I-205 Northbound and Southbound Widening projects in the 2018 RTP). Roadway capacity is added with the addition of the missing third lane between OR 213 and Stafford Rd.

Analysis was conducted on this alternative (referred to as Alternative 3) and is presented in the [I-205 Toll Project Final Comparison of Screening Alternatives Technical Report \(March 31, 2021\)](#) and [Final Addendum \(September 1, 2021\)](#). The following tables summarize a few select regional modeling findings:

Table 4. Change in Regional Daily Vehicle Miles Traveled (VMT) (2027)

Type of VMT	VMT Change
Freeway	-413,000
Non-Freeway	+179,000
Total	-234,000

Table 5. Change in Regional Daily Vehicle Hours Traveled (VHT) (2027)

Type of VHT	VHT Change
Freeway	-13,300
Non-Freeway	+8,900
Total	-4,400

Table 6. Change in I-205 Daily Vehicular Volumes (Relative to 2027 Baseline)

I-205 Segment	Volume Change
Stafford Road to 10th Street	-36%
10th Street to OR 43	-24%
OR 43 to OR 99E	-33%
OR 99E to OR 213	-19%

Table 7. Change in Daily Person Trips by Mode (2027)

Trip Type	Trips
Single-Occupancy Vehicle	-5,500
High-Occupancy Vehicle	+4,500
Transit	<+500
Active (Bicycle, Pedestrian)	+1,000

Table 8. Daily Percentage Change in Volume at Select I-205 Locations (2027)

I-205 Locations	Volume Change
I-205 between I-5 and Stafford Road	-20 to -30%
I-205 north of 82nd Drive Overcrossing	-5 to -10%

Submit GIS shapefile of project, following 2018 RTP GIS submission instructions.

Shapefile is included.

6 Public Engagement

Describe the transportation planning and decision-making process through which the project was identified, how interested/affected stakeholders² were meaningfully engaged, and the opportunities for public feedback that were available during the process.

Planning and environmental review for the I-205 Toll Project builds on direction from the Oregon Legislature and the results of a feasibility analysis. In 2017, Oregon House Bill 2017 (“Keep Oregon Moving”) was passed to improve area highways; enhance transit, biking, and walking facilities; and use technology to make the transportation system work better. As part of this comprehensive transportation package, the Oregon Transportation Commission was directed to study tolling on I-5 and I-205 in the Portland metropolitan area. In response, ODOT initiated the Portland Metro Area Value Pricing Feasibility Analysis (Value Pricing Feasibility Analysis) to explore toll options, determine how and where tolling could help improve congestion on I-5 or I-205 during peak travel times, and discuss potential benefits and impacts to travelers and adjacent communities. During this time period, the location for the I-205 Toll Project was identified as feasible and a priority for further study and analysis.

In summer 2020, from August 3 to October 16, 2020, ODOT launched an education and engagement period for the I-205 Toll Project. During this time, ODOT hosted numerous education and engagement activities to reach a broad audience. The agency sought input at the beginning of the environmental review process to help refine the draft purpose and need for the I-205 Toll Project, the toll alternatives to be studied, and key issues for analysis as required by NEPA. ODOT received more than 4,600 survey responses, letters, emails, voicemails, and comments at meetings and briefings between August 3 and October 16, 2020.

A few engagement activities occurred in July 2020 prior to the start of the formal comment period. At these presentations, participants were notified of the starting date for the formal comment period, and the launches of the online open house and online survey, which were August 3, 2020.

This engagement was an opportunity for agencies, community groups, corridor travelers, and the public to provide their input on the following:

- Draft Purpose and Need Statement, including I-205 Toll Project goals and objectives.
- Recommended alternatives as potential tolling strategies to study in depth.
- Concerns and potential impacts to consider during the environmental review.
- Strategies to make a toll system work for better for all travelers and local residents.

Because of the ongoing COVID-19 pandemic, all engagement activities were conducted virtually to maintain physical distancing and protect public health. The I-205 Toll Project team

actively sought out comments from local, regional, and regulatory agencies; residents and businesses that rely on or are located next to I-205; and members of communities who have been historically and currently excluded and underserved in planning processes and underserved by the transportation system.

Below is a summary of the engagement that informed the I-205 Toll Project (with links to relevant reports):

- **Decision-making process:**
 - The need for tolling for congestion management and revenue generation was identified as part of HB 2017 legislative process
 - Result of Value Pricing Feasibility Analysis: I-205 near the Abernethy Bridge was selected both by the Policy Advisory Committee and by the [Oregon Transportation Commission](#)
- **Value Pricing Feasibility Analysis Stakeholder engagement – 2017 to 2018**
 - Policy Advisory Committee
 - 50 Presentations/briefings to local governments and community organizations
 - Notification through news releases/newsletters, social media, digital advertising, media coverage
 - 8 open houses, two online open houses ([winter 2018](#) and [spring 2018](#))
 - 6 discussion groups with historically excluded communities
- **I-205 Toll Project stakeholder engagement – 2020 to present**
 - I-205 Toll Project Public Involvement Plan (attached)
 - I-205 Toll Project Equitable Engagement Plan (attached)
 - [Equity and Mobility Advisory Committee](#) (May 2020 to present) – [Charter is located here.](#)
 - Presentations/briefings to local governments and community organizations (summer 2020, late fall 2021, summer 2021)
 - Regular updates to partner agency staff at monthly or bi-monthly meetings
 - [Online open house](#) (also in [Spanish](#)) and [webinar series](#), summer 2020
 - Notification of comment period via Enewsletter, news release, print and digital advertising, social media, radio ad, media coverage (See [Chapter 4](#) and [Appendix B](#) of the engagement summary.)
 - Outreach to historically and currently excluded or underserved communities with flyers at gathering places and direct outreach via engagement liaisons in summer 2020 (See [Chapter 4](#) of engagement summary.)

- **Planned:** Outreach to historically and currently excluded or underserved communities, neighborhoods and business groups in fall 2021 on impact analysis (attached)
- **Value Pricing Feasibility Analysis Opportunities for feedback**
 - Public comment period at each Policy Advisory Committee meeting
 - [Winter 2018 survey on traffic problems and concerns.](#)
 - [Environmental justices survey and discussion groups](#)
 - [Spring 2018 survey on concepts and potential mitigation](#)
 - [Oregon Transportation Commission listening session in July 2018](#), which was summarized in the [summer 2018 report](#)
 - Comment form on website; project email and voice mail
- **[I-205 Toll Project opportunities for feedback](#)**
 - Public comment period or breakout group at each Equity and Mobility Advisory Committee meeting
 - Ongoing conversations with partner agencies on purpose and need, alternatives, technical analysis through formal meetings and briefings, including:
 - Monthly Regional Partner Agency Staff Meetings – senior staff from metro region and Southwest Washington
 - Region 1 Area on Transportation Commission, and now the Region 1 Area on Transportation Commission Toll Work Group
 - Regional Modeling Group – technical and policy staff from regional and Southwest Washington Agencies
 - Transit and Multimodal Working Group – transit staff from regional partner agencies and transit providers
 - [Summer 2020 survey in five languages](#) on project purpose and need; recommended alternatives
 - Comment form on website; project email and voice mail

Describe how feedback from the public was incorporated into the development of the project.

The public engagement from the Value Pricing Feasibility Analysis informed the approach taken for the I-205 Toll Project. The I-205 Toll Project has requested formal and informal comments from the public and stakeholders, including historically excluded populations, since February 2020.

Development of the I-205 Toll Project is ongoing; an Environmental Assessment is currently underway to evaluate the impacts of implementing a toll on I-205 at Abernethy Bridge and Tualatin River Bridges. There will be additional opportunities for the public to engage,

including a formal 45-day comment period after the Environmental Assessment publication in spring 2022. There are several ways feedback was included:

- Edits to the Purpose and Need Statement, goals and objectives to reflect stakeholder feedback with additional focus on the needs of historically excluded communities, diversion and climate change.
- The I-5 Toll Project was expanded to the Regional Mobility Pricing Project to reflect stakeholder desires for a regional project on larger sections of I-5 and I-205.
- Traffic analysis and intersection locations for further analysis reflect diversion concerns from local residents and partner agencies; this effort is continuing through 2021 as the Environmental Assessment is developed.
- ODOT added [performance measures](#) recommended by Equity and Mobility Advisory Committee and partner agencies to better quantify effects of the toll project to local community.

Describe what demographic assessment was done to identify communities of color, people with limited English proficiency, people with low income and other historically marginalized communities as stakeholders.

The I-205 Toll Project conducted an [Initial demographic assessment](#), based on a review of U.S. Census Bureau and American Community Survey data, for public engagement to identify people experiencing low income and other historically and currently excluded or underserved communities. The following findings and actions resulted from the demographic analysis:

- For the I-205 project area corridor, specifically, project engagement should focus on reaching seniors, people experiencing low income, and people with disabilities at the northern edge of the project area. Additionally, the I-205 project area corridors contain linguistically isolated households that speak Spanish and Asian languages, including Chinese.
- Maps for the demographic analysis were developed and provided to the Equity and Mobility Advisory Committee for their recommendation process
- Early traffic results combined with census tract analysis of people experiencing low incomes has led to planning focused engagement in areas where traffic impacts could affect historically and currently excluded or underserved communities, particularly Canby and Gladstone. This work is ongoing.

A more rigorous demographic analysis at the census tract level is ongoing to support Environmental Assessment development.

Submit the 2018 RTP Public Engagement and Non-Discrimination Checklist.

- See attached

I-205 Toll Project

Public Involvement Plan

Updated: April 23, 2021

PURPOSE

This plan will inform and guide the project team during the environmental review for the I-205 Toll Project (Project). It describes goals, objectives, performance measures, audiences, and tools to guide the public information and engagement activities that will be used to support ongoing project development and key decisions during the National Environmental Policy Act (NEPA) process. More detailed implementation plans will be written before each stage of the technical analysis to identify which tools will be used to ensure transparent delivery of information and public engagement that supports decision-making.

This plan seeks to apply the principles and approach detailed in the [Oregon Toll Program's Equity Framework](#). (See Attachment A.) The Oregon Toll Program has made the development of community mobility and equity strategies key components of successful toll projects. The Oregon Toll Program is committed to minimizing burdens and maximizing benefits to historically and currently excluded and underserved communities. The Oregon Toll Program will engage these communities so that it can intentionally inform, listen to, learn from, and empower them throughout the Project's development, implementation, monitoring, and evaluation processes.

Equitable engagement considerations and approach

Tolling improves travel reliability and provides revenue to finance improvements in the transportation system. However, tolling may result in greater impacts to historically and currently excluded and underserved communities due to the potential for disproportionately higher transportation costs, more limited transportation options in lower cost housing areas, limited schedule flexibility, and additional traffic rerouting through their neighborhoods by drivers attempting to avoid tolls. See Attachment B, I-205 Toll Project Equitable Engagement Plan, for a detailed approach to engage affected communities who have been historically and currently excluded and underserved.

OVERVIEW AND CONTEXT

Oregon House Bill 2017— "Keep Oregon Moving"—directed the Oregon Transportation Commission (OTC) to develop a proposal for value pricing (tolling) on I-5 and I-205 in the Portland metro area to reduce congestion and raise revenue for bottleneck improvements. The Portland Metro Area Value Pricing Feasibility Analysis concluded in late 2018 with an application to the Federal Highway Administration (FHWA) to proceed with tolling. FHWA responded with the steps necessary to proceed. The application describes the study areas on I-5 and I-205 and serves as a guide for two projects: I-205 Toll Project and I-5 and I-205 Regional

Toll Project. (Note: The environmental review and public input process for the I-5 and I-205 Regional Toll Project will occur in parallel with the I-205 Toll Project.)

In 2020, the ODOT Urban Mobility Office created the Comprehensive Congestion Management and Mobility Plan (CCMMP) to meet the direction of House Bill 2017. The CCMMP outlines priority projects that collectively improve urban mobility across the Portland metro area, with tolling as an essential funding strategy.

Projects in the CCMMP are underway and include:

- I-205 Improvements Project
- I-5 Rose Quarter Improvement Project
- Oregon Toll Program Implementation
- Interstate Bridge Replacement
- I-5 Boone Bridge Improvement Project

Description of the Project

ODOT is studying options with a variable rate toll on all lanes of I-205 between Stafford Road and OR 213. Tolls will raise revenue to complete financing for the planned I-205 Improvements Project and manage congestion. The I-205 Improvements Project includes seismic upgrades to the Abernethy Bridge and eight other bridges on I-205 and the extension of a third lane in each direction.

Tolls will be paired with strategies that:

- Help improve affordability of the transportation system.
- Identify opportunities and improve access to multi-modal options; including transit
- Address community health, including strategies to reduce negative effects to neighborhoods from changed traffic patterns, i.e. diversion.

Because the Project is the first toll project in the Portland metro area, some decisions and policies made through the development of this Project will also apply to future toll projects developed as part of the Oregon Toll Program.

Current status

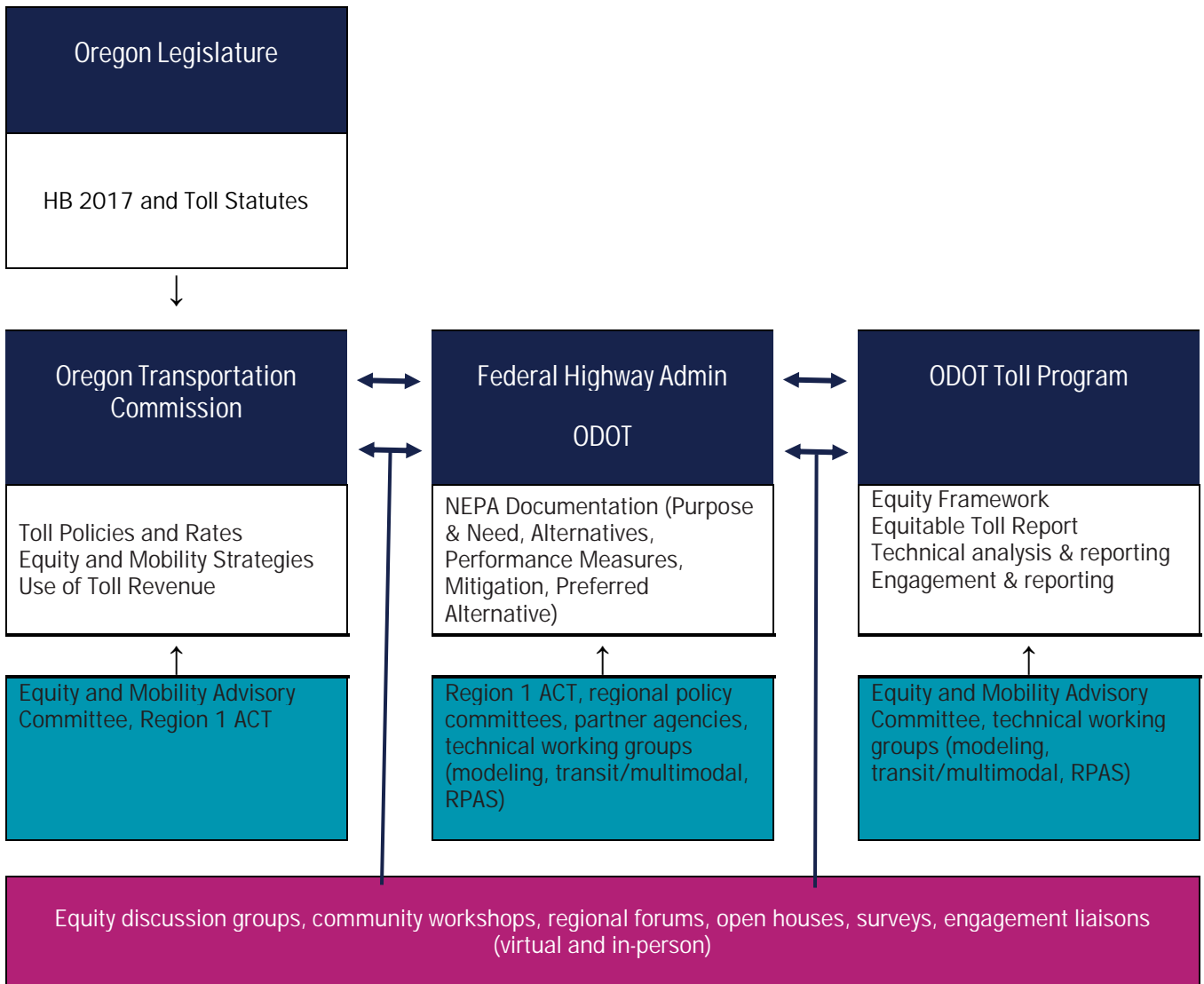
The Project is currently in the environmental review and public input phase to identify toll endpoints and equity and mobility strategies. Two alternatives, plus a “no build” alternative, are under review.

Tolling is not expected to be implemented in the Portland metro area before 2024. The OTC, as the toll authority, will establish toll rates after the conclusion of the environmental review and installation of toll equipment and collection systems.

I-205 TOLL PROJECT SCHEDULE

	2020	2021	2022	2023	2024
I-205 Improvements	Project design and bid		Construction (4 years) →		
I-205 Toll Project		Environmental review			★ Earliest tolls begin
Equity	Equitable engagement				

ADVISORY AND ENGAGEMENT STRUCTURE



Public engagement scope

Public engagement will inform key decisions and activities for the environmental review phase. Decisions related to the Project and toll policies are made at multiple places, as shown above.

The 15-member Equity and Mobility Advisory Committee convened for the Oregon Toll Program in mid-2020 provides an important forum for connecting to community members who understand the needs of those historically and currently excluded and underserved by transportation projects and are our ambassadors to their communities. In addition, ODOT will engage regularly with agency partners and regional policy committees to ensure community needs are considered.

Key Decisions	Primary Engagement Methods	Decision Maker
Equitable engagement plan and activities	<ul style="list-style-type: none"> Stakeholder interviews Community Based Organization interviews Equity and Mobility Advisory Committee Workshop with community engagement liaisons 	Toll Program
Equity framework	<ul style="list-style-type: none"> Equity and Mobility Advisory Committee Equity strategy group 	Toll Program
Evaluation criteria and performance measures for process equity	<ul style="list-style-type: none"> Equity and Mobility Advisory Committee 	ODOT. FHWA provides process oversight.
NEPA analysis: <ul style="list-style-type: none"> Statement of purpose and need, goals and objectives Range of alternatives Evaluation criteria and performance measures for analysis 	<ul style="list-style-type: none"> Regional policy committees (Region 1 ACT, JPACT) Direct engagement of partner agencies Technical working groups Online open houses/webinars Online survey Community engagement liaison outreach Equity and Mobility Advisory Committee 	ODOT; FHWA provides process oversight.
Toll policies and strategies related to mobility and equity	<ul style="list-style-type: none"> Equity discussion groups (in-person or online) Equity and Mobility Advisory Committee Technical working groups Regional policy committees (Region 1 ACT, JPACT, RTC) Online survey/webinars Community engagement liaison outreach 	OTC
Selection of equity and mobility strategies for preferred alternative	<ul style="list-style-type: none"> Technical working groups 	ODOT

Key Decisions	Primary Engagement Methods	Decision Maker
	<ul style="list-style-type: none"> Equity and Mobility Advisory Committee 	
NEPA analysis: <ul style="list-style-type: none"> Preferred alternative 	<ul style="list-style-type: none"> Regional policy committees (Region 1 ACT, JPACT) Direct engagement of partner agencies Technical working groups Website/info sharing Equity and Mobility Advisory Committee 	ODOT
Draft Environmental Assessment	<ul style="list-style-type: none"> Regional policy committees (Region 1 ACT, Metro) Open houses Online open houses/webinars Comment form Community engagement liaison outreach 	ODOT; FHWA provides process oversight
Refinement of preferred alternative to include community mobility and equity strategies and mitigation	<ul style="list-style-type: none"> Equity and Mobility Advisory Committee Technical working groups Direct engagement of partner agencies Community workshops 	ODOT
NEPA Decision		FHWA

Note: Toll Program refers to the project team for the toll projects. ODOT refers to the agency and includes staff outside the Toll Program.

STAKEHOLDER ASSESSMENT

Audiences and stakeholders

Primary audiences for engagement are those who are directly affected by the Project. They include:

Historically and currently excluded and underserved communities dependent on or affected by I-205: People experiencing low-incomes, youth, older adults, Black, Indigenous, multi-racial, and people of color, people who speak a language other than English, people living with disabilities, people who do not use or have access to traditional financial services (unbanked), and people who are experiencing houselessness, who may face challenges accessing employment and other services.

- Equity thought leaders; community-based organizations and faith-based organizations
- Community Engagement Liaisons
- Senior centers
- Transit providers
- Ride share services for people experiencing disabilities.

Local and state elected officials and agency staff in the Portland metro area, including Southwest Washington:

- Metro Regional Government, Southwest Washington Regional Transportation Council, four counties (Clackamas, Washington, Multnomah, Clark), City of Portland, City of Vancouver, cities/communities affected by congestion or rerouting from I-205 near Abernethy Bridge (Oregon City, West Linn, Tualatin, Lake Oswego, Canby, Gladstone, Milwaukie, Stafford and Wilsonville)
- Oregon and Washington state senators and representatives in the Portland metro area
- Transit providers (TriMet, SMART, C-TRAN, Clackamas CC)

Commuters/travelers through the I-205 corridor where tolls are being considered:

- People who use transit, bike, and walk in and through the corridor
- Multimodal transportation advocacy organizations
- Non-profits providing transportation, carpooling groups
- Transit providers
- I-205 corridor drivers from Oregon and Southwest Washington
- Transportation advocacy organizations, e.g AAA
- Ride sharing organizations

Communities along corridors where tolls are being considered and could benefit from, or be negatively affected by, the Project:

- Neighborhood associations, homeowner associations and residents at large
- School districts in the project area, PTA groups
- Health care agencies

Freight operators and businesses operating through and near potential tolled corridors:

- Freight shippers and businesses
- Small businesses - especially auto dependent (e.g. health care workers) and those along the corridor from both Oregon and Southwest Washington
- Non-emergency medical transportation providers
- Workforce development groups and the individuals they represent (e.g., trade schools, community colleges, students and administration).
- Business advocacy organizations (e.g. Chambers)
- Businesses outside of Portland metro area that depend on Portland mobility

Additional important stakeholders include:

- Advisory committee specifically provided a role in project development, including the Equity and Mobility Advisory Committee and Region 1 ACT
- Federal Highway Administration
- Tribal governments
- Regulatory agencies
- Environmental/climate organizations and advocates
- People interested in the project

Demographics overview

A review of the demographic data is intended to enhance the understanding of the diversity and broad engagement needs of the populations living in and traveling through the I-205 corridor. A demographic overview is presented in Attachment C.

Ethnicity and language needs – The I-205 corridor population is 78 percent white (about 1.5 mile radius around the roadway from the Columbia River to where it connects with I-5). In the I-205 corridor, approximately 13 percent of the population along I-205 identify as Hispanic or with Latin American roots and 9 percent of the population identify as Asian in the I-205 corridor. This is a higher proportion than the rest of the region.

Spanish is the most common language spoken at home besides English throughout the region and is spoken by about 5% of the regional population. Other spoken languages include Chinese, Vietnamese, Russian, , Japanese, and Arabic . The proportion of linguistically isolated households is slightly higher along the entirety of the I-205 corridor than the rest of the state/region.

Income –Slightly over one third of residents in the region earned \$50,000 per year or less. The 2013-2017 median income for households in the Portland metro area is about \$66,657. The Federal poverty level for 2017 was \$24,600 for a family of four. Higher median incomes are concentrated south and east of I-205 (Happy Valley and parts of West Linn).

Disability -- In the region, just over 10% of residents live with a disability. The most common types of disabilities along the highway corridors include ambulatory (5-6 percent), cognitive (5 percent) and independent living difficulties (4-5 percent).

Note: Demographic data is based on the U.S. Census prior to 2020. It is for informational purposes to guide engagement planning only. Additional analysis will be conducted as part of the environmental review process.

PUBLIC INVOLVEMENT PRINCIPLES, GOALS, OBJECTIVES AND PERFORMANCE MEASURES:

ODOT seeks to build trust in the community with the agency's planning and stewardship of the state's transportation system and its decision process. Trust is built by continually engaging a community and stakeholders throughout an entire phase, ensuring information is accessible to all and closing the loop by communicating to stakeholders how their feedback was incorporated in the project process. Consistent engagement coupled with a racial equity lens can help shape transportation policies, programs, and projects that better serve historically excluded and underserved populations.¹

¹ TransForm. (2019). Pricing Roads, Advancing Equity. Transform. Retrieved from: http://www.transformca.org/sites/default/files/Pricing_Roads_Advancing_Equity_Combined_FINAL_190314.pdf

Building trust requires time and repetition. Engagement efforts related to the Oregon Toll Program, in isolation, cannot achieve the goal of a trust relationship between ODOT and stakeholders. With active attention to the project's engagement goals, objectives and performance measures, progress will be made. By striving to achieve the principles, goals and objectives listed below, ODOT will work to achieve process equity, as defined in the Equity Framework, and enhance public trust in the agency's stewardship of the highway system and the decision process.

The following will apply:

Principles

The following six of the seven principles are taken from the Equity Framework relate to process equity and will guide implementation of all public engagement and communications for this phase:

- Incorporate a trauma-informed perspective in our current context by recognizing the trauma associated with multiple historic and current events, including the ongoing killings of African Americans by police, the COVID-19 pandemic, the economic ramifications from these events, as well as the impacts of past transportation and land use investments. While the future is uncertain, there is opportunity to demonstrate how ODOT can shift power to impacted community members to improve outcomes for all. Embracing this trauma-informed perspective in policy making can begin to address past harms, minimize burdens, and maximize benefits for historically and currently underserved community members.
- Begin with a racial analysis. By being explicit about race and systemic racism, the I-205 Toll Project can develop solutions that maximize benefits to all historically and currently excluded and underserved communities. By beginning with race, the Oregon Toll Program ensures that race will not be ignored or diminished as part of an overall analysis of equity in the system.
- Acknowledge historic context. Communities which have been historically affected by the transportation system should be explicitly acknowledged and involved in a direct and meaningful way in project development and follow-up.
- Prioritize input from impacted historically and currently excluded and underserved communities. The Oregon Toll Program is committed to identifying communities that have historically been excluded in transportation planning and who have been underserved or negatively impacted by prior transportation investments and plans, as well as those at highest risk of being negatively affected by the Project. ODOT commits to prioritizing the voices of impacted, excluded, and underserved communities and ensuring that their concerns, goals, and experiences shape the design of the Project. This focus will help produce greater overall benefits throughout the system.
- Attend to power dynamics among stakeholders. The Oregon Toll Program aims to elevate the needs and priorities of historically marginalized communities through this process. To do this requires that the Oregon Toll Program recognizes, understands, and shifts existing

power dynamics within ODOT, other government agencies, groups, the community, and the Project teams.

- Maintain a learning orientation. A focus on equity and implementing an all lanes toll application are innovative nationally and new for ODOT. The Oregon Toll Program commits to letting equity drive its approach to the planning process, including National Environmental Policy Act (NEPA) studies and community participation. The Oregon Toll Program commits to striving for continuous improvement and to creating space conducive for growth and collective learning.

The following additional communications priorities also apply:

- Be available: Be available and responsive to stakeholders to ensure they have timely information they need to provide informed input.
- Focus on the congestion problem: The mobility problems facing the region and the tools to address it must be a part of all communications with the public.
- Build on past work: Build on public input provided during earlier phases and communicate how it informs our current work.
- HB 2017: Fulfill requirements of HB 2017 from the state legislature.
- Meet ODOT standards: Apply ODOT's adopted communication standards to the Project which calls for being data driven, having goals focused on outcomes and using an ODOT voice. In addition, ODOT standards call for the creation of clear and accessible materials for middle school reading level, multiple languages and screen readers.

Goals, Objectives, Evaluation Criteria and Performance Measures

This section describes how the Toll Program will measure and evaluate progress toward process equity during the environmental review.²

Goal 1: Historically and currently excluded and underserved communities' concerns and aspirations are consistently understood and considered throughout the environmental planning process.

Objective 1.1:

Broadly and consistently share Toll Program vision, project purpose, benefits and impacts, and ways to participate with historically and currently excluded and underserved communities and corridor users to promote understanding and awareness.

Evaluation Criteria:

Availability of information about:

- Tolling and the rationale for tolling
- Program vision
- Project analysis and results

² These goals and objectives are specific to the Public Involvement Plan and consistent with the goals and objectives in the Purpose and Need Statement for the I-205 Toll Project.

- Engagement opportunities, including EMAC meetings
- Decision processes and decision-makers

Performance Measures:

- Opportunities to participate in project planning are publicized to potentially affected parties with at least 14 days advanced notice of comment period deadlines via print, digital and verbal channels, including social media, community liaisons and other trusted sources, Equity and Mobility Advisory Committee members, email, traditional media, and other channels.
- Equity and Mobility Advisory Committee meeting schedule, location and topics are distributed via the web, news release and email. Notices include the availability of public comment opportunity and the role of the Equity and Mobility Advisory Committee as an advisory body to the Toll Program and OTC.
- More than three ethnic media outlets publish balanced articles before each milestone.
- Project reach improves bi-annually as indicated by growth in email list, increased web visits, and reduction in bounce rate.

Evaluation Criteria:

Accessibility of information about:

- Tolling and the rationale for tolling
- Program vision
- Project analysis and results
- Engagement opportunities, including EMAC meetings
- Decision processes and decision-makers

Performance Measures:

- Information about project and engagement opportunities is delivered to potentially affected parties through trusted community sources (e.g. liaisons or Equity and Mobility Advisory Committee members)
- Key materials are developed to meet the region's information needs, language needs, Americans with Disabilities Act guidelines and an 8th grade literacy level.
 - Public materials clearly explain trade-offs, benefits and impacts of choices under consideration.
 - Public materials identify contact information, decision timelines, how decisions can be influenced and who will be making the decisions.
 - Public project materials are presented at an 8th grade reading level. For technical materials for which this is not feasible, summaries are prepared at an 8th grade reading level.
 - Public project materials are translated and co-created locally for the five languages most prevalent in the region. Translation services are available upon request for other languages.

- All public project materials are accessible for persons living with a disability consistent with Section 508 of the Americans with Disabilities Act (e.g. paper copies, closed captioning on videos, project documents are screen-reader friendly).
- People with specific questions about the project obtain responses within five business days from project staff in preferred language and format (e.g. telephone call).
- Greater than 50% of participants express satisfaction with the accessibility of information presented at public events, advisory committee meetings or online as measured by an evaluation survey.

Evaluation Criteria:

Level of understanding of project context and status

Performance Measures:

- Debrief discussions with community liaisons and Equity and Mobility Advisory Committee members within 30 days after engagement activities demonstrate that ODOT reached representatives from historically and currently excluded and underserved communities and they were able to understand the information.
- Greater than 50% of participants express satisfaction with the clarity, quality and relevance of information presented at events, meetings or online as measured by an evaluation survey.

Objective 1.2:

Meaningfully engage historically and currently excluded and underserved communities throughout the project or program design, development, implementation, monitoring, and evaluation processes.

Evaluation Criteria:

Ability of historically excluded and underserved communities to share their input in culturally-preferred ways.

Performance Measures:

- Engagement with community members use outreach tactics recommended by community-based organizations, Equity and Mobility Advisory Committee members, and community engagement liaisons.
- Qualitative assessment of Project staff resources shows priority of engaging historically and currently excluded and underserved communities.
- Community engagement liaisons and Equity and Mobility Advisory Committee members engage in regular conversations and outreach activities with their communities and provide this input to the toll project team.

Evaluation Criteria:

Participation levels demonstrate interest in project engagement activities

Performance Measures:

- Number of meeting participants, comments and questions tallied is similar or larger to previous phases
- Participants engage repeatedly over time as documented by sign-in sheets for committee meetings, discussion groups, community groups.
- Equity and Mobility Advisory Committee and community leaders report they shared information about project and engagement opportunities with networks at project milestones.

Evaluation Criteria:

Participant input reflects demographic and geographic diversity of people affected by project.

Performance Measures:

- Significant proportion of comments and outreach event attendees are representative of the population in the region and toll project corridor(s) and at least proportional representation from historically and currently excluded and underserved communities.
- Input obtained is representative of the population in the region and toll project corridor(s) and contains at least proportional representation from historically and currently excluded and underserved communities.
- Comments are received from affected corridor users living outside the Portland metro area.

Evaluation Criteria:

Participant satisfaction with engagement opportunities

Performance Measures:

- Over time, participants express satisfaction with their opportunity to be heard during engagement activities as measured by surveys or other methods conducted during or after engagement activities.
- Equity and Mobility Advisory Committee meeting evaluations reflect satisfaction with quality of facilitation and the committee's ability to incorporate needs of historically and currently excluded and underserved communities into project or program plans.

Goal 2: Historically and currently excluded and underserved communities view Toll Program Team as a transparent partner when planning the toll system.

Objective 2.1:

Regularly report how input from historically and currently excluded and underserved communities has been considered and incorporated into project development.

Evaluation Criteria:

Modifications are made to the project based on input from historically and currently excluded and underserved communities.

Performance Measures:

- Decision makers actively review, consider and discuss input from historically and currently excluded and underserved communities separate from the population at large.
- The project team can point to community priorities identified during outreach to historically and currently excluded and underserved communities and demonstrate that they are being considered and implemented in the toll program or project.

Evaluation Criteria:

Project decisions are clearly communicated directly to stakeholders and commenters.

Performance Measures:

- After decisions or changes in the toll program or project are made, the Toll Program proactively reaches out using a variety of communication channels and languages to inform stakeholders and commenters how their input was considered and influenced the decision or change, for example through community liaisons and e-news.
- Changes to the program or project are communicated via community/committee meetings, e-news, at workshops and public events.
- Input received from regular conversations with community liaisons and Equity and Mobility Advisory Committee members indicate historically and currently excluded and underserved communities understand how their input was used for decision-making.

Evaluation Criteria:

Project staff regularly communicates what has been heard and learned related to equity.

Performance Measures:

- Periodic project evaluations are published to show the toll program and project performance on integrating equity and principles detailed in the equity framework.

Goal 3: Regional agency partners and stakeholders collaborate with project staff in the development of the projects to create robust and supported project alternatives. Multiple jurisdictions oversee the comprehensive transportation system in the Portland metro area. A well-functioning system relies on effective coordination between entities that manage local roads, regional roads and highways, transit services, land use planning and transportation funding. An effective toll system will require travelers to have choices to use the toll road or other options that may be provided by another transportation authority.

Objective 3.1:

Create opportunities to collaborate with regional agency partners throughout project development to incorporate community values and concerns.

Performance Measures:

- Regular attendance and active engagement from partner agencies and stakeholders at and between technical working group meetings.
- Agency partner staff review, discuss and share input before moving ahead to next step in environmental review process.
- Regional partners provide opportunities for project briefings to facilitate dialog and partner input before key decision milestones.
- Regional partners distribute project information through their networks at key milestones.
- Project staff regularly report back on how partner input was considered and how/if used.

PRIMARY COMMUNICATIONS AND ENGAGEMENT TOOLS

Communications and engagement tools are divided into three categories in the table below:

- Tools to share information: Project staff deliver information to audience groups; one-way communication with the primary goal of informing.
- Tools to collect and compile input: Project staff deliver new information about project choices and ask for input or feedback from audience groups to help improve future decisions. The primary goal is to consult with stakeholders
- Tools to bring people together: Project staff host or engage in activities where there is multi-way communication and relationship building to promote involvement and collaboration by stakeholders to advance project development.³

At various points in the Project, different tools will be used to align with the needs and desires of the audience and Project team. For example, elected officials may have a role in maintaining the transportation system and require a deeper level of understanding and engagement. A resident who rarely drives on I-205 may be satisfied with reading information and completing a survey, but not participating in public meetings or committees.

³ These definitions are based on the Spectrum of Public Participation from the International Association of Public Participation.

https://cdn.ymaws.com/www.iap2.org/resource/resmgr/pillars/Spectrum_8.5x11_Print.pdf

Group, Stakeholder or Community	Primary Outreach and Communications Tools														
	Tools to bring people together			Tools to collect and compile input					Tools to share information						
	Adv. committee	Workshops/events	Equity discussion groups	Briefings, presentations	Open houses, webinar	Project email/V/M	Online surveys	Stakeholder interviews	Printed materials (incl translation)	Website tools (i.e. videos)	Social media	Newsletter text for community orgs	Fairs, festivals, tabling	News release/e-news	Direct outreach/mail
Historically, currently excluded & underserved communities (EJ, LEP, disabled, low income)	X	X	X	X			X	X	X		X	X	X		X
City, county, regional electeds (OR/WA)	X			X		X			X	X				X	
Agency staff from city, county, regional agencies (OR/WA)	X	X		X		X			X	X	X			X	
I-5 and I-205 drivers, commuters (OR/WA)	X	X			X	X	X			X	X		X	X	
Bicyclists & pedestrians	X	X		X	X	X	X			X	X		X	X	
Transit users	X	X	X		X	X	X			X	X		X	X	
Project area residents		X			X	X	X		X	X	X		X	X	X
Neighborhood coalitions		X		X	X	X	X		X	X	X	X		X	
School districts		X		X		X			X	X	X			X	X
Freight operators	X			X	X	X	X			X	X			X	
Businesses, business orgs stakeholders	X	X		X	X	X	X		X	X	X	X		X	X
Transportation focused advocacy organizations	X			X	X	X	X	X		X	X	X		X	
Environmental advocacy organizations	X			X	X	X	X			X	X	X		X	
Tribal governments				X					X						
OR/WA state legislators				X					X	X				X	
OR/WA federal delegation									X	X				X	
Regulatory, FHWA				X					X					X	
Rural, agricultural businesses (outside Project area)				X						X				X	

REPORTING AND EVALUATION:

Following each major decision milestone, Toll Program staff will report on the methods used to communicate and engage with stakeholders, the input received from different interest groups, and how that input influenced the project. In practice, project staff will develop a written report with information about notification strategies, engagement activities, who was reached and a summary of what was heard. Project staff will then provide that information to the decision-makers listed on page 3 and 4 of this plan before decisions are made. Finally, once decisions are made, those decisions will be reported back out in writing through the website and e-news and verbally through stakeholder briefings and committee meetings.

In addition, an evaluation will be conducted to gauge satisfaction and effectiveness of the engagement related to the decision milestone. The evaluation will use both quantitative tools (e.g. surveys and website analytics) and qualitative data (debrief meetings with engagement liaisons). The evaluation report will focus on the performance measures contained in this plan and will be used as the Toll Program plans the next phase of the project. The goal is to further improve engagement practices and relationship building.

Reports and evaluations will, at a minimum, be conducted at the following milestones:

- Start of the NEPA process
- Release of the Environmental Assessment for public review and comment
- Refinement of preferred alternative to include community mobility and equity strategies and mitigation before completion of the NEPA process

Additional informal reports will be conducted for any interim decisions. This includes monthly reporting to EMAC and Toll Program staff on the input and questions received from stakeholders on an ongoing basis.

ATTACHMENTS:

- A. Equity Framework – Adopted Dec. 10, 2020
- B. Equitable engagement plan – Finalized April 23, 2021
- C. Demographics – Final Dated Sept. 6, 2019
- D. Community Outreach Plan (latest draft May 1, 2020 – to be updated)
- E. Government and Media Relations (latest draft March 2021)
- F. Social Media Plan (latest draft June 5, 2020 – to be updated)
- G. Public Involvement Schedule (April 20, 2021)

I-205 Toll Project

Equitable Engagement Plan

Updated April 23, 2021

PURPOSE

The Oregon Toll Program is committed to minimizing burdens and maximizing benefits to communities historically and currently excluded or underserved by the transportation system. To achieve equitable outcomes and an equitable process in the I-205 Toll Project, the Oregon Department of Transportation seeks to actively engage these communities. The Oregon Toll Program will consistently and intentionally inform, listen to, learn from, and empower these communities throughout the Project's development, implementation, monitoring, and evaluation processes.

ODOT seeks to build trust in the community with the agency's planning and stewardship of the state's transportation system and its decision process. Trust is built by continually engaging a community and stakeholders throughout an entire phase, ensuring information is accessible to all and closing the loop by communicating to stakeholders how their feedback was incorporated in the project process. Consistent engagement coupled with a racial equity lens can help shape transportation policies, programs, and projects that better serve historically excluded and underserved populations.¹

Building trust requires time and repetition. Engagement efforts related to the Oregon Toll Program, in isolation, cannot achieve the goal of a trust relationship between ODOT and stakeholders. With active attention to the project's engagement goals, objectives and performance measures, progress will be made.

I-205 TOLL PROJECT SCHEDULE

	2020	2021	2022	2023	2024
I-205 Improvements	Project design and bid		Construction (4 years) →		
I-205 Toll Project		Environmental review			★ Earliest tolls begin
Equity	Equitable engagement				

¹ TransForm. (2019). Pricing Roads, Advancing Equity. Transform. Retrieved from: http://www.transformca.org/sites/default/files/Pricing_Roads_Advancing_Equity_Combined_FINAL_190314.pdf

I-205 Toll Project Equitable Engagement Plan

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This plan is focused on the environmental review process for the I-205 Toll Project from early engagement in 2020 through the comment period on the draft Environmental Assessment, scheduled for mid-2022. A final decision based on public input is slated for early 2023. After the environmental review, equitable engagement will continue to inform future project phases.

INTEGRATION WITH OTHER PLANS

The I-205 Toll Project Public Involvement and Communications Plan and the Oregon Toll Program Equity Framework provide details on overarching principles, definitions, goals, objectives, performance measures, and messaging for all engagement activities. This Equitable Engagement Plan provides additional details and guidance for planning, engagement methods and timing.

The following principles, further discussed in the [Equity Framework](#), will guide implementation of all public engagement and communications:

- Incorporate a trauma-informed perspective in our current context.
- Begin with a racial analysis.
- Acknowledge historic context.
- Identify disparities.
- Prioritize input from impacted historically and currently excluded and underserved communities.
- Attend to power dynamics among stakeholders.
- Maintain a learning orientation.

EQUITABLE ENGAGEMENT CONSIDERATIONS

Tolling improves travel reliability and provides revenue to finance improvements in the transportation system. However, tolling may result in greater impacts to historically and currently excluded and underserved communities due to the potential for proportionally higher transportation costs, more limited transportation options in lower cost housing areas, limited schedule flexibility, and additional traffic rerouting through their neighborhoods by drivers attempting to avoid tolls.

Addressing challenges and limitations to make tolling work in the Portland metro area is central to the Oregon Toll Program. The Oregon Transportation Commission (OTC) has made the development of community mobility and equity strategies key components of successful toll projects.

To achieve outcome equity, ODOT will work with historically and currently excluded and underserved communities to ensure that tolls will be paired with strategies that:

- Help improve affordability of the transportation system.
- Improve access to opportunity through other transportation options; including improved transit.

- Address community health, including strategies to reduce negative effects to neighborhoods from changed traffic patterns, i.e. diversion.

AFFECTED COMMUNITIES

Audiences for engagement under this plan are those directly affected by the Project.

Historically and currently excluded and underserved communities dependent on or affected by I-205: People experiencing low incomes, youth, older adults, Black, Indigenous, multi-racial, and people of color, people who speak a language other than English, and people living with disabilities, who may face challenges accessing employment and other services. Reaching these audiences may occur through organizations providing services or advocacy, such as:

- Equity thought leaders; community-based organizations and faith-based organizations.
- Community Engagement Liaisons.
- Senior centers.
- Transit providers.
- Ride share services for people experiencing disabilities.

Ethnicity and language needs – The I-205 corridor population is 78 percent white (about 1.5 mile radius around the roadway from the Columbia River to where it connects with I-5). In the I-205 corridor, approximately 13 percent of the population along I-205 identify as Hispanic or with Latin American roots and 9 percent of the population identify as Asian in the I-205 corridor. This is a higher proportion than the rest of the region.

Spanish is the most common language spoken at home besides English throughout the region and is spoken by about 5% of the regional population. Other commonly spoken languages include Chinese, Vietnamese, Russian, Japanese and Arabic. The proportion of linguistically isolated households is slightly higher along the entirety of the I-205 corridor than the rest of the state/region.

Income – Slightly over one third of residents in the region earned \$50,000 per year or less. The 2013-2017 median income for households in the Portland metro area is about \$66,657. The Federal poverty level for 2017 was \$24,600 for a family of four. Higher median incomes are concentrated south and east of I-205 (Happy Valley and parts of West Linn).

Disability -- In the region, just over 10% of residents live with a disability.

The most common types of disabilities along the highway corridors include ambulatory (5-6 percent), cognitive (5 percent) and independent living difficulties (4-5 percent).

Note: Demographic data is based on the U.S. Census prior to 2020. It is for informational purposes to guide engagement planning only. Additional analysis will be conducted as part of the environmental review process.

INCLUSIVITY STRATEGIES

Barriers	Strategies to Address
People with limited English proficiency	<ul style="list-style-type: none"> • Translate project fact sheet into languages commonly used by corridor residents at home. • Translate key pages to languages commonly used by corridor residents at home. • For less commonly used languages, use online translation tools to provide access to materials in languages other than English, as needed, while recognizing the limitations of these tools. • Engage speakers in discussion groups in their native languages. • Provide translators at workshops and open houses. • Project staff attend events with multi-lingual focus. • Include Title VI standard language for translation in all materials.
People without internet connection	<ul style="list-style-type: none"> • Make printed materials available at meetings, tabling events, interviews, open houses and committee meetings. • Provide options for in-person feedback, telephone feedback and postal mail.
People who do not attend public meetings	<ul style="list-style-type: none"> • Summarize public meetings in online materials. • Provide online or phone-accessible surveys. • Use online open houses, and digital and printed materials to reflect decisions made in a timely manner.
People who do not trust government entities	<ul style="list-style-type: none"> • Have most in-person meetings led by third party facilitators; clearly communicate who is on the project team and who will make decisions (e.g. ODOT or OTC). • Work with trusted partners such as community engagement liaisons or community organizations to deliver information in culturally-relevant and respectful ways.
People living with a disability	<ul style="list-style-type: none"> • Ensure all in-person and virtual venues are ADA accessible. • Ensure web content follows American Foundation for the Blind and Section 508 recommendations. • Provide meeting accommodations and ASL interpretation upon request.

FOCUSED STRATEGIES

Community Engagement Liaisons

Central to a successful equitable engagement effort is a partnership with professional community engagement liaisons. The Toll Program will contract with the Community Engagement Liaisons (CELs) Program and community-based organizations who specialize in grassroots outreach and organizing in their respective communities to engage the following

communities: People with disabilities, Black and African American, Native American, Vietnamese, Chinese, Latina/Latino/Latinx and Slavic communities.

The community liaisons are respected members of a specific ethnic, cultural, language, demographic, or geographic community who can act as a trusted ambassador between that community and the Toll Program, facilitating meaningful representation of that community and their interests within the public process.

The community liaisons will support engagement by:

- Identifying historically and currently excluded and underserved communities affected by the Project, including Title VI and Environmental Justice Populations.
- Using grassroots outreach tools such as social media, tabling, phone calls, texts, media outreach or other creative methods to distribute project information and encourage participation in public comment periods or public events (e.g. open houses).
- Answering project-related questions and serving as a connection between communities and project staff.
- Attending and providing interpretation services at public events.
- Planning, recruiting participants for and implementing informal discussion groups with project staff.

In person or online discussion groups will be informal, guided conversations with invited participants from identified communities. Key meeting characteristics include:

- Agenda, facilitation style and materials that aligns with specific cultural needs.
- Meetings will be about 1.5 hours in length and be conducted mostly in the native language of participants.
- Use of clear, visually focused, and easily accessible materials and content to promote consistent understanding of project information.
- Use of a discussion guide to promote thoughtful and engaging conversations that aid provide development.
- Use of participation incentives such as gift cards to acknowledge the time and expertise given to the meeting.

Outreach and partnership with community-based or faith-based organizations

The Toll Program will work to promote ongoing conversations and partnerships with local organizations that support, advocate for or provide services to historically or currently excluded or underserved communities. This approach aims to foster relationship building by collaborating with organizational and community leadership to connect with the intended audiences at times and locations where they already meet or work.

Methods:

- Presentations: Providing an update to a group or organization at a regularly scheduled meeting.

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- Briefings: A meeting scheduled with one person or a small group of people from an organization to share information and gain feedback.
- Toolkits: A “toolkit” will be created and regularly updated for specific engagement periods to support connections and outreach. It will include relevant project information and materials, such as fact sheet or newsletter text, sample social media text, notification flyer, and a comment form or link to a survey.
- Online discussion groups to promote thoughtful and engaging conversations that aid provide development.

Preparation of Accessible Materials

The Oregon Toll Program will create materials that are accessible to people living with disabilities. Strategies to be used include:

- Ensure all in-person and virtual venues are ADA accessible.
- Follow American Foundation for the Blind and Section 508 recommendations for websites and printed materials.
- Provide meeting accommodations and ASL interpretation upon request.

As part of its equitable engagement approach, the Oregon Toll program will ensure access to information related to focused engagement methods (i.e., discussion groups and community workshops) with translation.

The ODOT Limited English Proficiency Plan refers to a 5 percent threshold of affected community for translation. The Toll Program is committed to a 3 percent threshold instead for translation decisions, exceeding Federal guidance and requirements, to meet equitable engagement objectives.

All written and posted informational English language materials will contain language in four languages offering translation upon request. (See the end of this document for the standard language in Spanish, Vietnamese, Russian and Chinese.)

Key materials that provide project-level information in a format that can be scaled and widely distributed should be made available in Spanish, Chinese, Vietnamese, and Russian. These include:

- Factsheet.
- Notices for public engagement opportunities.
- Engagement surveys.

As part of its equitable engagement approach, additional materials related to focused equitable engagement methods (i.e., discussion groups and community workshops) may be translated. The following list of materials may be needed for focused engagement methods.

- FAQs.
- Project updates (i.e., e-newsletters, mailers, social media postings).
- Web pages.
- PowerPoint presentations.
- Notification toolkits with copy for community based organizations to share with their networks.

COMMUNICATIONS AND ENGAGEMENT TOOLS

Robust and meaningful public engagement requires identifying the right tool for the right audience at the right time. With continuing social distancing guidelines due to the COVID-19 pandemic, there will be more reliance on digital tools.

For each historically and currently excluded and underserved community that ODOT engages with, the community's needs, priorities, and power structures will be assessed. For these audiences it is especially important to deliver information in a way that allows people to see themselves among those who will receive benefits and are part of the decision-making equation.

The Oregon Toll Program will be thoughtful and intentional about the tools that may need to be employed to meaningfully engage with certain communities and groups, such as:

- Equity thought leaders and community-based organizations.
- Environmental justice community.
- New Americans, including immigrants and refugees, as well as people with Limited English proficiency.
- Community elders and senior center users.
- Transit dependent individuals.
- People living with disabilities who may depend on ride-share services.

With this in mind, the Oregon Toll Program's communications and engagement tools are divided into three categories:

- Tools to share information: Project staff deliver information to audience groups; one-way communication with the primary goal of informing.
- Tools to collect and compile input: Project staff deliver new information about project choices and ask for input or feedback from audience groups to help improve future decisions. The primary goal is to consult with stakeholders.
- Tools to bring people together: Project staff host or engage in activities where there is multi-way communication and relationship building to promote involvement and collaboration by stakeholders to advance project development.

Below are the various tools and tactics used by ODOT to engage with historically and currently excluded and underserved communities, based on needs, priorities, and power structures.

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Tactic	Engagement category/goal	Audiences
<p>Equity and Mobility Advisory Committee (EMAC): A committee of people with professional or lived experience in equity and mobility was formed to advise the OTC and ODOT on how tolls on the I-205 and I-5 freeways, in combination with other demand management strategies, can include benefits for populations that have been historically or currently excluded or underserved by transportation projects. Timing: 2020-2022</p>	<p>Involvement and collaboration to advance project development</p>	<p>People historically or currently excluded or underserved by transportation projects; local agency partners; community-based organizations</p>
<p>Workshops and events: Project staff present information and gain feedback about project development at in-person or online gatherings. Can be co-hosted with local community organizations. Timing: Tied to development of mitigation strategies and preferred alternative</p>	<p>Consult and involve audiences to advance project development</p>	<p>People historically or currently excluded or underserved by transportation projects who depend on I-205; community-based organizations</p>
<p>Equity discussion groups: Community engagement liaisons or community organizations host discussion groups with specific community representatives from communities of color to gain input on equity and mobility strategies. Timing: Tied to development of equity and mobility strategies, toll policies.</p>	<p>Consult and involve audiences to advance project development</p>	<p>People historically or currently excluded or underserved by transportation projects</p>
<p>Personal relationships: Community liaisons and EMAC members answer questions received from their communities about the project and serve as a connection to project staff and decision makers, especially during the COVID-19 pandemic when in-person outreach by project staff is more limited. Timing: Throughout project development</p>	<p>Consult and involve audiences to advance project development</p>	<p>People historically or currently excluded or underserved by transportation projects</p>
<p>Briefings and presentations: Project staff meet with people who represent stakeholder interests expected to be affected by the project to provide information, build project awareness, identify challenges or opportunities. Can be held virtually or in-person to meet communities where they are. Timing: Throughout project development</p>	<p>Consult with stakeholders to help improve future decisions.</p>	<p>Community-based organizations; equity thought leaders; service organizations</p>
<p>Online open house/surveys: Information is presented to gain feedback about project design and preferred alternative. Surveys will be translated to multiple languages. Timing: At official public comment periods; Mid-2022</p>	<p>Consult with stakeholders to help improve future decisions.</p>	<p>All</p>
<p>Stakeholder interviews: Project staff meet individually with community leaders to gain focused and personal input for project planning. Timing: Early 2020 (equitable engagement strategies)</p>	<p>Consult and involve audiences to advance project development</p>	<p>Equity thought leaders; community-based organizations</p>
<p>Printed materials and website, including materials translated into languages other than English: Present project purpose, benefits, design, ways to contact project staff, ways to participate or get more information.</p>	<p>Share project information</p>	<p>All</p>

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Tactic	Engagement category/goal	Audiences
Timing: Throughout project development; comprehensive update slated for spring 2021		
<p>Social media: Project staff, community liaisons, community organizations, agency partners will promote project information with free and paid posts across various social media platforms. Social media may be used to notify audiences of public comment opportunities or to promote project awareness. Providing project updates and feedback channels through Facebook, Twitter, and other social media platforms provides engagement opportunities for youth, communities of color, people who primarily engage with social media to consume news and people without stable or conventional internet access on a computer. Use of social media is especially important during the COVID-19 pandemic when social distancing limits in-person interactions.</p> <p>Timing: Throughout project development to build awareness of tolling in general and toll project; paid advertising will be used during official comment periods</p>	Share project information	All
<p>Outreach to ethnic media outlets: Project staff or community liaisons will deliver information or participate in interviews in multiple languages to build awareness of project developments.</p> <p>Timing: Throughout project development and particularly at in early-mid 2021 and official public comment periods</p>	Share project information	People historically or currently excluded or underserved by transportation projects
<p>Online tools, including e-newsletter, texts: Regularly share project news and updates and ways to participate through opt-in delivery channels.</p> <p>Timing: Throughout project development</p>	Share project information	All
<p>Toolkit for community organizations: Share written information about the project either in printed or electronic form to distribute to their networks. Toolkit can include: sample social media posts, sample newsletter text, flyers, fact sheets or other materials. This strategy engages the public through "trusted messengers" – individuals and organizations that community members already know and regularly obtain information from. Community organizations, especially those serving people who speak languages other than English, are best equipped to provide information to their networks.</p> <p>Timing: At least twice per year and associated with awareness-building efforts and public comment periods.</p>	Share project information	Community-based organizations; equity thought leaders; service organizations; members of Equity and Mobility Advisory Committee
<p>Fairs, festivals, and tables at community events and locations: Staff information tables at fairs and festivals throughout the project area primarily during warm weather months to distribute information about the project and alert community members to</p>	Share project information	All

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Tactic	Engagement category/goal	Audiences
public input opportunities. Examples include: farmers markets, school functions, church or religious center functions, community centers, and while engaging in traditional commerce, such as shopping at a local grocery store. Timing: Summer 2022 (when public health guidance allows)		
Direct outreach and mail: Flyers and mailers with project information and public input opportunities will be distributed through U.S. Postal Service or through canvassing businesses or service organizations near the project. Timing: In advance of community workshops and formal comment periods	Share project information	People who live close to the project area, service providers in the project area; people without internet, people who do not attend community meetings

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I-5 and I-205 Toll Projects



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Anne McErney-Ogle	City of Vancouver
Cincy Remy	Washington County -- Comms
Darren	City of Gladstone
Dayna Webb	City of Oregon City
Don Hardy	City of Canby
Dyami Valentine	Washington County
Erin Wardell	Washington County
Eve Nilenders	TriMet
Gery Schirado	City of Durham
Gregg Snyder	City of Hillsboro
Gupta Hersh	ODOT
Gwenn Baldwin	
Hau Hagedorn	Portland State University / R1ACT
Heather Sturgill	Washington County -- Comms
Hector Rodriguez-Ruiz	ODOT
Jason Gibbens	WSDOT
Jason Kelly	ODOT
Jennifer Garbley	City of Milwaukie
Jessica Berry	Multnomah County
Jessica Stanton	ODOT
Joseph Auth	City of Hillsboro
Kate Lyman	TriMet
Kathleen Stewart	ODOT
Kayla Hootsmans	ODOT
Kirsten Hauge	Kearns and West
Lindsey Baker	ODOT
Maria Ellis	ODOT
Maria Sipin	ODOT
Mauricio LeClerc	PBOT
Melissa De Lyser	Washington County -- Comms
Michele Godfrey	ODOT
Nick Fazio	WSP
Paul Scarlett	ODOT
Pia Welch	R1ACT
Public Works Office	City of Gladstone
Ray Atkinson	Clackamas County Community College
Ryan Hart	Port of Vancouver
Ryan Potter	City of Canby
Sandra Hikari	ODOT

Scott Archer	City of Canby
Scott Patterson	C-Tran
Shoshana Cohen	PBOT
Stephanie Millar	ODOT
Steve Stuart	City of Ridgefield
Susie Lahsene	City of Rivergrove
Sylvia Ciborowski	Kearns and West
Taylor Steenblock	Multnomah County -- Government Relations
Temple Lentz	Clark County
Tia Williams	ODOT
Todd Wood	City of Canby
Tom Bouillion	Portl of Portland
Tom Kloster	Metro
Tom Strader	South Clackamas Transit District
Trent Wilson	Clackamas County
Yosef Yip	WSP
William Farley	City of Lake Oswego
Anne Presentin	WSP
Alyssa Cameron	ODOT
Brendan Finn	ODOT
Carolyn Holthoff	ODOT
Della Mosier	ODOT
Don Hamilton	ODOT
Garet Prior	ODOT
Heather Wills	WSP
Jennifer Rabby	WSP
Josh Channell	WSP
Lucinda Broussard	ODOT
Mat Dolata	WSP
Michael Holthoff	ODOT
Mike Mason	ODOT
Page Phillips-Strickler	Strategies 360
Sine Madden	WSP
Aaron Lande	City of Vancouver
Alex Oreschak	Metro
Amy Pepper	City of West Linn
Anne Buzzini	Metro
Barry McDonnell	City of Camas
Bob Hart	SW Washington Regional Transportation Council (RTC)
Bob Kellett	City of Portland
Brian Hodson	City of Canby
Carol Snead	ODOT
Casey Liles	WSDOT
Chris Deffebach	Washington County
Chris Fick	Multnomah County
Chris Johnson	Metro
Dave Roth	City of Tigard

David Scott	City of Washougal
Don Odermott	City of Hillsboro
Elizabeth Mros-O'Hara	Metro
Emily Cline	FHWA
Emma Sagor	City of Portland
Erica Rooney	City of Lake Oswego
Everett Wild	Clackamas County
Grace Cho	Metro
Jacque Betz	City of Gladstone
Jamie Huff	City of Happy Valley
Jamie Stasny	Clackamas County
Jay Higgins	City of Gresham
Jean Senechal Biggs	City of Beaverton
Jeff Owen	TriMet
Jennifer Campos	City of Vancouver
Jim (Curleigh) Carothers	City of Camas
Jim Hagar	Port of Vancouver
Jim Whynot	City of Gladstone
John Williams	City of West Linn
Karen Buehrig	Clackamas County
Kari Linder	City of Lake Oswego
Katherine Kelly	City of Vancouver
Kelsey Lewis	City of Tualatin
Kim McMillan	City of Tualatin
Kirstin Hull	City of Portland
Laurie Lebowsky	WSDOT
Lewis Lem	Port of Portland
Lindsey Shafar	Clark County
Mandy Putney	ODOT
Mark Harrington	RTC
Matt Bihn	Metro
Matt Ransom	RTC
Megan Ramey	City of Hood River
Mik Bombar	Port of Vancouver
Mike McCarthy	City of Tualatin
Nathaniel Price	FHWA
Rebecca Kennedy	City of Vancouver
Steve Kelley	Washington County
Steve Wall	City of Camas
Steve Williams	Clackamas County
Taylor Eidt	C-Tran
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Zachary Weigel	City of Wilsonville
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I-5 and I-205 Toll Projects



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Attachment 2 to Staff Report to Ordinance No. 21-1467

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Attachment 2 to Staff Report to Ordinance No. 21-1467

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OREGON TRANSPORTATION COMMISSION

**Minutes of the Regular Business Meeting
March 11, 2021
Salem, Oregon**

The regular meeting began at 9:00 a.m. at the Oregon Department of Transportation Headquarters in Salem, Oregon.

Video recording of the meeting is available online through the Commission website:
<https://www.youtube.com/user/OregonDOT/live>.

Background materials for all agenda items are stored in **Director/Commission/History Center File, Salem, Oregon.**

Notice of these meetings was made by press release to local and statewide media circulation throughout the state. Those attending part or all of the meetings included:

Chair Robert Van Brocklin	Delivery and Operations Div. Administrator
Vice Chair Alando Simpson	Karen Rowe
Commissioner Julie Brown	Deputy Delivery and Operations Div.
Commissioner Sharon Smith	Administrator McGregor Lynde
Director Kristopher Strickler	ODOT Chief Engineer Steve Cooley
Asst. Director for Finance and Compliance	Policy, Data and Analysis Division
Travis Brouwer	Administrator Jerri Bohard
Asst. Director for Operations, Cooper Brown	Public Transportation Division Administrator
Asst. Director for Social Equity Nikotris Perkins	Karyn Criswell
Asst. Director for Government and External Relations Lindsay Baker	Interstate Bridge Replacement Program Administrator Greg Johnson
Climate Office Director Amanda Pietz	Assistant Interstate Bridge Replacement Program Administrator Ray Mabey
Urban Mobility Office Deputy Director Della Mosier	Commission Coordinator Sabrina Foward
ODOT Region 4 Manager Gary Farnsworth	Temp. Commission Assistant Jessica Virrueta

Chair Van Brocklin called the meeting to order at 9:00 a.m.

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*Chair's Report
Agenda Item A*

Oregon Transportation Commission (OTC) Chair Robert Van Brocklin welcomed those tuning in and participating in the meeting and thanked the public for their submitted comments. He noted there would be live closed-captioning available to assist in transcribing the meeting. He reserved time to welcome the Commission's new Coordinator, Sabrina Foward. He also noted that Vice Chair Simpson was delayed and would be joining the meeting late, but would be working with a quorum of three which is an official quorum of the Commission and would be able to take action on items if needed.

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Director's Report
Agenda Item B

ODOT Director Strickler provided a report to inform the Commission of two items of interest and yielded his remaining time to McGregor "Mac" Lynde, Deputy Delivery and Operations Division Administrator, for a brief wildfire update.

Winter Ice Storm February 12-16, 2021:

Large amount of ice and power loss across Oregon. Congratulated our team for a job well done and jumping into action and keeping the roads bare or in slush conditions. Twelve of our state operated radio stations lost power and were using backup generators. Significant coordination with utilities and other jurisdictions happened. Many facilities were closed to replace or repair some of the electrical lines for Oregonians. Interagency cooperation and cooperation with the public utility partners is something we are proud of as an agency

Troy Costales Retirement May 1, 2021:

Troy served 36 years in local service, 33 years with ODOT, 21 years as a Division Administrator. Troy has helped lead Oregon to the highest seatbelt use rate of any state, 98.2 percent, states lowest fatality toll since the 1940s, and one of the largest fatality declines from one year to the next. Director Strickler shared additional information with Troy's tenure at ODOT, including serving in all of the divisions within ODOT.

Wildfire Update from Mac Lynde:

Mac gave an update, 6 months from the previous update, on where ODOT is at as the agency takes the lead role in cleaning up hazardous trees as well as burned down homes and businesses. He is currently leading the cleanup efforts from the wildfires that occurred fall of 2020. There's an online dashboard (wildfire.oregon.gov/cleanup) that members of the public can go to sign up for updates and get up to date information on where the agency is at with cleanup efforts. Mac presented a [PowerPoint](#) with updates on the wildfire recovery efforts. There is an email (odot.wildlife@odot.state.or.us) and also a hotline (503-934-1700) that is staffed by a team to help respond to questions or inquires.

Discussion:

Chair Van Brocklin acknowledged Director Strickler's report. Chair Van Brocklin took a moment to discuss the winter ice storm and how impressed he was with the cooperation to solve electrical outages. He also congratulated ODOT for their role and quick response in challenging conditions. Chair Van Brocklin commented about Troy and thanked him for his work with the agency. Commissioner Brown thanked Troy for his work with ODOT and mentioned working with him on the safety committee. Commissioner Smith congratulated Troy for his work with the agency and wished him a great retirement.

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Real-Time Virtual Oral Public Comment
Agenda Item C

Mayor Scott Hill, City of McMinnville, commented on Highway 99W/18 bypass (Newberg Dundee Bypass) and provided a bypass information sheet with updates. He recognized great support that the bypass committee has received from OTC and ODOT, with special recognition to John Huestis, Sonny Chickering and Travis Brouwer along with OTC Chair Van Brocklin and Director Strickler. He acknowledged a true partnership in the work they are trying to accomplish. There's a need for state and local investment to leverage federal dollars. He shared his thoughts on the priority level of this project and successes through phase one and that phase two is shovel ready. Newberg Dundee is a high priority effort. Thanked ODOT and OTC in the partnership and they are committed as communities to do their local matching and hope to see this project as a priority for ODOT and OTC.

Casey Kulla, Yamhill County Commissioner, commented on Highway 99W/18 bypass (Newberg Dundee Bypass) and spoke on behalf of parkway committee for the county. He spoke on the importance of the project and completing the remaining two phases. He mentioned that state agencies need to address climate issues and equity in their project and noted that this project is equitable and would help keep diesel fuels out of the inner city thus furthering climate goals. He has three requests for the Commission: First he asked the Commission to hold ODOT accountable to building protective paths along the corridor as soon as possible. Second he requested the Commission to hold ODOT accountable to require bus rapid transit design features in this project. Third request is to require an equity advisory committee for the project in order to make good planning and design decisions. In closing he mentioned that it was the tenth anniversary of the 9.1 magnitude earthquake and tsunami in Japan that destroyed the Fukushima power plant and that Oregon's shake alert system is being activated on the anniversary. He also mentioned that a stable lifeline to the coast may be the difference between community recovery and community abandonment.

Tribal Councilor Denise Harvey, Confederated Tribes of Grand Ronde, commented on Highway 99W/18 bypass (Newberg Dundee Bypass) and emphasized the importance of the travel economy, the coastal economy, and wine industry that is all supported by the bypass and the tourist opportunist across the entire travel shed. There's an importance of the west valley being supported with good transportation opportunities for employees and citizens of the areas. She also mentioned forest fires and coastal evacuations with Grand Ronde becoming the command post and fire camp

for over 200 wildland fire fighters in the area. It is extremely important to have a way in and out for public safety in a natural disaster. Phase one has already made a significant difference for commuters and emphasized the importance of completing the bypass and looks forward to seeing the bypass completed in the near future.

Brian Worley, County Road Program Director, Association of Oregon Counties, commented on agenda item H: Federal COVID-19 Relief Funding Allocation. His colleague Jim McCauley, Legislative Director for League of Oregon cities, was unable to attend but Worley referenced their jointly submitted written testimony in support of agenda item H. He thanked OTC and ODOT in recognizing the importance of the city and county transportation system in the updated funding relief proposal. It takes a balanced approach and supports local governments who have lost significant revenue due to the pandemic. He thanked ODOT leadership staff Travis Brouwer, Jeff Flowers and Trevor Sleeman for working closely with local government partners and listening closely to feedback and shared priorities. Relief funding is desperately needed at this time and will help city and counties with budget deficits, delayed projects, work force shortages, hiring freezes and for some, may prevent layoffs. He discussed the differences in how the funding is split in the earlier proposal and the current proposal. It is greatly appreciated and represents a more balanced and equitable approach to following the statutory highway funding sharing agreement. He looks forward to the continued partnership and support with local governments.

William J. Cook, Special Counsel, Cultural Heritage Partners, PLLC spoke on the behalf of Patricia Benner of Corvallis Oregon, resident and business owner, and commented on the Van Buren Bridge Project in Corvallis, OR. He stated that Patricia seeks to help ODOT find a way to protect and preserve the Van Buren Bridge. It has been determined eligible for listing as a national register of historic places. They believe ODOT is skipping legal steps in the mandatory environmental review including not preparing an environmental assessment or environmental statement that is required by NEPA. Written comment explains they asked ODOT to reassess their decision to exempt the project for NEPA review. Second, they believe ODOT cannot propose demolition of a bridge without an evaluation of the proposed demolition and placement according to part of the Oregon transportation act of 1966. William discussed the law and what it includes. He believes it would be helpful for ODOT to update the public on their compliance with the mandates. Third, they believe that section 106 has not been followed by ODOT and that demolition isn't appropriate. Going forward, they ask that ODOT provide a timeline of how and when ODOT intends to comply with federal historic preservation review laws and requests that the Van Buren Bridge be preserved.

Patricia Benner commented on the Van Buren Bridge Project in Corvallis, OR. Thanked the Commissioners for the work that ODOT does for the state. She is speaking to urge ODOT to repurpose the Van Buren Bridge as a pedestrian and bicyclist river crossing after the new bridge has been constructed. SMG has studied moving the bridge 150 feet up river and has been found to be practical and feasible at about half of ODOT's cost to the city council. The bridge would be placed on seismically sound piers and the new location would serve bicyclists and pedestrians along highway 34 as well as local users. Patricia talked about who the bridge should serve and how it should be designed. Patricia submitted a written testimony and pointed the Commission to review it for additional safety information. As she is not an expert in historic preservation, she hired Mr. Cook for his expertise and he spoke earlier and submitted written comments on her behalf.

Kathleen Harris signed up for public comment on the Van Buren Bridge Project in Corvallis, OR, but did not call in to provide public comment.

Kim Fella commented on what she believes to be willful neglect of surface water on Highway 260 - Josephine County. She gave her address and wanted to bring to light what she feels is neglect by ODOT and feels strongly that the Commission should take action on this matter. She described when she purchased her home and that it was once highway 260 and was relinquished to Josephine County along with \$6.4 million for maintenance that she doesn't believe has been performed. Fella also mentioned that she is being sued by her neighbor for blocking a culvert that he installed in a FEMA floodway without a survey or permission on a private easement. The culvert floods her field and has flooded her neighbors pump house, garage and a portion of her home. She believes the majority of water is runoff from Lower River Rd (previously Highway 260). That portion of the road has standing water most of the winter season and causes road hazards, a she believes a high water sign is not enough. She also described her neighbor's property and what they built to mitigate the runoff on their property. She believes it is willful neglect and shared her YouTube channel (Kizzy Josephine County Oregon) where people can go to view her claims.

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Climate Office Update
Agenda Item D

The Commission received an informational update from the ODOT Climate Office on efforts to implement Executive Order 20-04, the Strategic Action Plan and to integrate climate considerations throughout the Agency.

Background:

ODOT formed the Climate Office nearly a year ago and has accomplished a lot since that time, although much work still remains. The Office focuses on reducing emissions and pollution from transportation and adapting to the impacts of climate change. The Commission last received an update on the progress of efforts in October 2020, and interfaced frequently with the Climate Office in the deliberation of funding allocations for the 2024-2027 Statewide Transportation Improvement Program (STIP) through December 2020.

Several of the efforts of the Climate Office are directed by Oregon [Executive Order 20-04](#), which requires ODOT to add a climate lens to STIP decisions, identify statewide needs for public electric vehicle charging infrastructure, collaborate with other state agencies on greenhouse gas (GHG) reduction activities ([Every Mile Counts](#)), and integrate climate considerations into agency practices. Attachment 1 provides an overview of ODOT's progress implementing Executive Order 20-04 over the last year, and was submitted to the Governor's Office March 1, 2021. Additionally, other climate-related actions are identified as Strategic Outcomes in the 2021-23 [Strategic Action Plan](#). These and other efforts are underway and staff will provide an update on progress and expected outcomes.

Additionally, staff will discuss the concept of a 5-year ODOT Climate Work Plan. The Work Plan will direct activities of the Climate Office and other groups within ODOT to reduce GHG emissions

and prepare for the impacts of climate change. Attachment 2 provides a preview of actions that are either underway or under consideration over the next five years. The draft list pulls from the [Statewide Transportation Strategy: A 2050 Vision for GHG Reduction](#) (STS), 2021-23 Strategic Action Plan, Executive Order 20-04, and other critical work. The ODOT Climate Work Plan should include those actions most critical or foundational in the next five years, recognizing the need for additional, sustained long-term efforts. ODOT will update the Work Plan every five years. Staff recognizes that there may be important work items missing from the current short-term list of potential actions in Attachment 2, and welcomes public and Commission feedback.

Attachments:

1. Attachment 1 – *ODOT Takes Steps to Address Oregon’s Climate Crisis: Progress Overview of Executive Order 20-04 Implementation (March 2020-March 2021)*
2. Attachment 2 – *Draft Climate Actions Under Consideration for a 5-Year ODOT Climate Work Plan*

Presentation:

Amanda Pietz presented a [PowerPoint](#) with updates on the Climate Office as well as their current efforts and focus areas (action plan). The Climate Office is composed of three parts: mitigation, adaptation, and sustainability. March 10th was the one year anniversary of the climate executive order. [Attachment 1](#) is the complete packet that was submitted to the Governor on what the agency has done to comply with the executive order. Amanda highlighted a few topics within the attachment: How ODOT has embraced climate as a top priority within the agency, a significant investments in climate, and integrating equity and climate justice in everything that they do do.

Discussion:

Commissioner Smith thanked Amanda for her work and accomplishments in just one year and looks forward to the continued efforts. Chair Van Brocklin agreed and noted there is a lot of work to do and Amanda’s leadership has been noticed and is appreciated. He mentioned one example of major headway – automobile manufacturers. They announced that they are phasing out the combustible engine to electric/non GHG producing for many vehicles. It is an example of what is going on elsewhere and is going to effect the country and world. We look forward to partnering more broadly as initiatives are taking in the public and private sectors. OTC looks forward to Amanda’s leadership, council and partnership in making progress in areas that have been identified and those yet to be identified, it is an evolving landscape.

Action:

None taken.

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Interstate Bridge Replacement Update
Agenda Item E

The Commission received an informational update on the recent work of the Interstate Bridge Replacement team.

Background:

The Interstate Bridge Replacement program is working with its partners, advisory groups, and community members to update Purpose and Need and define community Vision and Values this spring. Once completed these key elements will be used screen alternative design concepts which will eventually lead to a preferred alternative. The program will have recently conducted a large community engagement effort around getting feedback from the public on Purpose and Need and Community Vision and Values. Part of this work was an online open house, a community survey, newsletters, and community briefings. This update will cover feedback we have heard from the community engagement effort, and from program partners and advisory groups.

Presentation:

Greg Johnson presented a [PowerPoint](#) with updates on the Interstate Bridge Program activities. Greg went over the program timeline that had originally started in 2004. Waiting for a Federal record of decision that should happen in 2024 and would allow design and construction in 2025. Ray Mabey went over changes that have happened since the program started including a focus on climate and equity. He also noted that transportation problems that were previously identified still remain and have been confirmed by partners and community engagement efforts. They are setting a foundation by determining the purpose and need and hope to have it completed by the end of spring 2021. Greg went over the current advisory groups, their purpose, and meeting frequency as well as community outreach and community conversations that are happening. They will seek to come back to the Commission toward the end of May with the finalization of purpose and need and vision and values after final comments.

Discussion:

Commissioner Brown thanked Ray and Greg for their presentation and they answered her biggest question, where can the public get information. She encouraged everyone to use the public website. Commission Chair Van Brocklin also encouraged public input and participation in the process.

Action:

None taken.

The Commission recessed for break at 10:50am and convened at 11:00am.

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***Review of 2021-23 OTC/ODOT Strategic Action Plan Progress Report
Agenda Item F***

Reviewed the Strategic Action Plan (SAP) Progress Report and discussed the status of activities from launch of the SAP through February, 2021.

Background:

ODOT has transitioned to the execution of the SAP following OTC approval in October 2020. In December 2020, the OTC received a baseline SAP Progress Report and set an expectation that ODOT provide progress updates every other OTC meeting through 2021.

The March OTC presentation, will provide:

- an update of the SAP implementation progress in achieving the SAP Outcomes;
- a review and discussion of milestones that require modification from the baseline established in December 2020—addressing anticipated changes in schedule related to equity and sustainable funding actions; and
- an overview of activities related to a featured Strategic Outcome—Reducing Congestion in the Portland Metro Region.

Staff propose over the course of the 2021-2023 SAP, that OTC discussions will feature one to two Strategic Outcomes for a deeper discussion regarding the work accomplished, anticipated issues and next steps.

Next Steps:

Staff will respond to OTC feedback discussed in March and provide the next SAP Progress Report in July 2021. As part of the July OTC presentation, staff will highlight progress on metric development featured in the web dashboard.

Attachments:

- Attachment 1- *Strategic Action Plan Progress Report – March 2021*

Presentation:

Cooper Brown summarized what guidance was given by the Commission in December and the frequency that they will come back with updates. Every time they come before the Commission to present updates they will highlight one item. For this month they are going over the congestion reduction work in the Portland Area that the Urban Mobility office is leading. Della Mosier helped with the presentation. Instead of having every Assistant Director speak during the progress report, they will rotate for each meeting. The Assistant Directors will be available for questions as well as the outcome leads for each effort. Cooper and Della presented a [PowerPoint](#) and gave a progress update for the SAP. Cooper went over the highlights of the [progress report](#). Della focused on the 2021 milestones to reduce congestion in the Portland Region. Cooper requested thoughts and feedback on the SAP progress report or questions for Della on congestion work. Cooper also asked for concerns, comments, or feedback on the report itself. Cooper then continued the presentation on SAP communications and to answer Vice Chair Simpson's question. They are working on a web-dashboard and will bring it back to the Commission in July.

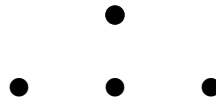
Discussion:

Welcomed Vice Chair Simpson to the meeting. Chair Van Brocklin congratulated the team on the implementation and progress of the Strategic Action Plan. Chair recommended a scoreboard or dashboard for the SAP progress report. A standardized format would be helpful so they know where to look. Vice Chair Simpson had a comment about the congestion management strategy in Portland; the Commission is aware and in support of what staff is doing as they stay innovative and evolving

the agency and is essential trying to address needs and concerns. He thinks it is good that we can share what's being worked on and shifts we are embracing internally, but brought the question of how we are communicating that out externally. Communication, internally and externally, is a big part of the SAP. Lindsay Baker added comments about communications and gave additional information on plans for the dashboard. It is a fundamental change and how we approach the work, it will be on a longer term horizon than what the Agency has worked on in the past. Integrated coordination is helping with the communication efforts. The next update will be in July.

Action:

None taken.



***Update the Commission on the cost reduction efforts underway with the ADA Program
Agenda Item G***

Travis Brouwer gave an opening statement on financial updates and then presented a [PowerPoint](#). Topics included modal equity, funding allocations for 21-24 STIP compared to 24-27, analysis of forecasting of dedicated federal and state funding (totals to 1.28 billion over the forecasted time), highway and non-highway funding comparisons, funding vs. needs for the 24-27 STIP (not meeting 30% of needs in most categories), there's a gap of over \$500 million annually, turning to tolling to help manage congestion and fund projects, and reviewed public transportation need vs. funding chart.

Discussion:

Commissioner Smith asked Travis how ODOT comes to the numbers of need. Most of the slides are based on the investment strategy that the Commission approved last year. It laid out what the needs were from, the background work that ODOT has been working on for years, helped determine what the need was. The climate office used it for their analysis and Travis used it for his program level gaps, it came directly from work that the Commission has done in the past. Chair Van Brocklin noted that the investment strategy report is one of the best things we have to articulate the challenge that Travis and Commissioner Smith articulated.

Travis then introduced the ADA topic, noting that the Commission has provided a significant amount of money over the recent years. They thought it would be important to give an update on how we are being good stewards of tax payer resources and what we are doing to ensure we are completing projects in a cost effective manner. Travis introduced Karen Rowe and Steve Cooley, who gave an update on the ADA program.

Background:

The primary purpose of the ADA program and ODOT's participation, is to ensure that ODOT programs are accessible and that pedestrians with disabilities have an equal opportunity to use the transportation system in an accessible and safe manner.

ODOT and the Association of Oregon Centers for Independent Living, et al. (AOCIL) entered into a 15-year settlement agreement (Agreement) on November 2, 2016, to make state highways more

accessible to people with disabilities. The agreement will lead to major improvements to pedestrian accessibility along the highway system including installing missing curb ramps to connect parts of communities that have been difficult or unsafe to access because of an incomplete system and upgrade substandard existing curb ramps to improve mobility and safety along the highways for all users.

This presentation provides an ongoing update on our progress in meeting the expectations of the March 2017 ADA Accessibility settlement agreement, including program timeline, funding needs, and ongoing efforts to reduce costs and find program efficiencies. The requirements of the agreement established a total count of 27,327 curb ramps on ODOT's transportation system, of which, 25,899 of these were determined to be non-compliant. Milestone targets for the next 15 years are 7,770 ramps updated by 2022 (30%) and 19,424 ramps by 2027 (75%) and 25,899 (100%) by 2032. The program is at a critical point in replacing the almost 8,000 ramps required by next year; and is on track to meet the milestones specified in the settlement agreement.

Cost Reduction Actions

Since 2017 the ADA program has been working on meeting the requirements in the settlement agreement by setting up the program, ensuring construction compliance and developing projects to meet the 2022 milestone. ODOT is aware of the importance in reducing the overall cost of the program and recognizes the impacts to other programs. ODOT has implemented and continues to do training for ODOT and contractors in design and construction to reduce the risk of reconstruction of the ramps that don't meet compliance. About 400 ramps a year are included in projects already in the STIP and are being replaced as part of the program. ODOT has identified three main areas of focus:

Ramp Design Changes: ODOT has made major changes to design and construction practices to ensure compliance with current ADA standards, and requirements of the settlement agreement. One of the cost increases in the program has been related to an increase in additional right of way. Initially the estimate of right of way was made at approximately 15%-20% of the ramps. This estimate was based on construction of pilot projects in 2018-2019 which demonstrated constructing ramps generally in existing right of way. However the group of projects in 2020-2021 had more unique challenges at individual ramp locations in design and temporary pedestrian access, which required additional right of way. Currently, approximately 50% of the ramps require some form of additional right of way, either permanent or temporary. This results in a substantial increase in dollars and time. The main focus of this effort is to reduce the overall footprint and minimize the need for additional right of way to construct the ramp. Currently ODOT is evaluating design practices and looking for opportunities to maintain compliance, while constructing ramps within our existing right of way. ODOT is engaging with internal staff and consultant partners (ACEC) to help identify process improvements and minimize scope creep in designs. Design guidance is being developed and will be distributed and available this April for projects in 2021-2022.

Reducing Construction Costs: As we reviewed the construction costs over the last year, it was apparent the contractors are adding in significant risk to their bid prices. In December of 2020 we engaged our contractors with a survey and followed up in January 2021, with individual workshops, with a select group of contractors. The purpose of the outreach was to identify areas of improvement, efficiencies and risk to help ODOT reduce our overall construction costs. Currently

we are reviewing this data and developing an action plan for implementation of these contract changes. Many of these changes will be implemented on the majority of the 2021-2022 projects.

Contracting Efficiencies: Current efforts to meet the settlement agreement requirements of building and/or updating 7,770 curb ramps by the end of 2022 are utilizing existing STIP projects that trigger the ramp work and standalone ADA ramp projects. Some of the challenges with starting up the program were related to training and the learning curve required to produce compliant ramps with a high rate of success. This learning curve, along with a segmented funding stream have required high numbers of ramps to be constructed in 2020-2022. This compression of schedule has limited ODOT's ability to deviate from traditional contracting methods, due to the risk of production. The additional funding that was approved by the OTC last January provides funding certainty and the ability to look beyond the 2022 deadline. ODOT will be aggressively looking for opportunities to leverage existing STIP and local agency projects, starting in 2022 and 2023. The ADA program has only had opportunity to leverage a small number of local agency projects thus far, but feels there is potential for great savings to the program and will be moving forward with this strategy. ODOT is also developing the use of Design Build contracts for projects starting 2023 and will have the use of Indefinite Delivery/Indefinite Quantity (ID/IQ) contracts starting in 2022. Both of these contracting methods should help bring innovation and efficiencies to this program by allowing design engineers and contractors the ability to work more closely together to construct compliant and cost effective curb ramps. ODOT continues to provide opportunities for the use of small businesses by allowing for smaller project sizes, some of these projects are managed through our Maintenance District offices and the use of the Emerging Small Business program.

The next step will be to develop an action plan for cost reduction items in all three focus areas with an implementation schedule. Some of the items are already underway and as mentioned above will be implemented on the 2021 and 2022 projects. Additionally the ADA program is currently working with ODOT's Internal Audits Unit to evaluate the program and identify process improvement areas to enable the program to be more efficient and aid in the management of risk in the program. The ADA program will also continue collaborating with our accessibility consultant who is a national expert on ADA compliance and has been assisting ODOT in the development of the program. Lastly, ODOT is recommending engaging with the Continuous Improvement Advisory Committee (CIAC), to provide updates on program progress and cost reduction efforts.

Program Funding

In January the OTC allocated \$147 million to the ADA program, these funds will be used to complete the right of way acquisition and construction for projects in 2021-2022. These funds will also be used for the design and right of way acquisition for projects being constructed in 2023, responding to citizen inquiries, and developing a strategy to upgrade our pedestrian signals. An additional \$90 million will be recommended to be added to the ADA program at today's meeting as part of Agenda Item H. These funds will be used for the construction of the ADA projects in 2023 and the design, right of way acquisition, and construction for ADA projects in 2024. This additional funding assumes a cost reduction within the anticipated 30%-40% range and provides the remaining funding necessary to complete the ADA projects and other program requirements for the 2021-2024 STIP. The \$90 million is being proposed to come from COVID-19 relief funding (\$32,189,314) and borrowing against the Fix-It funding in the 2024-2027 STIP (\$57,810,687). The proposed 2024-2027 STIP has the ADA program budgeted for \$170 million which has been reduced by the

anticipated cost reduction of over 30%. ODOT is currently implementing cost reduction measures into existing projects and plans to incorporate additional measures developed in the action plan as they become available over the next couple of months.

Attachments:

- Attachment 1 – *ADA Settlement Agreement*
- Attachment 2 – *2019 ODOT Annual Report*
- Attachment 3 – *2019 Accessibility Consultant Annual Report*

Presentation:

Karen Rowe and Steve Cooley presented the [PowerPoint](#) about reducing costs for ADA projects. They wanted to answer the question that was asked in the discussion at the last Commission meeting which was what is ODOT doing to control costs for ADA ramps. Karen gave an overview of the settlement agreement and what has been completed thus far. Training is a key element for inspectors, contractors, and designers and is a large learning curve. Karen went over the current program challenges and reviewed the agreement milestones and ODOT is on track to meet the deadline. What is being done to help with cost reduction in design such as less ROW to do the work, construction such as adding ramps into existing projects and different contracting methods was reviewed and are hoping to see a 30-40% cost reduction. Karen went over ADA STIP funding for the 21-24 STIP and 24-27 STIP.

Discussion:

Commission Chair Van Brocklin asked about reconstruction costs and what we are doing to reduce those costs. Some of the rebuild cost is built into the construction cost, as the training goes better, and inspectors and contractors are educated those costs should be reduced. It is a learning curve, but numbers are going down. ODOT is also looking at when the inspection is completed and will bring it in earlier, before construction is completed. Steve Cooley also commented that we are seeing reductions in the total number of remove and replace costs. Chair Van Brocklin also asked how frequent reconstruction is happening. Steve noted that in the beginning there were a lot of replacements but after 2019, ODOT updated their designs and during the last season the total replacements has went down significantly. Commissioner Brown asked Karen about if ODOT is responsible for the entire right of way (ROW) or if it is done in partnership, referencing the photos in the PowerPoint. Karen explained that part of the ramp requirement is related to the slope percentage and amount of space needed for a wheelchair to turn around. Steve answered on if we are impacting the ROW, permanent or temporary, it is the responsibility of ODOT and has increased costs. Commissioner Smith appreciated streamlining the process and reducing costs but acknowledged it is a learning curve and had a question: When it is discovered that it isn't in compliance, how is it found out, complaints or follow-up checks? Steve answered that during construction we have staff sampling projects to ensure the work is being done completed. After construction is completed, it can be the accessibility consultant making the review or the plaintiff going out and reviewing the work. Commissioner Smith thought it would be good to have a quality check over time to check compliance and how long the work is lasting. Chair Van Brocklin agreed that follow-up would be great, even a mailing, and would be best to be proactive. Cooper Brown also commented on the points that Chair Van Brocklin brought to the table and want to make sure there's access to all of our system by all users and that we are going above and beyond the agreement requirements. Cooper also said that imperial data to provide a rough percentage of reconstruction that has been done can be

gathered and shared, but Chair Van Brocklin didn't want to look at the past and a high level of information currently works. Chair Van Brocklin also mentioned that there's time to get community outreach right. Steve Cooley then responded letting him know that there is currently a community outreach program and is it assessed annually. Karen went over her closing statements and mentioned that we are partnering with local entities to make sure ramps are being updated in those projects as well. Karen thought that a more detailed report out could be brought to CIAC and Chair agreed, with a synthesized update to the Commission.

Action:

None taken.

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COVID-19 Relief Funding Package
Item H

The Commission was requested to approve ODOT's proposal for allocating funding from the federal COVID-19 relief funding package.

Background:

The COVID-19 relief funding package approved by Congress in December 2020 includes \$10 billion in highway funding for relief to state DOTs and local governments who have lost revenue as a result of the pandemic and recession. Oregon will receive \$124 million in highway funding.

The package also includes an additional \$225 million for transit in Oregon, on top of the funding provided under the CARES Act earlier in 2020. ODOT will receive \$2.8 million for rural transit providers, with most funding going directly to the large urban transit providers. Additionally, \$4.8 million of the amount provided directly to Amtrak will be credited to the Oregon segment of the Cascades Corridor passenger rail service.

ODOT projects the State Highway Fund will lose \$225 million through the end of state FY 2021 and \$370 million through FY 2025 due to the pandemic and recession. This loss will largely hit the agency's operations and maintenance funding, as most project funding is provided through federal highway formula funds and bond proceeds that have not been impacted.

The federal COVID-19 relief funding for highways is available for traditional federal-aid eligible capital projects as well as maintenance, operations, and administrative expenses, including salaries of employees, information technology needs, and other purposes. The funding does not require a non-federal match. Funding is suballocated by formula to the state's three large metropolitan planning organizations, providing a total of \$16.1 million to Portland, Salem/Keizer, and Eugene/Springfield. Funding is available for obligation until September 30, 2024.

Proposed Allocation

Based on these principles and goals, ODOT developed the following recommended funding allocation.

Local Government Funding: \$55,791,257

ODOT proposes providing local governments a total of 45% of the COVID-19 relief funding in proportion to their share of the State Highway Fund revenue. This includes the following:

- \$16,110,809 suballocated by federal statute for the large metropolitan planning organizations (MPOs)—Portland Metro, Salem-Keizer, and Eugene-Springfield;
- \$38,828,628 to cities, counties, and small MPOs in general accordance with the ODOT/AOC/LOC federal fund sharing agreement. Of this amount, \$22,454,595 will go to counties; cities over 5,000 outside an MPO will receive \$8,125,036; small MPOs will receive \$6,948,997 and \$1,300,000 will be set aside for cities under 5,000 through the Small City Allotment program, which offers grants for specific projects. Local funding would be directed toward operations and maintenance costs to the maximum extent possible, with the exception of the funding for small cities.
- \$577,698 for the Port of Hood River to compensate for lost toll revenue that would have been invested in the Hood River Bridge.
- \$274,122 for the Port of Cascade Locks to compensate for lost toll revenue that would have been invested in the Bridge of the Gods.

State Highway Operations and Maintenance (O&M): \$36,000,000

This funding will be applied to operations and maintenance to reduce ODOT's \$200 million operational budget shortfall through 2027 and reduce the impact of reductions to operations and maintenance programs in the 2021-2023 budget.

ADA Curb Ramps on State Highways: \$32,189,314

This funding will cover part of the remaining \$90 million need for ADA compliant curb ramps in the 2021-2024 STIP in order to address equity and access for Oregonians with disabilities. Using COVID-19 relief funds reduces the need to borrow against Fix-It funds in the 2024-2027 STIP. The remainder of the need will be requested as part of the amendment in the 2021-2024 STIP amendment.

Attachments:

- Attachment 1 – *Integrated COVID-19 Relief and 21-24 STIP Funding*

Presentation:

Travis Brouwer gave a brief summary of the changes in the COVID-19 relief package plan. Karyn Criswell started the presentation and went over the [PowerPoint](#) on the breakdown of fund allocations. Travis continued the presentation and discussed the state highway fund forecast and that it is projected that we will lose about 7% (\$225 million) due to the pandemic and recession. That loss will be shared between ODOT, cities and counties. Within ODOT it hits the operations budget the most, where there has been a large structural budget deficit that has been exacerbated due to COVID-19. ODOT worked with AOC and LOC on how to distribute the funding using the existing federal funding share agreement percentages. The 45% to local agencies would be broken into three parts, totaling \$55.8 million. For ODOT, they are requesting \$36 million to operations & maintenance to offset the reduced revenue that is a result of COVID-19 and last summer's wildfires, usually federal dollars aren't eligible for these costs. ODOT is working through each Division's

budget plan that will include a 6% reduction in state highway fund dollars. Final recommendation is for ADA curb ramps in the amount of \$32.2 million. They will be asking for the remaining funding in the 21-24 STIP, which is the next agenda item. In developing the 21-24 STIP, part of the funds for ADA curb ramps were borrowed against fix-it funds in the 24-27 STIP which could be reduced. Even with the money from congress, it is only making up for about 55% of lost funds due to COVID-19. We will still be short about \$58 million dollars and local governments will be short as well.

Discussion:

Commissioner Brown asked if there would be a distribution chart to show how the money will be split up. Travis said they should be able to share it by the end of the week if the Commission approves, they didn't want to give out funding numbers that could be changed. It will be shared with cities and counties through their AOC and LOC staff. Commissioner Smith thanked the team for making changes to the original COVID-19 relief funds and trying to be fair. Chair Van Brocklin echoed Commissioner Smith's comment and that it was the right decision for this occasion.

Action:

Commissioner Smith moved and Commissioner Brown seconded to approve the allocation of COVID-19 relief funds as presented totaling \$124 million. Commission members Vice Chair Simpson, Brown, Smith, and Chair Van Brocklin unanimously approved the motion.

The Commission recessed for lunch at 12:10pm and convened at 12:40pm.

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***2021-2024 Statewide Transportation Improvement Program Update
Item I***

The Commission was requested to approve updated funding in the 2021-2024 Statewide Transportation Improvement Program (STIP).

Background:

In December 2017, the Commission approved the funding allocation for the 2021-2024 STIP. When the Commission took this action, the scheduled expiration of the FAST Act on September 30, 2020 - the day before the new STIP began - created significant funding uncertainty for federal funding levels in the STIP. As a result, the Commission's funding allocation assumed a reduction of about 10 percent in federal highway formula funding available to ODOT for 2021 through 2024. This assumption mirrors experience of reduced funding after the surface transportation act's expiration in 2009. This approach is also a prudent risk mitigation strategy to avoid the pain of cutting projects.

During the STIP funding allocation process in 2017, ODOT worked with the Commission on a plan to obligate federal funding that came in over and above the assumed level. The Commission provided initial direction to ODOT to set aside the first \$40 million in additional federal funding for a Strategic Investments Program that would allow the Commission to target funding to high priority

needs on the state highway system. The Commission also directed that any additional federal funding available after funding this Strategic Investments Program would go to Fix-It projects.

Congress recently passed a one-year extension of the FAST Act through federal fiscal year 2021 and provided additional funding for the Highway Trust Fund to ensure solvency for that period. This extension provided funding at a level below what Oregon received for FY 2020 but approximately \$20 million above the level assumed in the STIP. However, this action still leaves ODOT with significant uncertainty about federal funding levels in 2022 through 2024, particularly given that the Highway Trust Fund will exhaust its balances again in about a year.

ODOT's October 2020 revenue forecast also provides a clearer picture of State Highway Fund dollars available to the 2021-2024 STIP. While COVID-19 and the recession have significantly reduced overall State Highway Fund resources, debt service over the next several years for repaying HB 2017 project bonds came in well below initial estimates developed in 2017, providing some additional resources for the STIP.

Additional Available Funding

Given all of this, ODOT proposes the following updates to funding levels built into the 2021-2024 STIP.

- Assume that current federal funding continues at the federal FY 2021 level through 2024. This will provide approximately \$80 million in additional federal funding to allocate over the four years of the STIP.
- Given consistently high levels of annual federal highway redistribution funding that has come in over and above ODOT's assumptions, build an additional \$20 million in annual redistribution funding into the STIP. This will allow ODOT to address critical needs now in a more comprehensive and strategic manner rather than programming funds each year with limited lead time. Over the four years of the STIP, this will provide an additional \$80 million in funding to allocate.
- Add \$7 million in special one-time federal highway funding that Congress appropriated in FY 2021 above the authorized FAST Act funding level.
- Add \$47 million in HB 2017 funds to the STIP to reflect lower debt service costs than estimated in 2017.

All told, these changes lead to \$214 million in additional funding to program in the 2021-2024 STIP. Of this additional available funding, the Commission approved \$147 million in January for ADA ramps, leaving \$67 million in additional available resources to allocate in March.

Taking this action would amount to fully allocating all reasonably anticipated federal funds for the next four years. This would leave no unallocated resources to meet any additional needs; the primary means of meeting additional needs would be through canceling or delaying projects and reallocating funds. Canceling or delaying projects might be necessary if federal funding falls below current levels, which remains a risk.

Critical Needs

ODOT has identified the following critical needs to be addressed during the course of this STIP. All of these projects are required based on direction from the Legislature, Governor, or a legal requirement, or are critical to wildfire recovery or implementation of the Strategic Action Plan.

Project/Program	Description	Amount
Tolling Development and Implementation	Fund NEPA and system development through 2022	\$60,000,000
Interstate Bridge Replacement Program	Fund program development through 2024	\$30,000,000
ADA 2023-2024 Projects	Construct ADA projects through remainder of 2021-2024 STIP	\$57,810,687
OR 99 Coleman Creek – Glenwood	Add shoulders/bike lanes, safe crossings, transit stops, and sidewalks for a mile along OR99	\$8,000,000
I-5 Boone Bridge	Fund portion of project development through 2023	\$3,700,000
Multimodal Corridor Network	Funds SAP multimodal network definition and funding prioritization work through 2023	\$650,000
Total		\$160,160,687

As noted above, in January the OTC allocated \$147 million to ADA curb ramps for projects in 2021-2022. In addition, ODOT proposes to program \$32,189,314 for ADA ramps from COVID-19 relief funding. The amount listed above for ADA is the additional amount needed for projects in 2023-2024 beyond the amount already allocated in January and proposed from the COVID-19 relief funding.

The critical needs listed above exceed the additional available resources by \$93,160,687. In order to balance the STIP, ODOT proposes borrowing against Fix-It funding in the 2024-2027 STIP. To mitigate this impact, ODOT proposes that any additional federal funding that comes in over and above the projected level during the 2021-2024 STIP go first to reducing this shortfall to reduce the amount borrowed from the Fix-It program in the 2024-2027 STIP. As any additional unallocated funding comes in, ODOT would automatically reduce the amount borrowed from the STIP in 2024-2027 and increase the amount available for Fix-It projects.

Tolling Development and Implementation: \$60,000,000

With direction from the Legislature in HB 2017, ODOT is developing plans for congestion priced tolling on I-5 and I-205 to pay for congestion relief projects and help manage demand. Ongoing tolling development and implementation—including NEPA and developing tolling systems—requires additional funding. An infusion of \$60 million should cover program costs through 2022, though additional funds may be necessary depending on the scope and pace of tolling implementation. Additional funds will be needed to implement tolling; ODOT plans to secure these resources by borrowing against future toll revenues.

Interstate Bridge Replacement Program: \$30,000,000

The Interstate 5 Bridge over the Columbia River is a major bottleneck for all modes of transportation traveling across the river, as well as a significant seismic vulnerability. As directed by Governor Kate Brown and Governor Jay Inslee, ODOT and the Washington State Department of Transportation (WSDOT) have re-established replacing the bridge as a priority. The two states have hired a program administrator, developed a collaboration process with local partner agencies and selected a general engineering consultant. The Washington Legislature has dedicated \$35 million to the project, and the Commission has dedicated \$15 million in Oregon funding to date. ODOT will need to contribute an additional \$30 million through this STIP cycle, which should get the project close to completing program development work.

ADA Curb Ramps: \$57,810,687

ODOT reached a settlement agreement with the Association of Centers for Independent Living in March of 2017 in which ODOT agreed to change practices related to compliance with the Americans with Disabilities Act (ADA). ODOT needs to provide funding to build a substantial number of curb ramps over a fifteen year duration, with three milestone requirements. With all of the current ADA Program funds allocated, additional funding is required through 2024 to continue curb ramp construction projects, scope pedestrian activated signals, and support various program-related activities to meet the settlement agreement. While ODOT estimates the additional funds for projects in 2023 through 2024 will cost more than the amount requested, the agency is implementing measures to reduce these costs, which has been applied to the request. If these savings cannot be achieved, additional funding may be necessary.

OR99: Coleman Creek – Glenwood: \$8,000,000

This project is north of Phoenix in unincorporated Jackson County on OR99, central to the area that experienced massive destruction from the Almeda fire in September 2020. The project was under design approximately two years ago when it was cancelled due to insufficient funding to take it to construction. The project will upgrade OR99 from the north terminus of Coleman Creek culvert to Glenwood Road by widening for sidewalks and bike lanes, building three improved pedestrian crossings, and rebuilding six bus stops. Region 3 has allocated \$2.5 million to the project, and Safe Routes to School (SRTS) Infrastructure and Sidewalk Improvement Program funds have already brought \$2.67 million to the corridor. Rogue Valley Transportation District is a strong partner and has applied for \$1 million of Statewide Transportation Improvement Funds (STIF) Discretionary grant funds to support bus stops and sidewalk infill, and an additional SRTS Rapid Response grant is likely to bring an additional \$833,000 to the table. Including this STIP amendment, the total funding currently allocated to the project is \$13,170,000. STIF and SRTS funding currently being requested would bring the total cost to \$15 million; if this STIF and SRTS funding is not secured, the project's scope will be reduced. The project is in design now and expected to go to bid in 2023.

I-5 Boone Bridge: \$3,700,000

The Interstate 5 Boone Bridge over the Willamette River is a crucial link on one of Oregon's critical seismic lifeline routes that connects the Portland metro area to the Mid-Willamette Valley and areas to the south. The Boone Bridge, which is over 60 years old and has been widened and modified over time, will require replacement to withstand a Cascadia Subduction Zone quake and enable I-5 to continue to serve as a primary West Coast route for passenger and freight movement. As directed by House Bill 5050, ODOT completed a study of the best approach to widen and accomplish seismic

resiliency of the bridge. In winter 2020 ODOT delivered a report and recommendation to the State Legislature recommending bridge replacement and operational and safety improvements on I-5. To advance the planning and design of this project ODOT will need to contribute \$3.7 million through this STIP cycle, which should get the project close to completing program development and NEPA work.

Multimodal Corridor Network: \$650,000

The identified Strategic Action Plan outcome of improved access to active and public transportation requires implementing actions to be carried out during the 2021-23 biennium. These actions include developing a baseline understanding of funding currently dedicated to walking, biking and transit; developing and implementing a funding prioritization process of existing pedestrian, bike and transit investments to improve access for marginalized communities; and defining a priority multimodal network to enable more strategic and equitable selection of future projects and programs. Both consultant and project management resources at an estimated cost of \$650,000 are needed to move these actions forward while continuing core division work to fund active and public transportation services and provide technical assistance to external agencies implementing and delivering projects.

Attachments:

- Attachment 1 – *Integrated COVID-19 Relief and 21-24 STIP Funding*

Presentation:

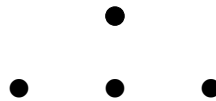
Travis Brouwer introduced the [PowerPoint](#) on the 2021-2024 STIP amendment request. Cooper Brown reviewed the six proposed items that are being brought forward. The proposed investments are \$60 million for Tolling Development and Implementation, \$30 million Interstate Bridge Replacement Program (Washington has contributed \$35 million) to get the program through completion of program development, \$57.8 million for ADA Curb Ramps, \$8 million for OR 99 in Phoenix, \$3.7 million for I-5 Boone Bridge and \$650,000 for Multimodal Corridor Network.

Discussion:

No questions were asked by the Commission. Chair Van Brocklin noted that these areas will be money well spent.

Action:

Commission Vice Chair Simpson moved and Commissioner Brown seconded to approve the proposed 21-24 STIP update in the presentation. Commission members Smith, Brown, Vice Chair Simpson, and Chair Van Brocklin unanimously approved the motion.



***2024-2027 Statewide Transportation Improvement Program Program-Level Funding Allocations
Agenda Item J***

The Commission reviewed ODOT’s proposal for the 2024-2027 STIP.

Background:

Over the last several months, ODOT has worked with the Commission on the allocation of funding for the 2024-2027 STIP. In December, the OTC allocated funding among broad categories as shown below.

Category	Amount
Fix-it*	\$800,000,000
Enhance Highway	\$175,000,000
Safety	\$147,000,000
Public & Active Transportation	\$255,000,000
Local Program	\$404,500,000
ADA Curb Ramps	\$170,000,000
Other Functions	\$161,410,568
Total	\$2,112,910,568

*After factoring in borrowing \$120 million to cover ADA projects in 2021-2024 STIP.

Enhance Highway Discretionary Program

The Enhance Highway funding included \$110 million for projects named by the Legislature in HB 2017 with the remaining \$65 million available for an Enhance Highway discretionary program. Because no funding is available in other categories to specifically address congestion and freight mobility needs on state highways, ODOT recommends that this limited funding focus on filling this gap in order to address road limitations that can impact ODOT’s economy.

Based on feedback from the Commission in January, ODOT has developed a proposal for how to allocate this funding. As described in the attached document, ODOT would use a competitive statewide process to fund projects including auxiliary lanes, truck climbing lanes, passing lanes, freight improvements, interchange improvements, intelligent transportation systems and other technology improvements, among others.

ODOT would factor in project benefits in terms of safety, equity, climate, and multimodal accessibility to ensure alignment with priorities in the Strategic Action Plan. ODOT would engage Area Commissions on Transportation on priority projects and ask ACTs for feedback on a proposed project list before bringing the final list before the Commission. ODOT recommends funding the best projects across the state while setting aside a minimum of 30% for projects in rural areas outside metropolitan planning organization boundaries and also setting a goal of distributing projects across the state.

ODOT is seeking Commission input and feedback on the general direction of the Enhance Program strategy as shown in the attachment. ODOT will share the final program details with the Commission before launching the project solicitation. The final project selection will be part of the 24-27 STIP that is approved by the Commission.

Attachments:

- Attachment 1 – *Enhance Highway Discretionary Program*

Presentation:

Travis Brouwer started the conversation with a summary of what was discussed previously with the Commission. Karen Rowe presented the [PowerPoint](#) to go over the Enhance Highway Program

proposal. The project types are at a conceptual level because it takes about two years to identify projects. In addition to geographical balance, they need to check with their MPOs and ACTs, it is currently a framework and will create the process once the Commission agrees with the proposal.

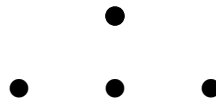
Discussion:

Vice Chair Simpson asked Karen to explain truck parking for the public. Karen then answered the question mentioning it could be part of ITS. Truck parking is meant to be near the interstate for when we close the interstate due to storms or accidents. Travis Brouwer added that with new hours service regulations there is need for truckers to have places to park when they've reached the end of their day. Currently when there's no places for them to park they park along side of the freeway which isn't always safe for the public. They are currently working with Western States on partnering with information systems, such as phone applications, in hopes to share those locations electronically with truck drivers.

Chair Van Brocklin agreed with the splits and it seems to be thought through. There was no objections to this approach. The final program guidance will be shared with the Commission before it goes out.

Action:

None taken.



***Refocus of Area Commissions on Transportation (ACTs) and discussion with ACT Members
Agenda Item K***

The Commission reviewed the updated refocusing of the Area Commissions on Transportation activities in support of the Commission and ODOT and was asked for feedback.

Background:

The Commission heard a presentation on ACT engagement and were provided a report at their December meeting summarizing both the current role of the ACTs, as well as some initial recommendations on how to move forward (Attachment 1). The Commission directed staff to meet with each of the ACTs to share these draft recommendations and get ACT feedback.

Jerri Bohard, former Division Administrator for Policy, Data and Analysis, provided a presentation to the majority of the ACTs in collaboration with region staff who represent the agency and provide support with each ACT. All ACT members were provided the report given to the Commission as well as the Strategic Action Plan overview materials. While the conversations with the ACTs varied, they were framed around three key areas: (1) diversity of membership on the ACTs and what might need to change to meet the needs of their area from an Equity standpoint; (2) what areas of the Strategic Action Plan did they believe most benefitted from ACT engagement, and (3) how can Commission/ACT communications be improved. The following is a list of the key themes heard during those discussions, though generalized and not specific to any one ACT.

A. Equity

- a. Most ACT members believe they have a good understanding of the diversity/demographics of communities, and those that see a need to augment their membership are not sure how. They want a clear and relatable definition of equity;
- b. Many ACT members also identified specific membership areas such as freight, the elderly, and the disabled;
- c. They recognize Equity is a challenge, as an area can go from urban to agriculture and everything in between. This includes for any given ACT, perspectives of both social and economic equity;
- d. They expressed concerns over the ability to ensure newly invited individual members would have enough incentive or capacity to continue attending meetings; and
- e. Many see the work of completing *Area Strategies* as a way to address Equity needs – such as addressing needs to make the system accessible to all.

B. Agency Initiatives

- a. ACT members recognized that one of the key roles of their efforts was the importance of collaboration, not only among ACT members, but agency (region) representatives. This includes local initiatives, transportation projects undertaken by the region, and any other transportation related or operational initiatives or efforts that benefitted from a discussion and awareness at the ACT table;
- b. They do believe that many of the initiatives in the SAP could benefit from ACT input and participation, including any efforts that had a statewide impact;
- c. They expressed that awareness of any and all funding programs that support transportation would be important for the ACTs to understand;
- d. They are interested in having a better understanding of needs across the system, the impact of those needs, and how they differ, whether within parts of the ACT, across ACTs, or across the state.
- e. They wish to continue to engage in STIP development, throughout the process, and to gain a better understanding of final directions envisioned, and opportunities for coordination and collaboration; and
- f. They wish to continue or expand on weighing in on all transportation programs, plan updates, and major/mega projects (e.g., Rose Quarter, I-5 Bridge Replacement) around the state, for all modes of transportation, supported by the OTC and ODOT.

C. Communication

- a. ACT members are recognizing the benefits of technology and how it could help with engagement, not only with the public they represent, and membership, but sharing of information on efforts that the agency is engaging in; as well as a way that they hope the OTC or OTC members could engage on a more regular basis with the ACTs and ACT members.
- b. They would like to see regularly scheduled engagement with the OTC or Agency leadership; and would like to see a regular statewide gathering of ACT Chairs;
- c. They suggest that more ACT members should be represented in statewide committees and task forces; and
- d. They are interested in seeing a clear and consistent feedback loop established as decisions are made or being considered, helping them to understand the impact of their recommendations.

Next Steps and Recommendations:

Based on this ACT input, see Attachment 2 for revised recommendations. Pending OTC direction, the agency anticipates bringing back a finalized work plan in May.

Attachments:

- Attachment 1 – *ODOT's ACT Reset Recommendations Report (from December 01, 2020 meeting)*
- Attachment 2 – *ODOT's ACT Refocus Recommendations*

Presentation:

Cooper Brown gave a brief summary of what had been discussed with the Commission previously and that they want concurrence from the Commission that they are moving in the right direction. Jerri Bohard presented the [PowerPoint](#) with the ACT refocus discussions. Equity, ACT engagement, and communication were themes that Jerri heard. They recognized they need younger members on the ACT. There is a lot of interest in statewide initiatives. There was a lot of discussion on the benefit of technology to help with communications and want to see regular communication from the Director's office. They want a better understanding of why decisions are made by having feedback and including ACT members on advisory committees. Recommendations are ACT engagement Areas, Coordination and Communication with the ACTs, and Internal ODOT Improvements. They want to engage in equity, SAP, STIP, and area strategies. Coordination and Communication include: Commission liaison, annual virtual meeting, biannual in-person meeting, statewide gathering of ACT chairs, and collaboration of Region staff. They see a lot of value in meeting with their peers. Gary Farnsworth continued the conversation and noted his involvement with ACTs when he was an area manager and there was no hesitation to tie the area managers to the area commissions because the relationships that occur and the importance of it. It is being reinforced as a recommendation because he believes we can expand how we connect with the region and areas managers to other key people in the agency. Jerri continued the presentation. They are recommending a statewide coordinator to bring everything together. There would be beneficial for a communications liaison with a calendar of when the meetings are. Jerry believes there's a need to go back to the public and remind them about the ACTs since they've been around since 1995. Lindsay Baker is supportive of going back to the public and sharing information about the ACTs. Gary also added that, as a previous ACT member, he sees the benefit of keeping things organized by having a coordinator by helping keep things enforced and on track.

Discussion:

They will review feedback from the Commission and bring back a work plan as a consent item at the May OTC meeting. Chair Van Brocklin confirmed that ODOT is looking for feedback from the Commission at this time. He sees the ACTs as being very valuable in a critical communications mechanism. Communication has a local government overlay to it that you can see across the state. The pandemic and natural disasters have not been good for this program or communication broadly, due to reduced in-person communication. He believes we need to connect partners across the state; it is about getting information out, how we see the world today, and moving forward with the changing environment. Chair Van Brocklin wants to make sure it is useful to the people we are asking to be involved, since they are volunteers. It should be mutually beneficial and embrace where we are going while moving the agenda forward. Commissioner Brown believed the recommendations that are being made is what is being heard on the ground. To be successful as a state, even earmarking,

their needs to buy-in with the ACTs across the state. If the constituents understand how it impacts them and they can see the big picture, you will see embracement and letters of support. She mentioned that she told the ACTs the importance of prioritizing a list of shovel ready projects; with that we could move competitively in a grant situation across the state, not just the Portland area. Commissioner Brown agreed with the need to have a coordinator, but does not have the capacity to do it, but can attend the meetings and participate. Chair Van Brocklin agreed with Commissioner Brown’s statement about buy-in. He noted that prioritizations will probably shift, but it would be great to have a list and know what is important to the different ACTs. Commissioner Smith thanked Jerri for lending her expertise and Gary for helping with the efforts because of his long history with the ACTs. She agreed with the approach/plan and agreed that communication is integral to making this work. We have learned that we can communicate in-person and reach more people with no travel time. She believes that it is critical that someone at the agency executive level oversees this project so that it doesn’t get lost and it needs to have an agency level of importance as well as a high level of importance at the Commission. The Commission needs to commit to the ACT chairs and ACTs because they are volunteers and we need them to understand their importance. Vice Chair Simpson agreed with Commissioner Smith’s point of keeping OTC engaged with the ACTs and Jerri’s work with the ACTs. He knows the importance of going on the “road show” and seeing the ACTs and being face to face. Interactions will still be important and it needs to be continued, not just using technological devices, once it is safe to do so. Chair Van Brocklin echoed everyone’s comments about Jerri’s work with the ACTs and noted the importance of having the Commission meetings across the state and the valuable connections that are built with having the meetings in person. The Commission needs to make sure that the same message is being said across the state and that they are cohesive. He thinks it is really important to understand the regionalization, localization, and statewide priorities while keeping a common approach. There are a lot of changes happening within the agency, state, and world and he is excited to see what this looks like and working on it together. Cooper appreciated the feedback, it is very helpful. He proposed that they come back in May with tangible actions based off of the comments. He is thinking about ACTs in a broader way than initially, there is a real benefit to have connections at a staff level and between the ACTs. Cooper also noted, to Commissioner Brown’s point, the importance of keeping the ACTs across the state connected and aware of priorities. He noted that it has become evident that there needs to be structure to make sure everything gets done, but not just by one person within ODOT. Jerri agreed that the Commissioner’s comments align with what the ACTs are saying and that it will be fun to work on this during its next stage. Gary agreed that this process is mutually beneficial and it is important for us to communicate well, that communication is multi-way, and continuing to build trust is the foundation.

Action:

None taken.

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Continuous Improvement Advisory Committee (CIAC) Update
Agenda Item L

The Commission was asked to review and approve revisions to the CIAC Charter and membership list and provide recommendations on how to leverage the CIAC moving forward post Oregon Department of Transportation (ODOT) Strategic Action Plan (SAP) adoption.

Background:

Created by the Oregon Legislature as part of Keep Oregon Moving (HB 2017), the CIAC advises the Oregon Transportation Commission on ways to improve ODOT. CIAC recommendations inform required Commission reporting to the Oregon Legislature. The committee was established in March of 2018 and the OTC approved the group's original charter.

CIAC members serve two-year terms and are eligible for two consecutive terms. Term renewal was due March 2020 and postponed to March 2021 due to COVID-19.

In order to focus on ODOT's SAP priority and goals for social equity, climate, and funding, it is recommended that the CIAC change its membership to increase its expertise in these areas and fill vacant positions. (Attachment 1). These committee focal areas will be in addition to the charges put forth in HB 2017, namely helping develop agency Key Performance Measures, reviewing projects of greater than \$50 million dollars, and assisting the agency to make operational efficiencies. Based on these focal areas, staff have developed a draft 2021 CIAC agenda (Attachment 2).

Next Steps:

Upon OTC approval of proposed member changes, ODOT CIAC staff will schedule meetings and CIAC members will revise the committee's work plan, which will be brought back to the OTC for approval.

Attachments:

- Attachment 1 – *Proposed CIAC Members*
- Attachment 2 – *CIAC Draft 2021 Meeting Calendar*

Presentation:

Cooper Brown presented the [PowerPoint](#) on the CIAC updates. We are at a moment of changes to our organization and with the development of the Strategic Action Plan, the Agency needs to look at how CIAC is used, which was established from HB2017. Commissioner Smith is the Chair of the committee. They want the committee to have a great impact with the Commission and the Agency. Cooper went over the history of CIAC and the proposed focus areas. While following HB2017, they want to be a resource for ODOT and the Commission with the aggressive goals of the SAP. They proposed to shrink core membership and instead bring subject matter experts as needed. They also want to increase the meeting frequency to monthly with a narrowed focus. Commissioner Smith added that there were conversations with external CIAC members and incorporated their feedback to the restructure of more frequent meetings. They are trying to build on the work that was done earlier and accomplish the tasks from HB2017. Not all members are continuing, but they have been asked to be subject matter experts that they can call on when needed.

Discussion:

Commissioner Smith noted that earlier in the meeting it was suggested that CIAC have ADA on the agenda, but at this time they have a lot of items to review and will look to adding it to the agenda in

2022 or 2023. Chair Van Brocklin thanked Cooper and Commissioner Smith on all of their work and evolving the advisory group as things change. There were no comments on the timeline changes. Cooper summarized the membership changes. Chair Van Brocklin thanked the members for their work as they cycle off and he believes the proposed new members are great choices and he supports the slate. Vice Chair Simpson also supports the slate. Commissioner Brown thanked Commissioner Smith for her work on the committee. Chair Van Brocklin added that the work plan for CIAC will be coordinated with the OTC's schedule and topics. Commissioner Smith thanked Cooper for his hard work and great ideas that added to the conversation. Chair Van Brocklin thanked Cooper and Commissioner Smith for their hard work

Action:

Commission Vice Chair Simpson moved and Commissioner Brown seconded to approved the new CIAC roster, to take effect immediately. Commission members Vice Chair Simpson, Brown, Smith and Chair Van Brocklin unanimously approved the motion.

The Commission recessed for break at 2:05pm and convened at 2:15pm.

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Delegation Order
Agenda Item M

The Commission was requested to approve the revised delegation order to add new delegations of authority from the OTC to the Oregon Department of Transportation (ODOT) that better align with OTC expectations of roles and responsibilities.

Background:

At the May 2020 OTC meeting, Commissioners made clear their desire to review the roles and responsibilities of both the Commission and the department to ensure that the Commission has the ability to provide strategic vision and direction to the department and not be bogged down in programmatic decisions more appropriate for ODOT leaders and staff.

Since May, ODOT staff have identified additional delegations that reduce redundancy and align with this Commission direction of placing programmatic and project management decisions with the department. The agency proposes two additions to the existing delegation order (Attachment 1, proposed delegations bolded), as described below.

ODOT anticipates bringing back additional recommended delegations for Commission consideration on a somewhat regular cycle, as they come to light through the agency's many ongoing work efforts.

Recommended Delegations:

State Highway All-Terrain Vehicle Accessibility

In 2017, the Oregon Legislature passed Senate Bill 344, creating a process to designate sections of state highway to be open to ATV use. The process involves Oregon Parks and Recreation Department (OPRD) and Oregon Department of Transportation (ODOT) working with the ATV

Highway Access Advisory Committee to receive applications for sections of highway, review the proposal, and make a recommendation to Oregon Transportation Commission (OTC). Currently, the OTC makes the final decision to designate a section of state highway as open to ATV use. This delegation would allow the ODOT Director (or his delegate) to approve designation of these portions of state highway for ATV use, consistent with the remainder of the process described above.

State Agency Coordination and Approval of Land-Use Compatibility

OAR 731-015-0075(7), commonly referred to as the State Agency Coordination or SAC rule, requires that the OTC or its designee adopt findings of compatibility with the acknowledged comprehensive plans of affected cities and counties when it grants design approval for a project. The rule requires that the Department obtain all other land use approvals and planning permits prior to construction in addition to requiring that notice of the decision be mailed out to all interested parties.

The Department proposes that the OTC delegate adoption of findings of compatibility with acknowledged comprehensive plans of affected cities and counties to the Director, as described in OAR 731-015-0075(7), when the project is consistent with a previous OTC-adopted facility plan.

Per OAR 731-015-0065, which defines the process for approving facility plans, ODOT must involve stakeholders and work with affected local jurisdictions to ensure any facility plan is consistent with both statewide planning goals and applicable acknowledged local comprehensive plans. If conflicts are identified, the department must meet with the local jurisdiction to resolve the conflicts during the facility planning process through options provided in the administrative rule. As part of facility plan adoption, the department evaluates, writes and presents findings of compatibility with both statewide planning goals and local comprehensive plans. These include descriptions of all conflicts that were identified through the process and how they were resolved. Per rule, these facility plans must be reviewed and adopted by the OTC.

Since the OTC will have provided findings of compatibility on any project with an approved facility plan, it is redundant for the Commission to again provide findings of compatibility as part of the State Agency Coordination process. As such, the department recommends the Director be delegated the authority to ensure all SAC requirements are met. Projects with findings that cannot demonstrate prior compliance with an OTC-adopted facility plan would still come to the OTC for review in order to ensure all SAC agreement requirements are met.

Attachments:

Attachment 1 – *Delegation Policy*

Presentation:

Cooper Brown gave a brief summary of delegations that were made in May of 2020. They believe that the new delegation requests reduce redundancy and align with the Commission’s direction to place programmatic and project management decisions with the department. The agency proposed two delegation changes. Cooper noted that they anticipate bringing back additional delegation recommendations for Commission consideration on a somewhat regular cycle, but will bundle them so that they aren’t brought to every meeting. The two proposed delegations are all-terrain vehicle designations and land-use compliance. Cooper went over in 2017 SB344 was passed that designated parts of the State’s highway to be designated for ATV use. Cooper went over the process and noted

that OTC currently makes final determination but believes it makes sense for this approval to be delegated to the Director. Cooper went over the land-use compliance OAR731-015-0075, commonly known as SAC rule. The department proposed that the OTC delegate adoption of finding the compatibility with acknowledged comprehensive plans of affected cities and counties to the Director of ODOT as described in the OAR. When the project is consistent with a previous OTC facility plan, the process for approving them involved ODOT turning to stakeholders and working with affected local jurisdictions to ensure any/all facility plans are consistent with statewide planning goals and applicable local comprehensive plans. If conflicts are identified the agency must meet with local jurisdictions to resolve the conflict during the facility planning process through processes outlined in the OAR. Since the OTC will have provided finding of compatibility with projects that have an approved facility plan, the agency finds it redundant for the Commission to provide findings of compatibility again as part of the SAC process. The department recommends that the Director be delegated authority to ensure all SAC requirements are met. Projects with findings that cannot demonstrate prior compliance with OTC adoption facility plan would still come to the Commission for review to ensure all SAC requirements are met.

Discussion:

Commission Chair Van Brocklin wanted additional information and asked if there's a centralized place that this occurs within the Agency, what is their experience level, and is their capacity to involve a guest from the DOJ so that the findings are good from a legal perspective? Cooper answered that the project teams typically do the work but the legal counterparts are involved to ensure there is compliance. There's a comprehensive internal process to ensure all requirements are met and include DOJ to make sure the agency is in accordance with the law. DOJ was involved in the proposal.

Action:

Commissioner Smith moved and Commissioner Brown seconded the motion to adopt the two delegation order changes. Commission members Smith, Brown, Vice Chair Simpson and Chair Van Brocklin unanimously approved the motion.

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Consent Items
Agenda Item N

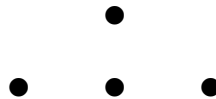
1. Approve the minutes of the January 21, 2021 Commission meeting.
2. Confirm the next two Commission meetings:
 - Thursday, May 13 virtual Commission meeting.
 - Thursday, July 15 virtual Commission meeting.
3. Approve the following Oregon Administrative Rules:
 - a. Adoption of 734-060-0110, 734-060-0120 and the amendment of 734-059-0015, 734-059-0100, 734-059-0200, 734-059-0220, 734-060-0000, 734-060-0105, 734-060-0175, 734-060-0180 relating to the Outdoor Advertising Sign Program. Attachment; rule text

changed after notice was filed.

- b. Temporary adoption of 735-018-0170 and amendment of 735-062-0060, 735-062-0125 relating to online driver license, driver permit and identification card renewals.
 - c. Temporary amendment of 735-046-0010, 735-046-0030 relating to surrender of custom registration plates.
 - d. [Amendment](#) of 734-082-0040 relating to the extension of allowed load length for motor carriers.
 - e. [Amendment](#) of 740-015-0040 relating to online PIN numbers for Oregon Trucking Online.
 - f. [Amendment](#) of 740-100-0010, 740-100-0065, 740-100-0070, 740-100-0080, 740-100-0085, 740-100-0090, 740-100-0100, 740-110-0010 relating to the annual readoption of Federal Motor Carrier Safety Regulations.
4. Approve the summary of financial charges incurred by the Director for the fiscal year ended June 30, 2020.
 5. Accept the ODOT internal audit report 21-01 on the architectural and engineering (A&E) procurement process.
 6. Accept the ODOT internal audit management letter 21-01 on the change in composition of ODOT's liquidated debt between fiscal years 2019 and 2020.
 7. Approve the 2020 Oregon Transportation Safety Performance Plan – Annual Evaluation.
 8. Request approval to amend the 2021-2024 Statewide Transportation Improvement Program to add a new project, Interstate 84: Cascade Locks-Pendleton and Interstate 82 sign upgrades. The project is in Hood, Wasco, Sherman, Gilliam, Morrow, and Umatilla Counties and is being administered by Region 5. The total estimated cost for this project is \$9,500,000.

Action:

Commissioner Brown moved and Commission Vice Chair Simpson seconded to approve, en bloc, consent items 1-8 as listed. Commission members Brown, Smith, Vice Chair Simpson, and Chair Van Brocklin unanimously approved the motion.



Chair Van Brocklin adjourned the meeting at 2:40 p.m.



Form B. Public engagement and non-discrimination certification for projects submitted to the 10-year regional transportation investment strategy (2018-27 implementation)

2018 Regional Transportation Plan call for projects

Background and purpose

Use of this checklist is intended to ensure sponsors of projects seeking inclusion in the 2018 RTP 10-year investment strategy (implementation in the 2018-27 timeframe):

- *if project development completed*, have performed project level public engagement, including identifying and engaging historically marginalized populations, and analyzed potential inequitable impacts for people of color, people with limited English proficiency and people with low incomes compared to those for other residents
- *if project development not completed*, attest to the intent to perform project level public engagement, including identifying and engaging historically marginalized populations, and analyze potential inequitable impacts for people of color, people with limited English proficiency and people with low income compared to those for other residents.

Use this form (Form B) to certify each project submitted for the 10-year investment strategy (2018-27 implementation).

See also **Form A, Public engagement and non-discrimination certification checklist for transportation system, subarea, topical, modal, and transit service plan or strategy development** for certification of projects not anticipated to be included in the 2018 RTP 10-year investment strategy (implementation in the 2018-27 timeframe) and to seek state or federal funding may be done through a certification of the related local transportation system, subarea, topical, modal or transit service plan or strategy.

Metro is required to comply with federal (USDOT, FTA and FHWA) and state (ODOT) guidance on public engagement and on Title VI of the Civil Rights Act and other civil rights requirements. Documentation of the local actions described below may be requested by regulators; if such a request is unable to be met, the Regional Transportation Plan itself may be found to be out of compliance, requiring regional corrective action.

The completed checklist will aid Metro in its review and evaluation of projects.

Instructions For projects submitted to Metro for consideration for the 2018 RTP 10-year investment strategy, applicants must complete this certification, comprising the project development checklist (section A), summary of non-discriminatory engagement (section B) and certification statement (section C).

Project sponsors should keep referenced records on file in case of a request for information. Records should be retained until the submitted projects have been completed or removed from the Regional Transportation Plan, plus six years. Retained records do not have to be submitted unless requested by Metro, state regulators or federal regulators.

Forward questions regarding this checklist to the Civil Rights program manager, Clifford Higgins at clifford.higgins@oregonmetro.gov or 503-797-1932.

A. Checklist

This part of the checklist is provided in past tense for projects that have completed project development. Parenthetical notes in future tense are provided for applicants that have not completed project development to attest to ongoing and future activities.

- At the beginning of project development, a public engagement plan was (shall be) developed to encourage broad-based, early and continuing opportunity for public involvement.
Retained records: *public engagement plan and/or procedures*
Yes, we have public engagement plan (attached).
- During project development, a demographic analysis was (shall be) completed for the area potentially affected by the project to understand the locations of communities of color, people with limited English proficiency, people with low income and, to the extent reasonably practicable, people with disabilities, older adults and youth in order to include them in engagement opportunities.
Retained records: *summary of or maps illustrating demographic analysis*
Yes, we have demographic assessment for PI, analysis for EA (attached).
- Throughout project development, public notices were (shall be) published and requests for input were (shall be) sent in advance of the project start, engagement activity or input opportunity.
Retained records: *dated copies of notices (may be included in retained public engagement reports)*
Yes. Examples are included in Appendix B of engagement report
- Throughout project development, public documents included (shall include) a statement of non-discrimination (Metro can provide a sample).
Retained records: *public documents, including meeting agendas and reports*
All public documents include Title VI/ADA statement and are 508 compliant and we will continue to do this.
- Throughout project development, timely and accessible forums for public input were (shall be) provided.
Retained records: *descriptions of opportunities for ongoing engagement, descriptions of opportunities for input at key milestones, public meeting records, online or community survey results (may be included in retained public engagement reports)*
Yes. Final engagement summary contains this for July 2020-Oct 2020. Website includes EMAC meetings results, newsletters describe ongoing opportunities.
- Throughout project development, appropriate interested and affected groups were (shall be) identified and contact information maintained in order to share project information, updates were (shall be) provided for key decision points, and opportunities to engage and comment were (shall be) provided.
Retained records: *list of interested and affected parties, dated copies of communications and notices sent, descriptions of efforts to engage the public, including strategies used to attract interest and obtain initial input, summary of key findings; for announcements sent by mail or email, documented number of persons/groups on mailing list (may be included in retained public engagement reports)*
Yes, mailing lists for partner and committee distributions and GovDelivery mailing list is retained. Communications are saved to project SharePoint, database or engagement summary report.

- ☑ Throughout project development, focused efforts were made to engage historically marginalized populations, including people of color, people with limited English proficiency and people with low income, as well as people with disabilities, older adults and youth. Meetings or events were held in accessible locations with access to transit. Language assistance was provided, as needed, such as translation of key materials, use of a telephone language line service to respond to questions or take input in different languages, and interpretation at meetings or events.

Retained records: *description of focused engagement efforts, list of community organizations and/or community members representing diverse populations with whom coordination or consultation occurred, description of language assistance resources and how they were used, dated copies of communications and notices, copies of translated materials, summaries of key findings (may be included in retained public engagement reports)*

Yes, Equitable engagement plan describes activities; engagement summary and engagement evaluation describe effectiveness of these efforts. CBO mailing list is maintained for communications.

- ☑ Throughout – and with an analysis at the end of – project development, consideration was (shall be) given to potential inequitable impacts of the project for people of color, people with limited English proficiency and people with low income compared to those for other residents, as identified through engagement activities.

Retained records: *description of identified populations and information about and analysis of potential inequitable impacts of the project for them in relation to other residents (may be included in retained public engagement reports)*

Yes, comments from marginalized groups are sought and elevated for consideration; impacts analysis is ongoing.

- ☑ There was a finding of inequitable impact for people of color, people with limited English proficiency or people with low income compared to those for other residents. ***Submitted records: for a finding of inequitable impact*, attach analysis, finding and documentation justifying the project and showing there is no less discriminatory alternative.***

*This form uses the term “inequitable impact” to encompass FHWA guidance on disproportionately high and adverse human health or environmental effects and a “benefits and burdens” analysis (see [FHWA Order 6640.23A](#) and the [FHWA Environmental Justice Resource Guide](#)) as well as FTA guidance on disparate impacts on minority populations and disproportionate burdens on low-income populations (see [FTA Circular 4702.1B](#)).

- ☑ Public comments were (shall be) considered throughout project development, and comments received on the staff recommendation were (shall be) compiled, summarized and responded to, as appropriate. **Retained records:** *summary of comments, key findings and changes made to final staff recommendation or adopted plan to reflect public comments (may be included in retained public engagement reports or legislative staff reports)*

Comments to early engagement in summer 2020 were included in final engagement report. There are additional opportunities in Fall 2021 and after the Environmental Assessment is released in spring 2022.

- Adequate notification was (shall be) provided regarding final adoption of the plan, including how to obtain additional detailed information, at least 15 days in advance of adoption. Notice included (shall include) information on providing public testimony.

Retained records: dated copies of the notices; for announcements sent by mail or email, documentation of number of persons/groups on mailing list (may be included in retained public engagement reports or legislative staff reports)

B. Summary of non-discriminatory engagement

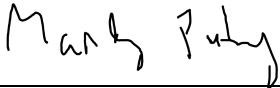
Attach a summary (1-2 pages) of the key elements of:

- if project development completed, the public engagement process for this project, including outreach to communities of color, people with limited English proficiency and people with low income
- if project development not completed, the public engagement plan for this project or agency public engagement practice, including outreach to communities of color, people with limited English proficiency and people with low income.

C. Certification statement

ODOT _____ (agency) certifies the information provided on this checklist is accurate.

As attested by:



(agency manager signature)

Mandy Putney, Urban Mobility Office Strategic Initiatives Director

(name and title)

10/27/2021

(date)

I-205 Toll Project

RTP Amendment Public Comment Report

November 23, 2021



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Acronyms and Abbreviations

Acronym	Phrase
JPACT	Joint Policy Advisory Committee on Transportation
MTIP	Metropolitan Transportation Improvement Program
NEPA	National Environmental Protection Act
ODOT	Oregon Department of Transportation
RTP	2018 Regional Transportation Plan
SDCs	System Development Changes

1 Public Comment Period Outcomes

The Oregon Department of Transportation is pursuing an amendment to the 2018 Regional Transportation Plan (RTP). This amendment would add the preliminary engineering phase for the I-205 Toll Project to the RTP list of financially constrained projects, and also would clarify how the I-205 Toll Project and the I-205 Improvements Project are financially connected. Metro's Public Engagement Guide requires public review and comment opportunities on proposed amendments before consideration by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.

From October 1 to November 15, 2021, Metro solicited public feedback through an online comment form, email, mail, and phone. During the 45-day public comment period, 348 people responded to calls for comment. Of those 348 respondents, 265 submitted written comments via email and the online survey. This report summarizes the public comment process as well as the comments received, with a focus on comments that responded to the RTP Amendment specifically (seven comments in total).

A detailed Comment Log can be found in Attachments B (email responses) and D (online survey responses).

1.1 Key Takeaways and Themes

Between October 1 and November 15, 2021, a total of 348 public responses were received. Of those, 12 written comments were submitted via email and 336 were submitted via the online survey with 252 providing a written comment. The vast majority (97%) of the comments received did not mention the proposed RTP amendment for the I-205 Toll Project. Only seven of the comments mentioned the RTP amendment explicitly. Of those comments, one supported the RTP amendment, three expressed conditional support, two opposed, and one indicated neither support nor opposition.

The vast majority (97% or 341) of the comments received did not respond to the proposed RTP amendment for the I-205 Toll Project. Many commenters expressed opposition to the I-205 Toll Project in general. Usually, those who opposed the I-205 Toll Project opposed tolling in general. However, three responses supported tolling or congestion management in general but did not support the I-205 Toll Project because the tolling area was not large enough (i.e., ODOT should toll all of I-205 or more highways beyond I-205 and I-5) and/or because the respondent thought the Toll Project should not be used to fund highway expansion. Some of the comments expressed support (5% or 13) or conditional support (7% or 18) for the I-205 Toll Project in general. Six percent (15) comments indicated neither support nor opposition.

Public comments touched on the following topics, mostly to explain why they did not support the I-205 Toll Project:

- Personal Financial Impacts,

RTP Public Comment Report

- Equity and Fairness
- Revenues and Taxes
- Diversion
- Lack of Alternatives
- Environmental Impacts
- Public Engagement Process
- Capacity Expansion

Out of the seven comments that responded to the RTP Amendment specifically:

- Four stressed the importance of addressing environmental impacts of the transportation system and were concerned that ODOT's attention on highway-related projects will not significantly contribute to the region's greenhouse gas emissions goals
- Four urged ODOT to invest in public transit and multimodal transportation in addition to or in place of roadway and highway projects, which would provide realistic alternatives to driving alone so as to decrease demand on the interstate system
- Three highlighted the equity implications of tolling on low-income and marginalized populations
- Three were concerned about diversion impacts and the consequences for congestion and safety issues on local streets
- One recommended to clarify language about funding in the RTP Amendment
- One mentioned personal financial impacts of tolling

2 Background

2.1 Report Purpose

The I-205 Toll Project is currently in the National Environmental Protection Act (NEPA) review process. In order to move forward with NEPA, the Oregon Department of Transportation (ODOT) is proposing an amendment to the 2018 Regional Transportation Plan (RTP). The proposed amendment would allow for the preliminary engineering phase of the I-205 Toll Project to be added to a list of financially constrained projects in Chapter 8 of the RTP, and would also clarify how revenue from the I-205 Toll Project is associated with the I-205 Improvements Project. Should the proposed amendment be approved, it would also allow for a separate amendment to the 2021-2024 Metropolitan Transportation Improvement Program (MTIP) to move forward for consideration to program funding for the preliminary engineering phase.

Amendments to the RTP require adoption by the Joint Policy Advisory Committee on Transportation and the Metro Council once consistency is demonstrated with respect to state and regional goals and policies, federal fiscal constraint requirements, and Metro's adopted Public Engagement Guide and RTP amendment procedures. To remain consistent with Metro's Public Engagement Guide, a 45-day public review and input process took place between October 1 and November 15, 2021. Metro and ODOT used various notification methods to inform the public of the RTP amendment and to invite feedback through an online survey, email, phone, or in-person submission.

3 Description of the Comment Period

3.1 Dates

The formal public comment period ran from October 1 to November 15, 2021. Public notice began at the start of the comment period. In Fall 2021, Metro staff documented all substantive public comments. The public review process and reporting must be finalized before JPACT and the Metro Council request final recommendations in early 2022.

3.2 Project Description

The I-205 Toll Project will use variable-rate tolls to raise revenue to complete the I-205 Improvements Project, as well as manage congestion between Stafford Road and Oregon Route 213. The project is currently in the NEPA review process; in order to move forward with the NEPA review, ODOT is requesting an amendment to the RTP that will:

- 1) Add the preliminary engineering phase for the I-205 Toll Project to the RTP financially constrained project list. This includes activities needed to reach 30% design for the toll zone and gantry.
- 2) Clarify the financial connection of the I-205 Toll Project to the I-205 Improvements Project, which includes seismic bridge upgrades, interchange improvements, and adding a missing third lane. HB 3055 is financing the first phase (Phase 1A) of the I-205 Improvements Project. Toll revenue is needed to continue construction after the conclusion of Phase 1A, which is to begin in 2022.

If approved, this amendment would also allow for a separate amendment to the 2021-2024 Metropolitan Transportation Improvement Program (MTIP) to be considered by JPACT and the Metro Council. The MTIP monitors and records state and locally-funded projects that may significantly affect the region's air quality. Amendments to the MTIP must be consistent with the RTP and the I-205 Toll Project Environmental Assessment draft documents.

Metro's Public Engagement Guide requires the opportunity for public review and comment before to the proposed amendment's consideration by JPACT and the Metro Council.

3.3 Notification Methods

The public was notified of the opportunity to comment via email, callout boxes on ODOT's RTP webpage, and public notice on Metro's online news feed. Each method of notification included links to the online survey, as well as information on alternative methods to submit comment (via email, mail, phone, or submission at the 11/4 Metro Council meeting). Each method also included a [link to the 2018 RTP amendment](#) and background information on the I-205 Toll Project. Examples of each notification method can be found in Attachment A.

3.4 Survey Questions

At the outset of the public comment period, Metro distributed a brief online survey that included 1) a link to the RTP amendment for review, 2) an open-ended question inviting comment on the amendment, and 3) a set of seven demographic questions (Attachment C). All questions were optional with the exception of one requesting each participants' county of residence; therefore, participants could choose to share demographic information without comment, and vice versa.

3.5 Public Response

Before the formal public comment period, Metro distributed a brief online survey. Members of the public could share their thoughts on the I-205 Toll Project or the proposed amendment using the survey.. During the 45-day public comment period, 348 people responded. The majority of respondents self-reported residence in Clackamas County, and identified as white (66%) and/or over 35 years of age (86%). About 31% of respondents reported household incomes of over \$100,000 annually. Of the 348 responses received, 265 included a written comment, and the ODOT Toll Team deemed 70 to be substantive, actionable comments. The following report aims to summarize the public comment process, its purpose, and the demographics of those who participated. The substantive public commentary also has been summarized and organized into themes and actionable requests.

3.5.1 Personal Financial Impacts

Comments expressed concern about the secondary effects of tolling if local businesses are negatively impacted, including the potential for increased costs of goods and services. It was also noted that people are already financially strained, especially considering the ongoing pandemic's effect on job security. Actionable comments within this topic include a suggestion to only toll road users during peak hours.

3.5.2 Revenues and Taxes

Some commenters said that ODOT already has enough revenue from existing taxes, and must not be using those funds wisely. Commenters expressed a desire for ODOT to be transparent about how revenue from the I-205 Toll Project is being used. Actionable comments included recommendations for the tolling timeline to be finite and project-specific (i.e. tolling stops once a particular project is funded). Additionally, there was a comment suggesting that ODOT impose System Development Charges (SDCs) instead of tolls. Comments also mentioned that electric vehicles should be expected to pay the same road usage fees that gas and diesel vehicles will.

3.5.3 Diversion

Commenters expressed concern about diverted traffic increasing congestion on local roads and bridges. Commenters also said they were concerned about the potential for increased car crashes, increased noise pollution, and reduced property values on local roads. Respondents expressed a desire to know about mitigation plans for potential diversion.

3.5.4 Equity and Fairness

Commenters said that tolling exacerbates existing inequities by placing an undue burden on underserved populations. Respondents wanted to see mitigation plans for tolling's potential effect on populations experiencing low incomes. Some comments mentioned that the focus on highway projects does not address mobility inequities in the region.

Additionally, commenters said tolling is unfair to those who live adjacent to I-205 and use the highway to run errands, as well as to those who need to use I-205 for multiple trips a day. Commenters requested exemptions for local residents and commuters, with "local" being defined by a radius around the tolled area.

3.5.5 Lack of Alternatives

For some commenters, I-205 is the only route that does not add significant time to a trip. Current transit options in the region do not adequately serve travel needs, they wrote. Actionable comments suggested investing in convenient alternatives, including toll-free highways and mass transit in the region.

3.5.6 Environmental Impacts

Actionable comments included recommendations for ODOT not to focus on highway projects, such as tolling and highway expansion. For these respondents, efforts to expand or otherwise improve highways only exacerbate emissions. In this topic, comments expressed a desire for toll revenue to be directed toward transit, bike, and pedestrian projects instead of highway expansion.

3.5.7 Public Engagement Process

Comments questioned the purpose of the public engagement process if the project is going to continue despite objections. Actionable comments include the request for any toll project to be put to a public vote. A few comments suggested holding a region-wide or state-wide vote (e.g., a referendum).

3.5.8 Capacity Expansion

Actionable comments include suggestions for ODOT to build more lanes on I-205 to mitigate congestion. Some of the comments within this topic expressed a desire for tolling revenue to be directed toward road improvements instead of bike or light rail projects.

3.5.9 Additional Recommendations and Requests: Amendment Language

Other recommendations were made regarding language in the RTP. One commenter suggested to clarify that "Phase 1A includes more than just the Abernethy Bridge." Another commenter suggested strengthening the RTP connection to HB 3055 by better explaining the I-205 Toll Project.

4 Participant Demographics

4.1 Survey Respondents by Race, Age, Income, and County

4.1.1 Survey Respondents by Race

Respondents were asked to self-identify their race or ethnicity from a list of pre-set categories (Table 3-1). Respondents were able to choose more than one option in response. Of 348 respondents to Metro's online survey, 66% (229) identified as white, followed by 24% (84) who preferred not to disclose.

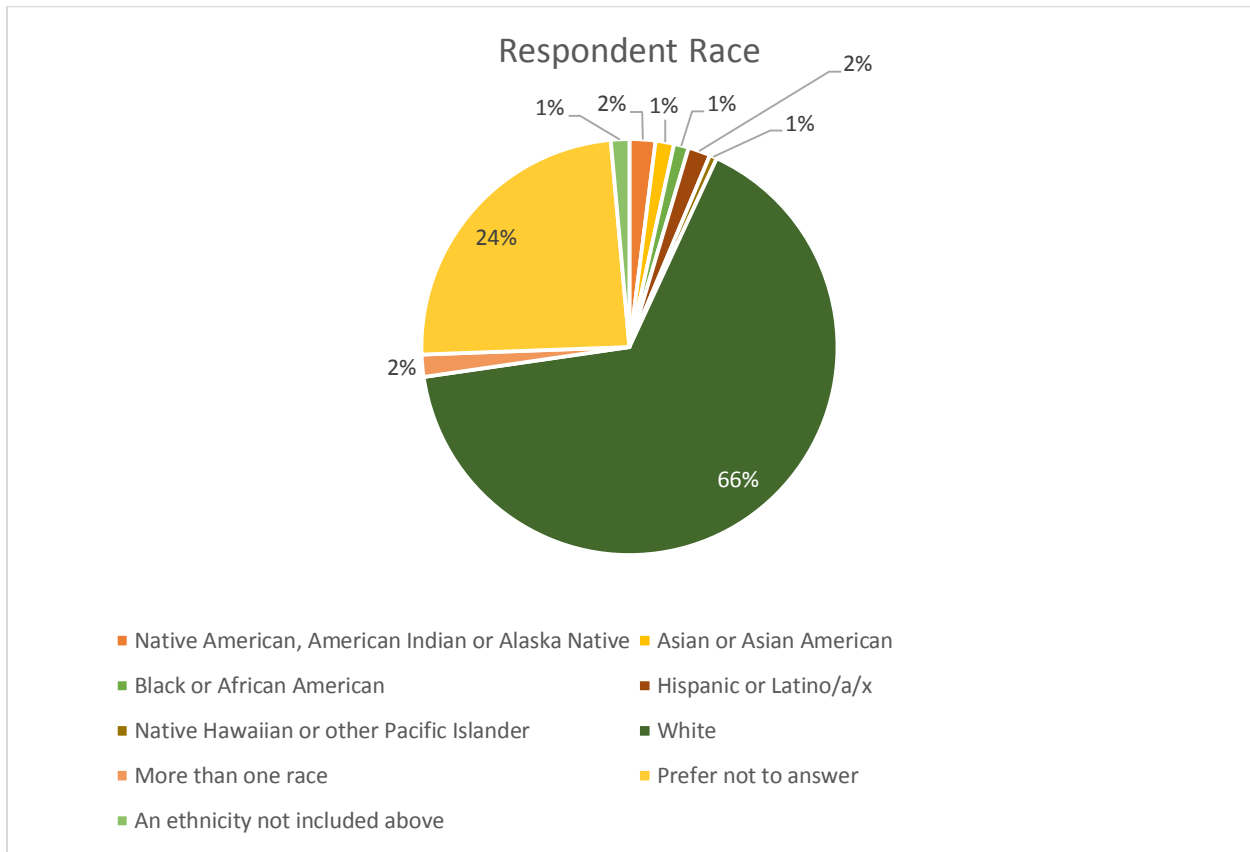
Table 4-1 Survey respondents' self-identified race

Race	Count	Percentage	Oregon Percentage*
Native American, American Indian or Alaska Native	7	2%	1.8%
Asian or Asian American	5	1%	4.9%
Black or African American	4	1%	2.2%
Hispanic or Latino/a/x	6	2%	13.4%
Native Hawaiian or other Pacific Islander	2	1%	0.5%
White	229	66%	86.7%
More than one race	6	2%	4.0%
Prefer not to answer	84	24%	-
An ethnicity not included above	5	1%	-
TOTAL	348	101%[†]	110.5%[†]

* Source: United State Census Bureau, 2019

† Note that percentages do not add up to 100 percent because some respondents selected multiple options.

Figure 4-1 Survey respondents' self-identified race

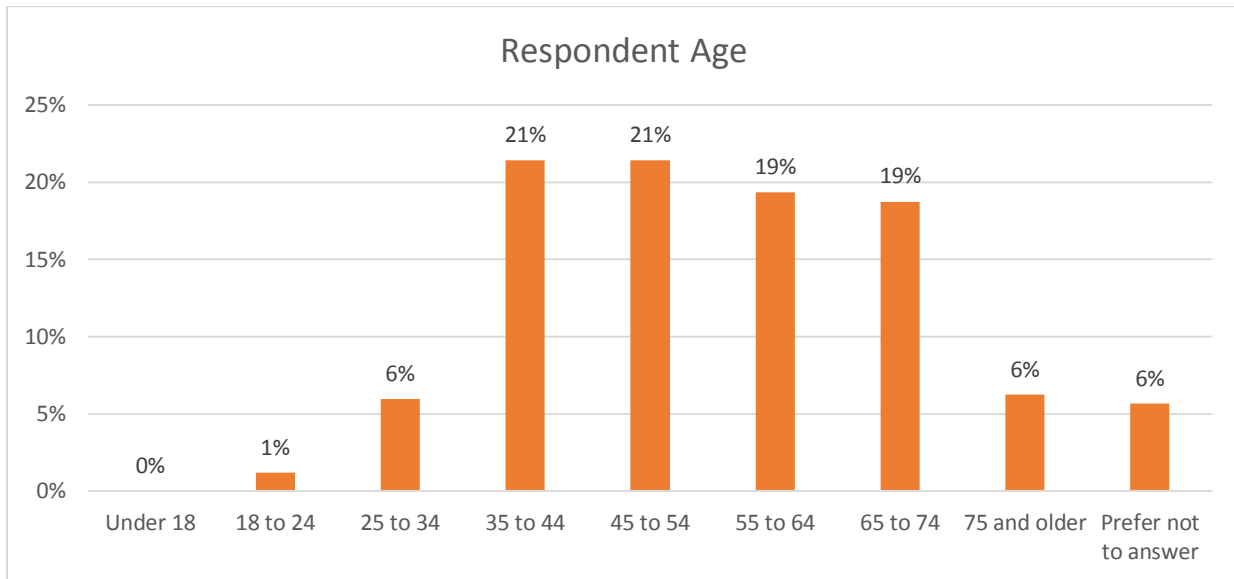


4.1.2 Survey Respondents by Age

The majority of respondents to the survey (80%) identified as being between 35 and 74 years of age.

Table 4-2 Survey respondents' self-identified age range

Age Range	Count	Percentage
Under 18	0	0%
18 to 24	4	1%
25 to 34	20	6%
35 to 44	72	21%
45 to 54	72	21%
55 to 64	65	19%
65 to 74	63	19%
75 and older	21	6%
Prefer not to answer	19	6%
TOTAL	336	100%

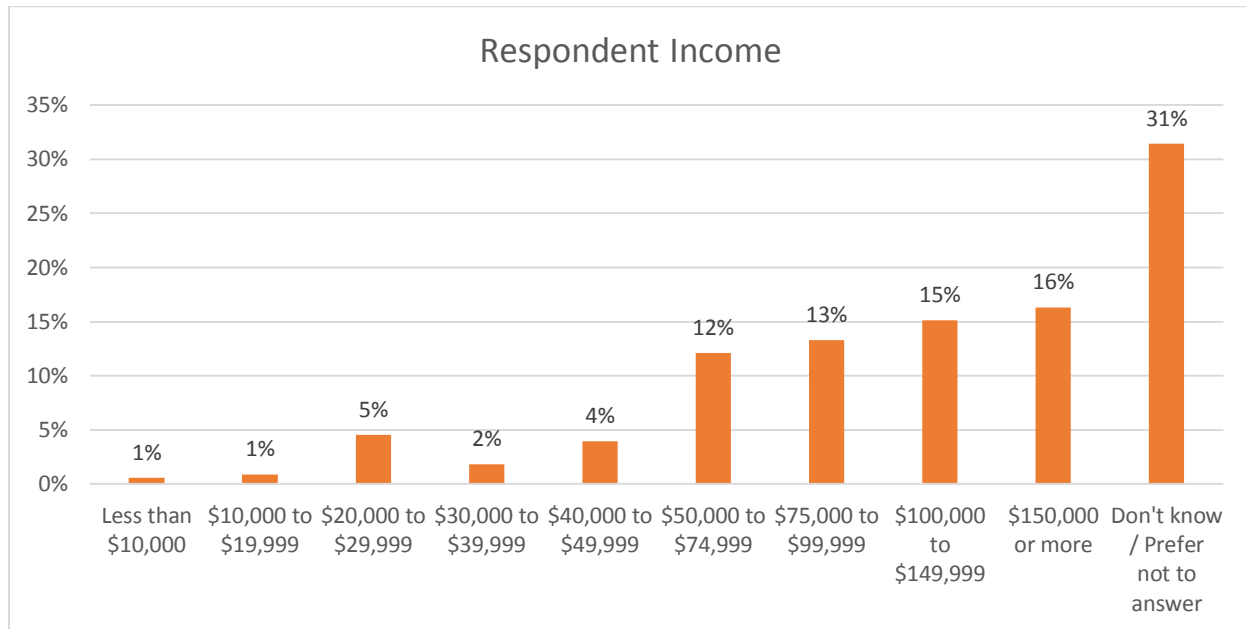
Figure 4-2 Survey respondents' self-identified age range

4.1.3 Survey Respondents by Income

About one-third of survey respondents either didn't know or preferred not to disclose their annual income range. Another third of respondents self-reported a household income of \$100,000 or more per year, before taxes. About 13% of respondents disclosed making less than \$50,000 per year.

Table 4-3 Survey respondents' self-identified income range

Income Range	Count	Percentage
Less than \$10,000	2	1%
\$10,000 to \$19,999	3	1%
\$20,000 to \$29,999	15	5%
\$30,000 to \$39,999	6	2%
\$40,000 to \$49,999	13	4%
\$50,000 to \$74,999	40	12%
\$75,000 to \$99,999	44	13%
\$100,000 to \$149,999	50	15%
\$150,000 or more	54	16%
Don't know / Prefer not to answer	104	31%
TOTAL	331	100%

Figure 4-3 Survey respondents' self-identified household income range

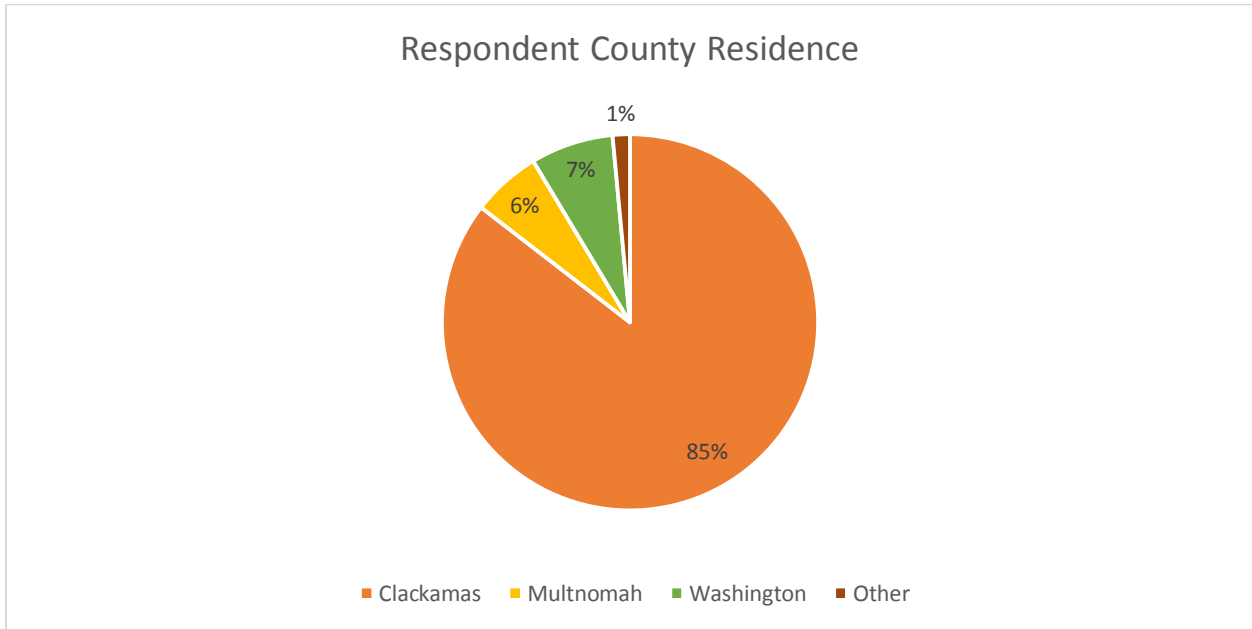
4.1.4 Survey Respondents by County

85% of respondents to the online survey reported residence in Clackamas County, which is the location of the project.

Table 4-4 Survey respondents' self-identified county of residence

County	Count	Percentage
Clackamas	288	85%
Multnomah	20	6%
Washington	24	7%
Other	5	1%
TOTAL	337	100%

Figure 4-4 Survey respondents' self-identified county of residence



5 Comment Log

5.1 Descriptive Statistics

Table 5-1 Survey respondents' opinion on the RTP Amendment

	Opinion on RTP Amendment	
		<i>Count</i>
Support		1
Conditional Support		3
Oppose		2
No Indication		1
TOTAL		7

5.2 Abridged Comments

Between October 1 and November 15, 2021, a total of 348 public responses were received. Of those, 12 written comments were submitted via email and 336 were submitted via the online survey with 252 providing a written comment. The vast majority (97% or 341) of the comments received did not respond to the proposed RTP amendment for the I-205 Toll Project. Many commenters expressed opposition to the I-205 Toll Project in general. Only seven of the comments mentioned the RTP amendment explicitly. Of those comments, one supported the RTP amendment, three expressed conditional support, two opposed, and one indicated neither support nor opposition. Table 5-2 displays a summary of these seven comments. As with all other written comments, these comments in their entirety can be found in the attachments to this report.

Table 5-2 Comments on the RTP Amendment specifically

#	Respondent Affiliation	Opinion	Comment Summary
1	Resident	Oppose	<p>“I am opposed to this proposed RTP amendment. While I support congestion pricing as a tool to reduce VMT and to improve the environment, ... Expanding freeways is not a smart investment. It leads to more driving, people living and working further away, and exacerbates existing inequities by limiting the options of poor and other underserved populations. It is time to put the brakes on the plans to expand I-205. Implement congestion pricing first. Invest in high quality transit. Encourage people to drive less. In other words, please do all you can to help save our planet.”</p> <p>(See the table of online survey responses in Appendix D for complete comments.)</p>
2	Resident	Oppose	<p>“I have read the document. This is not an amendment that serves the public. This was not passed by the public. The ballot measure was passed to improve roads, and the funding the measure generated was intended by the voters to be put directly into the road improvements. ... It is fiscally irresponsible to kick the payment of this toll project (which drivers don’t even want) to drivers of the future, and dishonest to say that the toll is for this project alone. Once a toll is in place, it will not go away. If Metro needs more money, it should propose a tax to increase revenue directly to voters. ... If the project is begun as described, I will not use 205 during the construction work. Instead I will use the back roads I use currently when there is some issue on 205. ... There will be many drivers who join me, and we will see our neighborhood roads such as Borland, 10th St, 65th, 99W, the Sellwood bridge and Tacoma St, etc suddenly have much higher use and wear. ... Please consider abandoning this tolling project. With integrity, please consider bringing such a project before voters with transparency and honesty.”</p> <p>(See the table of online survey responses in Appendix D for complete comments.)</p>

#	Respondent Affiliation	Opinion	Comment Summary
3	The Street Trust	Conditional Support	<p>“The Street Trust does NOT support roadway tolling as an instrument for funding infrastructure that increases drive-alone trips. ... We encourage Metro leadership to only support an amendment to the RTP once you have established, with certainty that the tolling revenue will be used to increase seismic resilience; increase access to walking, biking, and transit; and will reduce vehicle miles traveled and greenhouse gas emissions. ... Only once this regional, system-wide traffic demand management system has been implemented should we consider the right (and right-sized) infrastructure investments to increase mobility for our state and region. In many cases, expensive road widening projects may not be necessary.”</p> <p>(See entry in the Comment Log below for more detailed comments and the attached letter from André Lightsey-Walker in Appendix B for complete comments.)</p>

#	Respondent Affiliation	Opinion	Comment Summary
4	Resident	Conditional Support	<p>“ODOT plans to add 14 lane-miles of freeway to this region and planet, in addition to seismic strengthening of the Abernethy Bridge and other related work. ... Metro needs to direct ODOT to properly analyze the project, and consider alternatives that take into account the VMT suppression from tolling and provide a robust transit alternative. Not because NEPA requires this, but because this is the only way to move toward compliance with regional and statewide greenhouse gas reduction goals. Metro should not move forward with an RTP amendment, and should withhold subsequent MTIP approval until ODOT agrees to do the needed analysis of alternatives. ... One alternative to consider is a frequent express bus connecting various points between Clackamas Town Center and Beaverton Transit Center along I-205, I-5, and Hwy 217, funded by ODOT. ... A less satisfactory alternative would be to modify the freeway in the non-tolled stretches to allow Bus on Shoulder operation to bypass congestion. When frequent express bus service is time-competitive with auto travel, and is well-integrated with an improved regional transit system, the need for expanding freeways might be reduced.”</p> <p>(See entry in the Comment Log below for more detailed comments and the attached testimony from Doug Allen in Appendix B for complete comments.)</p>

#	Respondent Affiliation	Opinion	Comment Summary
5	Multnomah County	Conditional Support	<p>“Multnomah County supports ODOT’s efforts to build a seismically resilient transportation system. ... At the same time, [there are] additional steps that we think should be taken to ensure the project can meet the needs of the region. [We] strongly encourage ODOT to consider the impact of the tolling project on low income households and individuals to ensure that the tolling system does not have a disproportionate impact on those users of the transportation system.”</p> <p>“In addition, the County offers two clarifications on the language in the amendment proposal:</p> <ol style="list-style-type: none"> 1. ODOT asserts that tolling will improve air quality by decreasing congestion. We support the use of traffic and air quality modeling to confirm this, including high resolution dispersion modeling to determine impacts adjacent to the project. 2. The project description in the proposed amendment narrowly defines the purpose of the tolling as only funding the I-205 Improvements Project and managing congestion. However, according to House Bill 3055, the project will also include mitigation measures on adjacent, connected, or parallel highways to address diversion and improve safety. The tolling projects will also result in ongoing revenue that will continue after the I-205 Improvements Project is completed. The project description should acknowledge the broader funding authority.” <p>(See entry in the Comment Log below for more detailed comments and the attached letter from Multnomah County in Appendix B for complete comments.)</p>

#	Respondent Affiliation	Opinion	Comment Summary
6	Clackamas County	No Indication	<p>“We offer these comments and questions purely to encourage transparency and to gain clarity of what specifically ODOT is proposing. These comments are not an indication of support for the proposed amendment. First, we would like to know if ODOT anticipates adding additional funds to the PE phase for this project. We also would like to know if ODOT would be required to bring forward future RTP and MTIP amendments for the construction phase of the I-205 Toll Project. Second, Clackamas County transportation staff offer the following technical edits to clarify the proposed RTP Amendment language. ...</p> <ul style="list-style-type: none"> • Clarify that Phase 1A includes more than just the Abernethy Bridge and update funding language to match previous recommendation. Also make a stronger connection to HB 3055 language in amendments to 8.3.1.8 by adding a second paragraph that explains the I-205 Toll Project as outlined below. • Remove the draft description on the RTP Project List and replace it with a description that more narrowly identifies what specifically will be accomplished within the PE Phase of the I-205 tolling project.” <p>(See entry in the Comment Log below for more detailed comments and the attached letter from Clackamas County in Appendix B for complete comments.)</p>
7	Washington County Board of Commissioners	Support	<p>“I am writing to express support from the Washington County Board of Commissioners for Regional Transportation Plan amendments for the I-205 Improvement Project and I-205 Toll Project. ... On behalf of the Board, I must also add that we wish there were other ways to fund this important project without tolling. However, we accept that our support for HB 2017 included a commitment to initiate tolling in the region. We also recognize that a successful toll program can improve travel speed and reliability on our major throughways and must address equity, include mitigation for diversion and include attractive travel options to driving.</p> <p>(See entry in the Comment Log below for more detailed comments and the attached letter from Washington County in Appendix B for complete comments.)</p>

Conditional support is defined as support only if ODOT takes specified actions. These specified actions are documented in the Comment Log below, as well as summarized in section 2.1, Public Comment Period Outcomes.

The following Comment Log documents only comments with substantive and actionable suggestions related to the RTP Amendment or the I-205 Toll Project in general. The Comment Log includes five comments received via email and 65 comments from the online survey, a total of 70 actionable suggestions. The original comments have been abridged and summarized where appropriate, in an effort to keep the table useful and a reasonable length. All comments and letters in their entirety are included as attachments to the Comment Report.

The comments in the Comment Log are ordered as follows: comments by email, sorted chronologically from earliest to latest, then comments via the online survey, again sorted chronologically from earliest to latest.

Table 5-3 Comment Log of abridged, substantive comments with actionable suggestions

#	Name	Affiliation	Date	Method	Proposed change identified in comment (changes shown in strikeout and <u>underscore</u>)
1	Elizabeth Lindsey	Resident	10/25/2021	Email	Suggests using System Development Charges (SDCs) rather than tolls to address the transportation funding gap and failure to reach GHG emission goals. “SDCs for regional transportation <u>are</u> a congestion-reduction/demand management tool (despite Ask ODOT’s assertion to the contrary ¹). ... System Development Charges for regional transportation could be quite complementary to enacting Vehicle Miles Travelled charges and Vehicle Miles Reduction programs, that are under consideration.” “While SDCs can’t be charged for congestion that predates new development, new development can pay for the congestion it generates as soon as you implement the SDCs. And, as soon as you implement the SDCs, the “funding gap” to correct congestion will stop growing.”

¹ The ODOT comment cited by Elizabeth Linsey is as follows:

Elizabeth Lindsey <eaglsing@gmail.com> Jun 11, 2018, 11:34 AM

Good morning Elizabeth –

Thanks for reaching out to Ask ODOT with your questions about system development charges (SDCs). As you probably know, the funding decisions and mechanisms involved with transportation projects are complex. ODOT is funded in large part by fuel taxes (both state and federal) and often works in partnership with local jurisdictions to complete projects.

You specifically asked whether ODOT has considered funding projects through System Development Charges. The short answer is yes. However, SDCs can only be assessed on new development and the revenues from those charges are only invested in related projects. As SDCs cannot be assessed at a high enough rate to cover 100% of project costs, this leaves a funding gap. Often, if these projects are not included in investment plans (either by the state or another jurisdiction) then these projects (and the SDC funds already generated/committed) sit awaiting additional funding. For myriad reasons, ODOT does not currently assess SDCs or rely on revenues generated therein to maintain our transportation system. In the past, some state facilities have been included in local government SDCs revenues.

You also asked about value pricing as a revenue generation mechanism. As you may know, the Oregon Legislature passed [HB 2017, Keep Oregon Moving](#), during the 2017 legislative session. In that funding package, the Legislature directed ODOT to evaluate different value pricing options both as a congestion-reduction/demand management tool and a revenue generation tool. Consistent with the legislative direction, ODOT is in the process of [evaluating all available options](#), with input from the Policy Advisory Committee and members of the public. If tolls are ever placed on Oregon roadways, it will be after engagement with the public, the [legislature](#), and the [Oregon Transportation Commission](#).

As a final note, value pricing focuses on demand management *and* revenue generation, whereas SDCs aren't an effective roadway management tool.

If you're interested in specific projects in your area or specific details about the value pricing options I'd be happy to talk in more detail, or direct you to the right person. Hope this helps. Please let me know if you have additional questions. Thanks.

Lindsay

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2	Chris Smith	No More Freeways	11/3/2021	Email	<p>“The purpose of a pricing system needs to be the management of congestion and the reduction of Vehicle Miles Travelled (VMT) and the associated impacts of over-reliance on single-occupancy automobile trips - NOT the expansion of freeway facilities.”</p> <p>“pricing should be considered as an alternative to freeway expansion, rather than being applied after construction of new facilities.”</p> <p>“The document is devoid of any mention of induced demand.”</p> <p>“Revenue from congestion pricing should be focused on giving disadvantaged communities alternatives to buying and maintaining an expensive vehicle to be able to access our transportation system. These include solutions that expand transit, biking and walking options.”</p> <p>“ODOT should be required to analyze a transit alternative to the construction project.”</p> <p>“The document fundamentally mis-identifies the sources of emissions from our road network. While traffic congestion may result in concentrating emissions in some areas, the source of greenhouse gases and other emissions is traffic, not traffic congestion. A larger amount of free flowing traffic produces more emissions than a lesser amount of congested traffic².”</p> <p>“VMT reduction is a footnote in this document. It must become a major theme.”</p> <p>“This proposal is freeway-centric and does not look at the whole transportation system.”</p> <p>“The region deserves a robust conversation about pricing on a regional basis. If Metro has established that this policy development should occur in the 2023 RTP process, then ODOT’s pricing projects should also be processed as part of the RTP, and NOT BEFORE.”</p> <p>“Pricing motor vehicle travel is a critical tool for addressing our climate emergency, but using the revenue from that pricing to expand freeways is counter productive and wastes the opportunity to shift travel to transit, biking and walking and to serve the region’s equity, climate and safety goals.”</p>
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RTP Public Comment Report

#	Name	Affiliation	Date	Method	Proposed change identified in comment (changes shown in strikeout and <u>underscore</u>)
					<p>“ODOT is creating a pattern of doing NEPA analysis on construction projects, then later doing a separate NEPA process for pricing which would fund the project. This is a faulty process that avoids analyzing pricing as an alternative to construction.”</p> <p>“ODOT should be required to analyze a transit alternative to the construction project.”</p>

² Alexander Y. Bigazzi, Miguel A. Figliozzi (2012). Congestion and emissions mitigation: A comparison of capacity, demand, and vehicle based strategies, Transportation Research Part D: Transport and Environment, Volume 17, Issue 7, Pages 538-547. https://pdxscholar.library.pdx.edu/cgi/viewcontent.cgi?article=1130&context=open_access_etds

3	Doug Allen	Resident	11/4/2021	Email	<p>“ODOT plans to add 14 lane-miles of freeway to this region and planet, in addition to seismic strengthening of the Abernethy Bridge and other related work. The VMT that will be induced by the additional miles of freeway lanes, and the VMT that will be suppressed by tolling, are currently unknown. Why? Because the project was excluded from a full environmental analysis. Not only were reasonable alternatives not considered, but an important component of the actual project, tolling, was not analyzed.”</p> <p>“Metro needs to direct ODOT to properly analyze the project, and consider alternatives that take into account the VMT suppression from tolling and provide a robust transit alternative. Not because NEPA requires this, but because this is the only way to move toward compliance with regional and statewide greenhouse gas reduction goals.</p> <p>Metro should not move forward with an RTP amendment, and should withhold subsequent MTIP approval until ODOT agrees to do the needed analysis of alternatives.</p> <p>By “robust transit alternative” I don’t mean a fake commitment to some form of additional transit service, without any funding for actual transit service. Robbing resources from existing TriMet riders is unacceptable.</p> <p>One alternative to consider is a frequent express bus connecting various points between Clackamas Town Center and Beaverton Transit Center along I-205, I-5, and Hwy 217, funded by ODOT.”</p> <p>“I have attached an Express Bus concept proposal created by retired transit planner Jim Howell. With suitable use of congestion pricing, much of this route could be managed to keep the freeway free-flowing. This could involve a single managed lane, or all lanes subject to variable pricing. A less satisfactory alternative would be to modify the freeway in the non-tolled stretches to allow Bus on Shoulder operation to bypass congestion. When frequent express bus service is time-competitive with auto travel, and is well-integrated with an improved regional transit system, the need for expanding freeways might be reduced.”</p>
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#	Name	Affiliation	Date	Method	Proposed change identified in comment (changes shown in strikeout and <u>underscore</u>)
4	Karen Buehrig	Clackamas County	11/15/2021	Email	<p>“Revise language in Table 8.3 as follows –</p> <p><u>As identified in HB 3055 (and ORS 383), Toll revenue will <u>is expected to</u> be needed to complete construction of this project. A separate Environmental Assessment for the I-205 Toll Project began in August 2020; expected completion in December 2022.”</u></p> <p>“Clarify that Phase 1A includes more than just the Abernethy Bridge and update funding language to match previous recommendation. Also make a stronger connection to HB 3055 language in amendments to 8.3.1.8 by adding a second paragraph that explains the I-205 Toll Project as outlined below.</p> <p>Construction financing for Phase 1A (<u>including</u> Abernethy Bridge) is identified in HB 3055 (2021 Session). Variable Rate Tolls priced to manage travel demand as well as provide revenue will <u>are expected to</u> be used to fund the rest of the project (Phase 1B, 1C, 1D and Phase 2).</p> <p><u>The proposed I-205 Toll Project would toll I-205 near the Abernethy and Tualatin River Bridges (see figure 8.13b) to raise revenue for construction of the planned I-205 Improvements Project and manage congestion between Stafford Road and Oregon Route 213 to give travelers a better and more reliable trip. Potential diversion onto local roads caused by tolling will need to be addressed as part of this project. More information about the I-205 Toll Project can be found at https://www.oregon.gov/odot/tolling/Pages/I-205-Tolling.aspx.”</u></p> <p>“Remove the draft description on the RTP Project List and replace it with a description that more narrowly identifies what specifically will be accomplished within the PE Phase of the I-205 tolling project. One concept could look something like:</p> <p><u>Conduct preliminary engineering and NEPA review for the I-205 Toll Project. The NEPA process for the I-205 Toll Project will analyze the impacts of tolling on I-205 between Stafford Road and Oregon Route 213 (OR 213).”</u></p>

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5	Jon Henrichsen	Multnomah County	11/15/2021	Email	<p>The County “strongly encourage[s] ODOT to consider the impact of the tolling project on low income households and individuals to ensure that the tolling system does not have a disproportionate impact on those users of the transportation system.”</p> <p>“In addition, the County offers two clarifications on the language in the amendment proposal:</p> <ol style="list-style-type: none"> 1. ODOT asserts that tolling will improve air quality by decreasing congestion. We support the use of traffic and air quality modeling to confirm this, including high resolution dispersion modeling to determine impacts adjacent to the project. 2. The project description in the proposed amendment narrowly defines the purpose of the tolling as only funding the I-205 Improvements Project and managing congestion. However, according to House Bill 3055, the project will also include mitigation measures on adjacent, connected, or parallel highways to address diversion and improve safety. The tolling projects will also result in ongoing revenue that will continue after the I-205 Improvements Project is completed. The project description should acknowledge the broader funding authority.”

6	André Lightsey-Walker	The Street Trust	?	Email	<p>“The Street Trust does NOT support roadway tolling as an instrument for funding infrastructure that increases drive-alone trips.”</p> <p>“we encourage Metro leadership to get clarity on the following from ODOT’s I-205 project team:</p> <ol style="list-style-type: none"> 1. The extent to which the proposed tolling will generate revenue for infrastructure that supports drive-alone trips versus the revenue generated for transit, walking, biking and other low-carbon modes and in what percentages; 2. Whether the proposed freeway expansion in conjunction with road pricing will lead to an increase or decrease in overall vehicle miles traveled and to what extend; and 3. Whether the proposed freeway expansion in conjunction with road pricing will lead to an increase or decrease in overall greenhouse gas emissions and to what extent. <p>We encourage Metro leadership to only support an amendment to the RTP once you have established, with certainty that the tolling revenue will be used to increase seismic resilience; increase access to walking, biking, and transit; and will reduce vehicle miles traveled and greenhouse gas emissions.</p> <p>We also ask that you please hold ODOT accountable by pushing back on the simplistic framing of idled vehicles as the primary source of environmental concern. We encourage you to instead ask that idling be framed more holistically, as a by-product of the larger issue, a history of disproportionate investment in autocentric infrastructure.</p> <p>Only once this regional, system-wide traffic demand management system has been implemented should we consider the right (and right-sized) infrastructure investments to increase mobility for our state and region. In many cases, expensive road widening projects may not be necessary.</p> <p>As leaders in the discussion of congestion pricing, it is important that Metro embraces its responsibility for guiding an essential cultural shift towards the</p>
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#	Name	Affiliation	Date	Method	Proposed change identified in comment (changes shown in strikeout and <u>underscore</u>)
					elevation and prioritization alternatives to the carbon-intensive, drive-alone trip. Innovative pricing policy has the potential to play a key role in this cultural shift -- only if the funds generated are used responsibly."
7	Anonymous	Resident	10/4/2021	Online survey	Suggests a bus system or other mass transit for the I-205 corridor as a part of the plan.
8	Anonymous	Resident	10/4/2021	Online survey	Expresses opposition to the RTP amendment. Supports congestion pricing to reduce VMT and emissions, but not to fund freeway expansion. Suggests to invest in transit instead.
9	Anonymous	Resident	10/4/2021	Online survey	Suggests establishing a finite period for tolling and defining how toll revenue will be used.
10	Anonymous	Resident	10/4/2021	Online survey	Suggests not expanding the highway due to climate change concerns. Supports tolling as disincentive for driving, but not merely for "profit."
11	Anonymous	Resident	10/4/2021	Online survey	Suggests "aggressively planting trees (Douglas Fir if possible) in the more barren areas of ODOT's Right-of-way. ... The Gateway Transit Center area is particularly barren and a massive planting there could help restart the vision of the Gateway Regional Center while dovetailing beautifully with the momentum building at Gateway Green bike park. This strategy would be highly visible, environmentally and equitably sound, help soften the blow of new tolls and be a huge PR win for ODOT."
12	Anonymous	Resident	10/5/2021	Online survey	Suggests a "full EIR process" for the project to evaluate emissions impacts and to justify a highway expansion project instead of investing in alternatives to driving.
13	Anonymous	Resident	10/10/2021	Online survey	Suggests that tolling would be more politically acceptable if it were project-specific and limited to a definite period of time.
14	Anonymous	Resident	10/13/2021	Online survey	Objects using congestion pricing revenue to fund freeway expansions. Use it to maintain roadways and invest in multi-modal transit instead.
15	Anonymous	Resident	10/15/2021	Online survey	Use corporate taxes and taxes on luxury goods to maintain infrastructure. "Direct a greater portion of corporate taxes toward expanding and maintaining and upgrading infrastructure. Create a development tax, especially on luxury development, to fund infrastructure. Create a luxury tax on luxury vehicles and direct it toward these infrastructure goals."

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16	Zsolt Bacskai	Resident	10/18/2021	Online survey	"the problem that is causing traffic jams are the entry and exit points , when the entry is before the exit you create cross traffic with low speed , it makes no difference how many lanes you got 3, 2, or 6 like in Texas, the traffic will slow down at those points , also as someone who lives at that area going south toward I-5 was never a problem , coming up north on the afternoon is the problem , which is the opposite of the bottle neck , 2 lane becomes 3, so the traffic should flow like a dream , but it does not thanks to the Lake Oswego entry and the 99 exist that are crossing each other within 500 feet, so unless you can stop the behavior of the drivers who like to stay in the left lane until the very last second to exit the freeway your project is a waste of our money"
17	Anonymous	Resident	10/21/2021	Online survey	"I would like to see Metro actually address automobile traffic issues by increasing road capacity and design roads with throughput increasing ideas. For example, having on-ramp meters tied to freeway traffic flow, adding diverging diamond interchanges (DDI)."
18	Lisa Scribner	Resident	10/21/2021	Online survey	"Bidens infrastructure bill would assumably reach Oregon. Use THAT money for I 205 improvements. "Reallocate lottery money for I 205 improvements"
19	Anonymous	Resident	10/21/2021	Online survey	"Build good public transportation infrastructure with tax dollars"
20	Anonymous	Resident	10/21/2021	Online survey	"local residents should have an exemption"
21	Anonymous	Resident	10/21/2021	Online survey	"Having worked in the industry for a number of years and also many years in lean manufacturing, I can tell you it wouldnt take very long at all to make a few minimal cuts and be able to fund the project without any issues. I highly recommend actually talking to real working class people and taking their comments seriously."
22	Anonymous	Resident	10/21/2021	Online survey	"Make the electric vehicles pay there fair share of road taxes like gas and diesel do."
23	Anonymous	Resident	10/21/2021	Online survey	"If tolls are used they should be placed farther out so that local traffic staying within the local area doesn't just clog up the old Oregon City bridge."
24	Anonymous	Resident	10/21/2021	Online survey	"Is there a max line from Oregon City to St. Vincent hospital that is easily accessible and won't add a substantial amount of time to our commute? Or to Tualatin?"

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25	Anonymous	Resident	10/21/2021	Online survey	"Exempt those in adjacent communities from the toll and much of your pushback will go away."
26	Anonymous	Resident	10/21/2021	Online survey	"I don't think locals should be tolled as long as they live in a certain radius from the tolls."
27	Anonymous	Resident	10/21/2021	Online survey	"I do not see anywhere in this document how ODOT will address diversion traffic. In the West Linn, Oregon City area. Diversion, will cause substantially greater air pollution caused by vehicles cuing up for miles, as drivers cross the river."
28	Anonymous	Resident	10/22/2021	Online survey	"At least add a local discount for surrounding families or free times to drive through the area. Or an alternate freeway at no cost to allow a choice."
29	Anonymous	Resident	10/22/2021	Online survey	"This should be illegal without a vote."
30	Anonymous	Resident	10/22/2021	Online survey	"There needs to be a review of the impact this action will have on local street traffic."
31	Anonymous	Resident	10/22/2021	Online survey	"I would be interested in seeing sketches of the multipurpose lanes. Any plans to expand/include light rail?"
32	Anonymous	Resident	10/22/2021	Online survey	"Please make it rush hour only 3 ish hours in the morning and 3 more in the evening."
33	Anonymous	Resident	10/22/2021	Online survey	"Any plan to place toll roads anyplace in oregon should be put to a state wide vote."
34	Anonymous	Resident	10/22/2021	Online survey	"Nowhere within the document could I find what the toll cost would be per drive and there is nothing that states that costs will not exceedingly rise over time."
35	Anonymous	Resident	10/22/2021	Online survey	"Maybe you should actually start listening to the public instead of creating pointless surveys you're not even going to take into consideration, since you haven't listened yet."
36	Anonymous	Resident	10/22/2021	Online survey	"please genuinely aim to hear folks telling you that this will be absolutely terrible for the communities most impacted. They may not be planning and transportation experts like you (and me, for what it is worth), but they are experts about their own communities and are not (all) just coming from a place of NIMBYism."
37	Anonymous	Resident	10/22/2021	Online survey	Suggests "special relief" for "city residents unfairly impacted by the tolls"

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#	Name	Affiliation	Date	Method	Proposed change identified in comment (changes shown in strikeout and <u>underscore</u>)
38	Anonymous	Resident	10/24/2021	Online survey	<p>"If you want to toll roads, toll those that allow Washington drivers to enter the state. They come here to shop without paying taxes and they do not help to pay for roads in Oregon."</p> <p>"This idea needs to go to the voters within the metro area, we deserve the right to have our say."</p>
39	Anonymous	Resident	10/25/2021	Online survey	<p>"After looking through the plan, there is a disappointing lack of investment into better cycling, walking, and transit infrastructure. ... I was hoping to see plans for many more multi-use paths, dedicated bus lanes, and MAX light rail improvements, but there just doesn't seem to be enough in this current plan."</p> <p>"The commitment to equity and accessibility in the project so far is great, and I hope to see it continue."</p>
40	Anonymous	Resident	10/25/2021	Online survey	"There doesn't seem to be any additional plan for public transit within the project scope. Has there been any study to determine if an extension of the Max along the I-205 corridor would benefit from <u>parallel construction with the I-205 toll project?</u> "
41	Anonymous	Resident	10/31/2021	Online survey	"Proceed with tolls but also make improvements, change (reduce) speed limits and add enforcement on surface streets that could see additional traffic associated with toll avoidance."
42	Anonymous	Resident	11/1/2021	Online survey	"While tolling is a fair way to raise a portion of funds for maintenance and seismic upgrades from those who use the highway most, expanding the highway infrastructure to more traffic lanes would need to be a deeper discussion which includes topics such as climate change. Otherwise, unfortunately all aspects of this project may be disagreeable."
43	Anonymous	Resident	11/2/2021	Online survey	"You need to provide a toll exclusion for west linn residents who must use the roads to get to their home."
44	Anonymous	Resident	11/3/2021	Online survey	"If the toll is pursued, it should be considered to have a set income amount below which Oregonians are exempt; some type of subsidized polling pass if you will."

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45	Anonymous	Resident	11/3/2021	Online survey	<p>"I hope the Committee will pay attention to the issue of connectivity of our neighborhoods."</p> <p>"Has there been any consideration to creating a traffic lane on the Abernathy Bridge that would allow entrance and exit at both ends so West Linn residents (and Gladstone/Oregon City) could stay connected to nearby neighborhoods without having to pay a fee? If that is not possible, could there be a "reader sticker" provided to local residents that would allow travel across the Abernathy Bridge only? I think <u>Connectivity</u> to nearby neighborhoods is very important."</p>
46	Anonymous	Resident	11/3/2021	Online survey	"If a toll is put in place it should not be indefinite. The toll should stop when the project is funded. ... I feel if you can guarantee this you would get more buy in from the community as long as you are fourth coming monthly as how to much money has been raised for the project."
47	Anonymous	Resident	11/3/2021	Online survey	"Tolling will result in diverting motor vehicle traffic to local roads. It will not reduce greenhouse gas emissions unless the tolling revenue can be used to make alternative transportation more feasible for people throughout the region. I do not support tolling I-205 or any other roadway unless the Oregon constitution is changed to allow tolling revenue to be used to encourage people to walk, bike and most importantly, improve transit to meet our daily needs."

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48	Anonymous	Resident	11/3/2021	Online survey	<p>"I am in full support of making the bridge seismically safe, but I don't understand why we're still looking to adding lanes as being the answer to congestion when we know that through induced demand there'll come a day when 3 lanes isn't enough, and then 4, and so on. And so far I haven't heard any substantial promises about toll revenue going towards transit, bike, ped infrastructure. If we really want to mitigate congestion and greenhouse gas emissions, we need to prioritize getting people out of single occupancy vehicles. I understand that this project does include some of that which I appreciate, but it's not enough."</p> <p>"I'd want to see congestion pricing go towards deep investments in transit, bike, and ped infrastructure - not just including those things as an afterthought or requirement in order to add more lanes."</p> <p>"We need intercity transit. We need rural public transit. We need sidewalks and protected bike lanes. We don't need more room for cars on the road."</p>
49	Anonymous	Resident	11/3/2021	Online survey	<p>"I really don't want to deal with the hassle of paying tolls. The only way to fix that would be if it were fully automated, no stopping, no cards, no gates, no lanes, no nothing - traffic cams keep track of license plates, and billing happens automatically, a letter shows up in your mailbox with a QR code you can scan to pay immediately online. Of course the toll would have to avoid being regressive as well ... Ultimately, if we need more money to maintain public roads, I'd prefer to see the funds raised by something more like a bracketed levy tax. ... let that burden fall on residents who are more financially secure."</p>
50	Anonymous	Resident	11/3/2021	Online survey	<p>"Have you ever considered just tolling every entrance to I-205, so you (1) aren't just screwing over the people who use one section of the freeway, and (2) allow those who wish to jump ahead of other traffic pay for the convenience? By tolling every entrance to I-205, you spread the pain equally across all users of the freeway."</p>
51	Anonymous	Resident	11/3/2021	Online survey	<p>"(1) Tolling should be on all of I-205, not just the West Linn area. (2) The toll should start before the Stafford Exit so that people cannot get off on that exit to cut through the neighborhoods. (3) West Linn residents should have pass"</p>

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52	Anonymous	Resident	11/3/2021	Online survey	"Only that the increases in traffic side-roads by persons avoiding the tolls is a reality that ODOT needs to effectively deal with. This may mean tolling side-roads (good luck on that one) to bring this probable situation under control if undue congestion occurs on the side-roads. One possibility is "penalty tolling" which might cause toll-avoiders to have second thoughts. If drivers have a readable bar-code or some such on their vehicles, then sensors on the side-roads could pick them up and when they do use the tolled road (I-205) they pay more as a result of their side-road use. Of course, there are other approaches, but this is just one idea."
53	Anonymous	Resident	11/3/2021	Online survey	"Quite frankly there should be no tolls. funding should come from other sources that would further spread the costs as local residents will pay an unfair higher burden. Even residents that personally do not use the 205 corridor would benefit from the changes and seismic upgrades but would not pay any of the cost. A better option would be to build a new road just south of the Boon bridge and have it join 205 past Oregon City. This would result in upgraded structures that would withstand the "big one" and at the same time substantially reduce current congestion issues. Any toll that is applied should be used only for 205 and not for other projects. Any toll that is applied should have a SUNSET clause that would eliminate the toll once the project is paid for and not be used as a general funding source. This method has been applied to the I-5 bridge and Astoria bridge and others."
54	Anonymous	Resident	11/3/2021	Online survey	"If you are going to toll a freeway, do it the entire length of 205 so more people than us can be unhappy. I5 and 217 traffic is much worse and they've never been rolled to satisfy the state."
55	Anonymous	Resident	11/3/2021	Online survey	"this is too targeted - should this be a larger thought-out toll policy for the entire metro area. Perhaps start with the WA border bridges?"
56	Anonymous	Resident	11/3/2021	Online survey	"I support the project goals. But not these means. ... The impact of this must be spread out across the metro area to be equitable. I believe Metro and the State should add to or redirect Vehicle and Gas tax fees from the whole region to cover this rather than trapping Us Locals with this "Pay if you want to leave home or get back home" idea you seem stuck on."
57	Anonymous	Resident	11/3/2021	Online survey	"If you must put in place a toll, please consider a toll lane instead of all of the lanes being charged. This way the ones who can afford to pay for a easier commute will."

#	Name	Affiliation	Date	Method	Proposed change identified in comment (changes shown in strikeout and <u>underscore</u>)
58	Anonymous	Resident	11/3/2021	Online survey	<p>"How does ODOT plan to mitigate for local road diversion?"</p> <p>"Modeling data to date shows limited to no overall effect for congestion mitigation by tolling just this one small section of I-205. In addition, data to date suggests tolling all of I-5 and I-205 in the Portland Metro area is required to generate the revenue needed to pay for improvements identified in the tolling study. Why not move ahead now with tolling the entire Portland metro area instead of a small section of I-205?"</p> <p>"Why not pursue other options for revenue generation like a regional or statewide diesel fuel tax and HOV/HOT lane designation for the outside passing lanes of both I-205 and I-5 for significant regional congestion mitigation?"</p>
59	Anonymous	Resident	11/3/2021	Online survey	"Why don't you supply a synopsis, do you really expect everyone to read 121 pages?"
60	Anonymous	Resident	11/3/2021	Online survey	"Residents of the area should be exempt from tolls."
61	Anonymous	Resident	11/3/2021	Online survey	"I'd much rather just add onto our local taxes instead of wasting revenue on a temporary toll program."
62	Anonymous	Resident	11/3/2021	Online survey	"There should be a reasonable limit for those living in West Linn"
63	Anonymous	Resident	11/4/2021	Online survey	"The proposed toll site at the 43 - 205 interchange will impact us, and many people in the area, numerous times a day. This will mean the local community pays heavily for the regional transportation rather than spreading out the cost. It would be much better if financing was found elsewhere even if it was an increase in taxes, vehicle fee, or anything else!"
64	Anonymous	Resident	11/4/2021	Online survey	Consider the "undue financial and mobility burden on seniors in the West Linn area. The certain increased traffic on already over stressed local roads will limit access to medical care facilities and food sources and the increased local traffic poses greater danger to pedestrians and bicycle traffic and will force many seniors to limit their mobility."

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65	Anonymous	Resident	11/4/2021	Online survey	"No one has explained why this location is a better option for revenue generation and emissions mitigation than say, the Glenn Jackson Bridge or I205 between Damascus and Killingworth. Please share your reasoning. I also have concerns about the honesty of the communications around this project. Some sources say tolling is a done deal while others are saying it's not. Please be consistent and honest with your messaging."
66	Anonymous	Resident	11/4/2021	Online survey	"If there are tolls, they should be reduced or eliminated for those who are low-income."
67	Anonymous	Resident	11/4/2021	Online survey	"There should not be a targeted segment that have to unduly bear the burden of this cost just because their livelihood takes them through the wrong area. Provide more commuter options but stop looking for more ways to slice us up when we are already dying by a thousand cuts. Make no truck zones or dedicated truck only lanes to ease their routes while mitigating their presence in some areas. Already there are trucks getting stuck on roads they should not be on in order to get around congestion, I imagine a toll road would not make that situation better."
68	Anonymous	Resident	11/4/2021	Online survey	"Toll the whole length of I-205. This short length will cause local traffic issues with people avoiding the tolls."

#	Name	Affiliation	Date	Method	Proposed change identified in comment (changes shown in strikeout and <u>underscore</u>)
69	Anonymous	Resident	11/15/2021	Online survey	<p>“Although the I-205 Project (the Project) to widen and toll between Abernathy Bridge and Stafford Road predates Oregon Executive Order 20-4 (the EO), the imperatives of Climate Change dictate that the Project at least meet the spirit of the EO. The Project must facilitate reduction of Greenhouse Gas (GHG) emissions per EO. The Project documents I have found to review do not make it clear that it does. I have a few starter questions. 1. How does the Project - with its expansion of freeway lanes - fit with the goals and plans of the Oregon Statewide Transportation Strategy - A 2050 Vision for Greenhouse Gas Emissions Reduction and the Every Mile Counts program, which (in part) implements the STS through reducing vehicle miles traveled? 2. Has ODOT worked with the Department of Land Conservation and Development as required by the EO to examine land use changes that might reduce the congestion currently experienced in the corridor? Such examination could start with analysis of current origin-destination data from which transport, commute, and other transportation needs can be pretty accurately derived and then used to recast congestion-reducing strategies for evaluation. I have not yet discovered records of such origin-destination data or analysis on it.”</p> <p>“3. ... How are the toll rates to be set? Is there some guarantee the tolls will cover highway expansion? ... the literature suggests that a project is considered “fair” only if the perceived values of giveaways (less congestion) are more than twice the takeaways (tolls)”</p> <p>“4. ... It seems that the Project could lead to increased vehicle miles traveled. For congruence with the EO, it appears that GHG reduction must be derived from conversion to electric vehicles. If this is so, providing energy (and perhaps electrified vehicles) seems to be a requirement for the Project, and therefore that the cost for providing the energy (and vehicles) must be part of the Project. This would be similar to providing rolling stock for transit service. I have found no evidence of that in the Project documents.”</p>

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70	Anonymous	Resident	11/15/2021	Online survey	"I understand the intent of the tolls, but there should be more consideration for residents of West Linn, Lake Oswego, and Oregon City who live within the tolled area. I would suggest eliminating tolls on the weekends and/or outside of the most congested times."

Attachment A Notification Methods

10/29/21, 11:05 AM

Public notice: Opportunity to comment on the I-205 Toll Project amendment to the Regional Transportation Plan | Metro



Metro News



Public notice: Opportunity to comment on the I-205 Toll Project amendment to the Regional Transportation Plan

Oct. 1, 2021 5:14 p.m.

Review and comment

The public comment period starts on Friday, Oct. 1, 2021, and concludes 5 p.m. Monday, Nov. 15, 2021.

Online survey

Email

You can also submit comments by email or mail to:

- by mail to Metro Planning – I-205 Toll Project | 600 NE Grand Ave., Portland, OR 97232
- by phone at 503-797-1750 or 503-797-1804
- submission at the [Nov. 4, 2021 Metro Council meeting](#) from 10:30 a.m. to 1 p.m.

This information will be provided to Metro's Transportation Policy Advisory Committee (TPAC), the Metro Technical Advisory Committee (MTAC), the Metro Policy Advisory Committee (MPAC), the region's Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council for discussion and consideration prior to requesting final recommendations and action in early 2022.

The Oregon Department of Transportation (ODOT) is studying options for a variable rate toll on all lanes of Interstate 205 (I-205) between Stafford Road and Oregon Route 213 (OR-213), known

<https://www.oregonmetro.gov/news/public-notice-opportunity-comment-i-205-toll-project-amendment-regional-transportation-plan>

1/4

Email to Metro community partners noticing open public comment periods for the I-205 Toll Project and 2021 TSMO Strategy
Sent 10/5/2021

Hello,
I hope this email finds you well.

I want to let you know that there are public comment periods open for two transportation projects: the **Draft Regional Transportation System Management and Operations Strategy** and the **I-205 Toll Project amendment to the Regional Transportation Plan**. This email includes brief descriptions of these projects with links to more information and ways to comment on each project.

This announcement was also sent to Metro's policy advisory committee interested parties lists. I want to make sure all of our partners at community organizations who may not be on those lists receive this information. If you're getting it twice (or more)—I am sorry for the duplication.

If there are other people in your organizations who are also interested in receiving transportation related emails from Metro, please let me know. If you no longer want to receive transportation related emails from Metro, also please let me know. Thanks so much!

Best,
Molly

Molly Cooney-Mesker
Senior community engagement specialist
Planning and Development | Metro | oregonmetro.gov

My gender pronouns: she, her, hers.
[Why include this?](#)

Draft 2021 Regional Transportation System Management and Operations (2021 Draft TSMO Strategy)

The [2021 Draft TSMO Strategy](#) provides actionable steps toward collaboratively managing and operating a connected and accessible transportation system in greater Portland. The draft strategy focuses on implementing the [2018 Regional Transportation Plan](#) priorities of improving safety, advancing equity, reducing the impacts of climate change and managing congestion. The 2021 Draft TSMO Strategy sets goals for eliminating disparities in transportation and providing reliable travel

1/6/21

Regional Transportation Plan

As the metropolitan planning organization for the Portland metropolitan area, Metro is authorized by Congress and the State of Oregon to coordinate and plan investments in the transportation system for Clackamas, Multnomah and Washington counties. This is done through periodic updates to the Regional Transportation Plan – now every 5 years.



2018 Regional
Transportation Plan
Oregon Department of
Transportation

2018 Regional Transportation Plan

Last published
Dec. 5, 2018

Download pdf

68.18 MB

2018
update

2018
RTP
equity
analysis

2014
update

2010
update

2004
update

Transportation shapes our communities and our everyday lives. Access to reliable transit, safe biking and walking connections, and streets and highways where traffic flows allows us to reach our jobs, schools and families. It connects us to the goods and services we depend on and helps keep nature and recreation opportunities within reach.

The Regional Transportation Plan is a blueprint to guide investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. The plan identifies current and future transportation needs, investments needed to meet those needs and what funds the region expects to have available to cover the next 25 years to make those investments a reality.

From June 2015 to Dec. 2018, Metro worked with local, regional and state partners and the public to update the region's shared vision and strategy for investing in the transportation system for the next 25 years.

Comment now

The Oregon Department of Transportation (ODOT) is studying options for a variable rate toll on all lanes of Interstate 205 (I-205) between Stafford Road and Oregon Route 213 (OR 213), known as the I-205 Toll Project.

More information

The public comment period starts on Friday, Oct. 1, 2021, and concludes 5 p.m. Monday, Nov. 15, 2021.

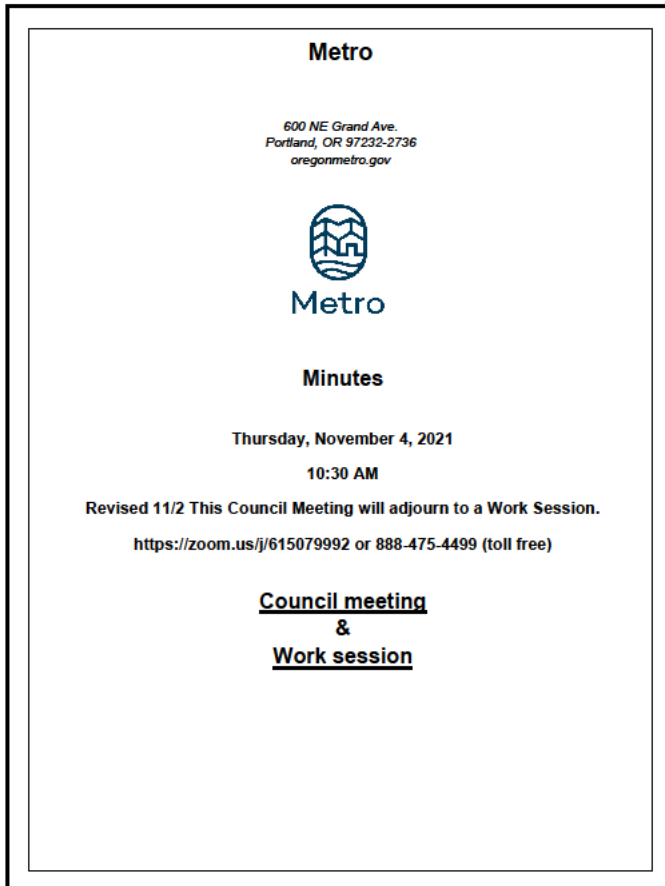
Maps available online

Explore the adopted 2018 RTP regional transportation network and project maps.

View network maps

View project map

Attachment B Submitted and Verbal Comments





Dear Metro President Peterson & Members of the Council

Thank you for your attention to detail on this matter and your recurring emphasis on how all of the projects in ODOT's Urban Mobility Office portfolio need to be assessed in tandem as part of a single regional system.

The Street Trust is focused on advancing a region-wide system that manages demand and prioritizes multimodal infrastructure. We recognize pricing as an effective tool to help manage traffic demand, address urgent climate concerns, and improve equitable access to other modes in our transportation system; however, The Street Trust does NOT support roadway tolling as an instrument for funding infrastructure that increases drive-alone trips.

A wide range of contemporary literature and research shows that as vehicle miles traveled (VMT) increases, so do greenhouse gas emissions (GHG), highway collisions, and death. As such, we encourage Metro leadership to get clarity on the following from ODOT's I-205 project team:

1. The extent to which the proposed tolling will generate revenue for infrastructure that supports drive-alone trips versus the revenue generated for transit, walking, biking and other low-carbon modes and in what percentages;
2. Whether the proposed freeway expansion in conjunction with road pricing will lead to an increase or decrease in overall vehicle miles traveled and to what extent; and
3. Whether the proposed freeway expansion in conjunction with road pricing will lead to an increase or decrease in overall greenhouse gas emissions and to what extent.

We encourage Metro leadership to only support an amendment to the RTP once you have established, with certainty that the tolling revenue will be used to increase seismic resilience; increase access to walking, biking, and transit; and will reduce vehicle miles traveled and greenhouse gas emissions.

We also ask that you please hold ODOT accountable by pushing back on the simplistic framing of idled vehicles as the primary source of environmental concern. We encourage you to instead ask that idling be framed more holistically, as a by-product of the larger issue, a history of disproportionate investment in aut-centric infrastructure.

618 NW Glisan St #203 • Portland, OR 97209
(503) 226-0676 • www.thestreettrust.org

Chris Smith Testimony for 11.4.21 Council meeting
Attachments- RMPP Purpose and Need Comments.pdf

Comments on I-205 Toll Project submitted on behalf of No More Freeways for the Metro Council hearing on Nov 4. I also plan to testify by zoom at the hearing.

No More Freeways and several partner organizations recently submitted comments to ODOT on the Regional Mobility Pricing Project that are quite pertinent to this project as well, and I am attaching those comments.

JPACT and Metro Council have directed that regional congestion pricing policy be developed in the 2023 RTP. A key point of Metro's research on the topic is that how revenue from pricing is spent is critical to the equity outcomes of pricing. But ODOT seeks to pre-empt Metro's process and dedicate the majority of pricing revenue to widening freeways via three separate projects with siloed policy analysis: I-205 Tolling Project, Regional Mobility Pricing Project and IBR tolling.

The region deserves a robust conversation about pricing on a regional basis. If Metro has established that this policy development should occur in the 2023 RTP process, then ODOT's pricing projects should also be processed as part of the RTP, and NOT BEFORE.

Several other points I would emphasize:

- Pricing motor vehicle travel is a critical tool for addressing our climate emergency, but using the revenue from that pricing to expand freeways is counter productive and wastes the opportunity to shift travel to transit, biking and walking and to serve the region's equity, climate and safety goals.
- ODOT is creating a pattern of doing NEPA analysis on construction projects, then later doing a separate NEPA process for pricing which would fund the project. This is a faulty process that avoids analyzing pricing as an alternative to construction.
- During discussion of the I-205 Toll Project, leaders in Clackamas County have fairly called out the lack of a robust transit alternative to the highway. ODOT should be required to analyze a transit alternative to the construction project.

Submitted by Chris Smith on behalf of No More Freeways.

RTP Public Comment Report

From: Dave Farmer <davefarmer15362@gmail.com>
 Sent: Saturday, October 23, 2021 8:12 AM
 To: Trans System Accounts
 Subject: [External sender]

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

Tolls are unfair.
 I can't afford tolls.
 In my area there are no other practical ways to travel.
 I live on a steep hill, so I can't ride a bike physically or walk.
 I used to ride a bike in Happy Valley by Sunnyside road. Not hilly.
 My bike was stolen , it was locked to a work bench inside a typical locked garage, never recovered. I can't afford another good bike, and would have a difficult time storing it . I physically can't hang it.
 I don't feel safe on bus or train.
 I have carried a gun in the past (I sold it because I needed the 125 dollars I got for it.) But carrying a gun and using it on a train or bus with other people in the line of fire is not safe for other passengers.
 Tolls are inefficient, about 30% or more to out of state toll collection company. This hurts our local economy. Money I spend on tolls I won't be able to spend on other things. I spend almost all of my money every month or year. Usually I save about 200 or 300 per year.
 Thanks for your time

From: Trans System Accounts
 Sent: Wednesday, October 27, 2021 1:25 PM
 To: Dave Farmer <davefarmer15362@gmail.com>
 Subject: RE: [External sender]Tolls

Thank you for your comment on the I-205 Toll Project amendment to the 2018 Regional Transportation Plan (RTP).

Substantive comments with responses and a public comment summary report will be provided to Metro's advisory committees (TPAC, MTAC, and MPAC) and the region's Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council for discussion and consideration prior to requesting final recommendations and action in early 2022.

Laura Dawson Bodner
 Program Assistant
 Land Use, TOD, Regional Transportation Planning, 2040 Grants
 Metro
 Monday Thursday 7:30 a.m. 4:00 p.m.

From: Dave Farmer [mailto:davefarmer15362@gmail.com]
 Sent: Tuesday, October 26, 2021 10:01 PM
 To: Trans System Accounts <transportation@oregonmetro.gov>
 Subject: [External sender]Tolls

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

Please don't implement tolling on our freeways. I can't afford more Bill's. And other transportation methods are not available in West Linn. I am very concerned about diversion traffic and the safety of our side streets and schools

RTP Public Comment Report

Doug Allen Testimony for 11/4/2021
Attachments- Express Bus 2.pdf

Please forward the following testimony to the Metro Council, including the attached "Express Bus 2.pdf" presentation, relating to Nov. 4 Agenda Item 5.1.1 Public Hearing for Ordinance No. 21-1467, a proposed RTP amendment for I-205 tolling.

Council President Peterson and Councilors:

1) ODOT plans to add 14 lane-miles of freeway to this region and planet, in addition to seismic strengthening of the Abernethy Bridge and other related work. The VMT that will be induced by the additional miles of freeway lanes, and the VMT that will be suppressed by tolling, are currently unknown. Why? Because the project was excluded from a full environmental analysis. Not only were reasonable alternatives not considered, but an important component of the actual project, tolling, was not analyzed.

2) In July of 2017, the Oregon Legislature passed HB 5045, which included the following budget note:

"The Oregon Department of Transportation is directed to ensure an ongoing commitment to fully fund congestion relief on I-205, including but not limited to the Stafford Rd to Abernethy Bridge bottleneck. Pursuant to HB 2017, any value pricing revenue shall be dedicated to I-205. In the event that value pricing revenue is not sufficient, or should value pricing prove not to be a viable funding source, the agency shall report immediately to the Legislative Assembly on the funding issues along with specifics on funding needs and options available to the Legislative Assembly to quickly remedy such funding gaps. An initial report shall be provided to the Joint Transportation Committee no later than the last legislative days in calendar year 2018."

3) At the May 23, 2018 meeting of the Joint Committee on Transportation, ODOT presented their I-205 "Cost to Complete" report. Co-chair Senator Lee Beyer asked when ODOT was going to ask for permission from the Feds to do value pricing: "My question would be: At what point do we have the information necessary to submit to the Federal Government, the right to do the value pricing on this?"

ODOT Region 1 Manager Rian Windsheimer gave the following answer:

"This report does not assume, um, tolling as a, as a revenue source. This cost to complete report assumes that we are moving forward with what's known as a Categorical Exclusion in terms of our environmental process. We've been running to complete that, and that's what these, all these assumptions assume.

If you were to move forward with uh, uh, asking to move forward with a tolling scenario, we would need to back up, and begin an environmental process around that tolling effort. And so that would be up to two, three, or more years of environmental work associated with

From: [Trans System Accounts](#)
To: [Molly Cooney-Messler](#); [Kim Ellis](#)
Subject: FW: [External sender]Tolls on 205
Date: Monday, November 8, 2021 8:42:28 AM

-----Original Message-----

From: Elaine Grose [<mailto:mgroose@teleport.com>]
Sent: Thursday, November 4, 2021 12:17 PM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: [External sender]Tolls on 205

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With tolls on the area of Rt 205 from Stafford Rd to Rt 213, even more vehicles will leave Rt 205 and use alternative side roads through the West Linn area. Borland Rd/Willamette Falls Dr. already is packed at high traffic times. Johnson Rd would become busier than it currently is, as would Stafford to Rosemount Rd.

There are other sources already for funding the road improvements. Tolls just makes things worse than they currently are.

I am a resident of West Linn.

Elaine Grose

RTP Public Comment Report

From: Elizabeth Lindsey <eaglsing@gmail.com>
Sent: Monday, October 25, 2021 1:15 PM
To: Trans System Accounts
Subject: [External sender]Fwd: Public Feedback on I205 Tolling Project
Attachments: climate – tolls 10-25-21.docx

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

My feedback to ODOT on the I-205 Tolling Project is relevant to Metro's Regional Transportation System Management and Operations Strategy draft. Please consider it in that regard. My comment is attached.

From: Trans System Accounts <transportation@oregonmetro.gov>
Sent: Thursday, November 4, 2021 7:45 AM
To: Molly Cooney-Mesker; Kim Ellis
Subject: FW: [External sender]Public notice: Opportunity to comment on the I-205 Toll Project amendment to the Regional Transportation Plan

From: Gene Schwartz [mailto:gene_schwartz@gmail.com]
Sent: Wednesday, November 3, 2021 4:16 PM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: [External sender]Public notice: Opportunity to comment on the I-205 Toll Project amendment to the Regional Transportation Plan

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One simple question?

I live in West Linn near the 10th St. exit.

Will I have to pay a toll to use the I205 freeway?

Or will I have to use side streets to get to Tualatin, Oregon City, or anywhere East of the G.A. Bridge?

Increasing side street traffic which is, at times, already overly used and congested?

Thank you in advance,
 Gene Schwartz

Department of Community Services



Transportation Division

November 15, 2021

Metro Planning
600 NE Grand Ave
Portland, OR 97232

SUBJECT: I-205 Toll Project - Regional Transportation Plan amendments

Thank you for providing the opportunity to comment on the I-205 Toll Project amendment to the Regional Transportation Plan.

Multnomah County's values include social justice, health, safety, and sustainability, among others. Adding the tolling project preliminary engineering phase to the RTP is consistent with the RTP goals and the County's values. With the addition of the tolling project, ODOT can proceed with the NEPA phase analyses and public comment processes which will provide more information for the region to assess the benefits and impacts of tolling in this location.

Multnomah County supports ODOT's efforts to build a seismically resilient transportation system. The I-205 Abernethy Bridge project, along with other seismic upgrades that Multnomah County and other agencies are committed to, will ensure that the region can respond and recover after a Cascadia Subduction Zone earthquake.

At the same time, the County wants to emphasize the comments below as additional steps that we think should be taken to ensure that the project can meet the needs of the region.

As our region grows we continue to see people priced out of their homes and neighborhoods. Multnomah County wants to strongly encourage ODOT to consider the impact of the tolling project on low income households and individuals to ensure that the tolling system does not have a disproportionate impact on those users of the transportation system.

1620 SE 190th Ave • Portland, Oregon 97233 • Phone: 503.988.5050



DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
DEVELOPMENT SERVICES BUILDING
150 BEAVERCREEK ROAD • OREGON CITY, OR 97045

November 15, 2021

Public Comment
c/o Metro Planning
600 NE Grand Ave
Portland, OR 97232

RE: I-205 Toll Project Regional Transportation Plan Amendment – Staff Comments

Thank you for the opportunity to comment on the proposed I-205 Toll Project Regional Transportation Plan (RTP) Amendment.

We offer these comments and questions purely to encourage transparency and to gain clarity of what specifically ODOT is proposing. These comments are not an indication of support for the proposed amendment.

First, we would like to know if ODOT anticipates adding additional funds to the PE phase for this project. We also would like to know if ODOT would be required to bring forward future RTP and MTIP amendments for the construction phase of the I-205 Toll Project.

Second, Clackamas County transportation staff offer the following technical edits to clarify the proposed RTP Amendment language.

- Revise language in Table 8.3 as follows –

*As identified in HB 3055 (and ORS 383), toll revenue ~~will~~ **is expected to** be needed to complete construction of this project. A separate Environmental Assessment for the I-205 Toll Project began in August 2020; expected completion in December 2022.*

- Clarify that Phase 1A includes more than just the Abernethy Bridge and update funding language to match previous recommendation. Also make a stronger connection to HB 3055 language in amendments to 8.3.1.8 by adding a second paragraph that explains the I-205 Toll Project as outlined below.

*Construction financing for Phase 1A (including Abernethy Bridge) is identified in HB 3055 (2021 Session). Variable Rate Tolls priced to manage travel demand as well as provide revenue ~~will~~ **are expected to** be used to fund the rest of the project (Phase 1B, 1C, 1D and Phase 2).*

P. 503.742.4400 F. 503.742.4272 WWW.CLACKAMAS.US

RTP Public Comment Report

From: Trans System Accounts <transportation@oregonmetro.gov>
 Sent: Thursday, November 4, 2021 7:45 AM
 To: Molly Cooney-Mesker; Kim Ellis
 Subject: FW: Washington County Letter of Support - RTP Amendments
 Attachments: BCC - Letter of Support - RTP Amendment.pdf

From: Miranda Butler <mrpturtles16@hotmail.com>
 Sent: Friday, October 22, 2021 7:07 AM
 To: Trans System Accounts
 Subject: [External sender]I-205 tolls

From: Sarah Lundin [<mailto:Sarah.Lundin@co.washington.or.us>]
 Sent: Wednesday, November 3, 2021 2:49 PM
 To: Lynn Peterson <Lynn.Peterson@oregonmetro.gov>
 Cc: Trans System Accounts <transportation@oregonmetro.gov>; Legislative Coordinator <LegislativeCoordinator@oregonmetro.gov>; Kathryn Harrington <Kathryn.Harrington@co.washington.or.us>; Pam Treece <Pam.Treece@co.washington.or.us>; Jerry Willey <Jerry.Willey@co.washington.or.us>; Roy Rogers <Roy.Rogers@co.washington.or.us>; Nafisa Fai (Commissioner) <N.Fai-Commissioner@co.washington.or.us>; Brendan C.FINN@odot.state.or.us; Stephen Roberts <Stephen.Roberts@co.washington.or.us>; Christina Deffebach <Christina.Deffebach@co.washington.or.us>
 Subject: [External sender]Washington County Letter of Support - RTP Amendments

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

Dear Council President Peterson,

Please find attached the Washington County Board of Commissioner's letter of support for Regional Transportation Plan amendments for the I-205 Improvement and Toll projects.

We look forward to continued engagement as we all work together in support of a successful Toll Program.

Warm wishes,

Washington County Board of Commissioners

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

First, I want to say that having grown up in Colorado where there are a few toll roads, I can understand the role they can play in assisting with funding road maintenance.

However, I strongly feel that placing tolls on just one stretch of 205 would be catastrophically damaging to the residents that live off of that stretch of the highway. There are only two ways to cross the river in that area: the I-205 bridge and the old Oregon City bridge. Residents who live in Oregon City and West Linn very often have to cross the river to reach any of our routine destinations for standard errands like vet visits, WinCo grocery shopping, etc. Additionally, if the toll is put in place on I-205, many commuters are going to avoid the toll zone and that is going to significantly increase traffic through West Linn and over the Oregon City bridge. Those areas are setup to safely support the increased amount of vehicle volume which would incur additional road maintenance needs. Will the tolls pay for those as well? Or will those routes through West Linn and Oregon City need funding from other sources such as tolls? Either way, residents who live in the area will be triple punished for living here: first being our standard taxes already paid, second being the toll on 205 to run daily errands, and finally on the increased traffic and the risk that comes with that on the smaller local roads that are not prepared to manage that volume.

Tolls are not the answer here!

Attachment C Survey Questions

Share your feedback on the I-205 Toll Project amendment to the Regional Transportation Plan

The Oregon Department of Transportation (ODOT) is studying options for a variable rate toll on all lanes of Interstate 205 (I-205) between Stafford Road and Oregon Route 213 (OR 213), known as the [I-205 Toll Project](#). Tolls would raise revenue to complete financing for the planned [I-205 Improvements Project](#) and manage congestion on this section of I-205.

Learn more about the I-205 Improvements Project on [ODOT's webpage](#).

ODOT is preparing to move the I-205 Toll Project forward in the National Environmental Policy Act (NEPA) review process. As part of this process, ODOT requested an amendment to the 2018 Regional Transportation Plan (RTP) to add planning and preliminary engineering phases for the I-205 Toll Project. The requested amendment will:

- add the preliminary engineering phase for the I-205 Toll Project to the RTP financially constrained project list, and
- clarify the financial connection of the I-205 Toll Project to the I-205 Improvement Project in Chapter 8 of the RTP.

Review the [RTP amendment](#).

All substantive comments provided during the 45-day public comment period received will be documented and responded to. This information will be provided to Metro's Transportation Policy Advisory Committee (TPAC), the Metro Technical Advisory Committee (MTAC), the Metro Policy Advisory Committee (MPAC), the region's Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council for discussion and consideration prior to requesting final recommendations and action in early 2022.

The public comment period starts on Friday, Oct. 1, 2021 and concludes Nov. 15, 2021 at 5 p.m.

Thank you for your thoughts and time!

After reviewing [I-205 Toll Project Regional Transportation Plan amendment](#), do you have any comments to share?

The following questions help decision-makers at Metro know if we are hearing from people across races/ethnicities, ages and income levels. These questions are optional.

Please provide your zip code. (Required)

Which of the following ranges includes your age

RTP Public Comment Report

Under 18

18 to 24

25 to 34

35 to 44

45 to 54

55 to 64

65 to 74

75 and older

Prefer not to answer

Within the broad categories below, where would you place your racial or ethnic identity? (Select all that apply)

Native American, American Indian or Alaska Native

Asian or Asian American

Black or African American

Hispanic or Latino/a/x

Native Hawaiian or other Pacific Islander

RTP Public Comment Report

- White
- Prefer not to answer
- An ethnicity not included above (please specify)

What is your gender? (Comment box)

How many children under the age of 18 live in your household? (Check one)

- No children
- 1
- 2
- 3
- 4
- 5
- 6 or more
- Prefer not to answer

RTP Public Comment Report

Which of the following best represents the annual income of your household before taxes?

- Less than \$10,000
- \$10,000 to \$19,999
- \$20,000 to \$29,999
- \$30,000 to \$39,999
- \$40,000 to \$49,999
- \$50,000 to \$74,999
- \$75,000 to \$99,999
- \$100,000 to \$149,999
- \$150,000 or more
- Don't know / Prefer not to answer

Do you live with a disability? (Select all that apply)

- Hearing difficulty (deaf or have serious difficulty hearing)
- Vision difficulty (blind or have serious difficulty seeing, even when wearing glasses)
- Cognitive difficulty (because of a physical, mental or emotional problem, have difficulty remembering, concentrating or making decisions)

RTP Public Comment Report

- Ambulatory difficulty (unable to walk or having serious difficulty walking or climbing stairs)
- Self-care difficulty (unable to bathe or dress or having difficulty doing so)
- Independent living difficulty (because of a physical, mental or emotional problem, unable to do errands alone or have difficulty doing so)
- No disability

A disability not listed above (please describe)

In which County do you live?

- Clackamas
- Multnomah
- Washington
- Other

Attachment D Online Survey Responses

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
Adding this toll will hurt soccer moms, commuters, working people who have to take 205 and now have MORE money taken from them.	97026
No tolls!	97027
	97068
Glad you're addressing this areas traffic congestion. It's a big issue. I would be interested in seeing sketches of the multipurpose lanes. Any plans to expand/include light rail?	97042
Tolls will divert traffic to the already crumbling and increasingly congested 99e corridor through Canby and OR city.	97013
I would rather sit in traffic than pay for a toll on one bridge let alone two on the 205. If the existing bridges need to be updated then that funding needs to come from elsewhere or not happen at all. People who drive the 205 have no other transportation option because public transit is not feasible or at best not widely available in this part of town. Absolutely no one wants tolls and it creates more financial hardship to people who need the money most.	97045
Tolls are a regressive tax. Those that can least afford them also have the least ability to alter their schedule to avoid them. To Tolls in Oregon!	97229
No tolls!!	97042
	97219
	97068
No tolls!! It's unfair to local citizens who drive it every day for work or to take kids to school or to run errands.	97015
Oregon is amongst the highest taxed states in the country, to add a toll to roadways in Oregon is another layering of the ongoing acceleration of tax collection in this state. If taxes collected were allocated properly, the roadways of this state could be well maintained and opened for all to use. With the recent passage of the infrastructure bill by Congress, there has been documentation that indicates a 38% increase in overall federal support for Oregon roadways and transportation routes. To add a toll at this point in time reeks of greed, and not roadway improvement.	97229
Completely opposed to any tolling of our roads or freeways	97023
	97055

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
<p>- Oregon ranks the 11th highest gas tax in the nation. - Our registration fees have been higher than the average state. - Oregon has the nation's only bike tax. We just increased the truck tax 25% - In 2017, politicians created a payroll tax dedicated to transportation. Despite all the new and high transportation taxes above, very little new roads or vehicle bridges were being built. So now you plan to toll roads, by the tens of millions, and most of that will pay for road maintenance. So very little of the new toll upon new taxes will go towards extensive new roads or bridges to reduce traffic bottlenecks. This will not reduce any traffic but only adding a new lane. Tolling will flood side roads and increase traffic meaning if someone only takes 20 minutes now to get to work with traffic, they might be looking at 45 to 50 minutes just getting to work. It would be a nightmare for all who live in Oregon City and outskirts towns to head back home at the end of the day.</p>	97023
	97045
<p>In my humble opinion I think you would have a much easier time getting the public onboard with the idea of tolling if you would make it job specific...sell the idea that the toll is for this particular project but afterward the tolling would go away just like when the I-5 brige was tolled in the 60s and then went away after it was paid for. I think most residents feel as if this is just a tax being levied on them without their ability to vote on it and a forever funding source for ODOT which will then have their current funding reduced and that money going to pet projects elsewhere. I myself would be OK with the tolling ONLY if it was Job specific and went away after the project completed</p>	97013
<p>We already pay too much taxes to the government. If you enact this road tax I will simply drive on other roads to get to the same destinations thereby creating more congestion and traffic problems elsewhere. The questions following this comment box on the feedback survey are ridiculous and have no bearing on why the road tax should or should not be enacted. My race, ethnicity, age, gender family status and income have no purpose or relevance to this matter. The only question needed is whether or not I am a licensed driver and drive on the affected roads. I am sick of government demanding more and more taxes to pay for their wasteful management.</p>	97361
<p>(1) Tolling should be on all of I-205, not just the West Linn area. (2) The toll should start before the Stafford Exit so that people cannot get off on that exit to cut through the neighborhoods. (3) West Linn residents should have pass</p>	97068
<p>Abandon it. This is going to create horrible traffic on all of the side roads in the West Linn area. Those roads are already congested. Do you really think that people are going to change their work hours, or stop going to doctor's appointments, to avoid the higher toll rates during certain hours. No, they will just divert to side roads. This is assinine. You are going to drive people to move away from this area.</p>	97068
	97068
<p>DON'T TOLL! I don't have additional income for this added daily cost. Even if the toll is on an extra/carpool-esque lane it will open a can of worms you can't put back. Tolling should not have a place in the state.</p>	97068
<p>No tolls the people of Pregon are already asked to give too much of their income. Ask Jeff Bezos & Elon Musk.</p>	

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
I don't think there should be a toll. The funds should be gathered some other way. What it is going to do is create bottlenecks on other roads. The old Oregon City - West Linn Bridge certainly cannot handle that traffic. Big mistake.	97045
I still can't afford tolls.	97068
Sorry, I do not need to read 121 pages of bureaucrat speak to have a strong opinion: 1. ODOT has thousands of employees, but can't seem to find money to actually build roads. 2. We already pay a high gas tax 3. Tolls work by forcing low income people off the freeway, leaving them stuck on secondary roads which will become more crowded and dangerous. Since minorities tend to be lower income, TOLLS ARE RACIST. 4. A word search on the word 'climate' produced solid evidence that ODOT is full of people who are too lazy to look at the facts behind the climate crisis. Most actual scientists agree that there is no climate crisis, just an expectation of moderate warming. If you disagree, you have not bothered to check what the IPCC actually said: 1. The IPCC says the earth warmed less than 0.8 degree from 1850 up 2012. See Pg. 209 of the IPCC WG1AR5_all_final.pdf 2. Man only emits 6% of total annual CO2 emissions (Nature emits 94%). Add the numbers on the NASA diagram of the carbon cycle. 3. CO2 only causes 26-32% of the greenhouse effect. (H2O is 60-75%) see wikipedia greenhouse_effect page and Table 3 of: Bulletin of the American Meteorological Society Vol. 78, No. 2, February 1997 4. We do not have enough data to say that hurricanes have increased. pg 178 of WG1AR5_all_final.pdf 5. We do not have enough data to say that storms have increased. pg 178 of WG1AR5_all_final.pdf 6. Sea level has been rising for centuries, it HAS NOT RISEN FASTER recently. Page 306 WG1AR5_all_final.pdf 7. There is little, if any, global scale changes in the magnitude or frequency of floods. pg 230 of WG1AR5_all_final.pdf 8. Confidence is low for a global-scale observed trend in drought or dryness pg 178 of WG1AR5_all_final.pdf 9. Long-term prediction of future climate states is not possible. Page 774 of IPCC third Assessment Report (2001) Section 14.2.2.2 In view of this, why does anyone think we have a climate problem? Also: DebunkingClimate.com/arguments.html	97212
No tolls! There should be plenty of money, the state has a surplus and the counties are getting more property taxes than ever.	At the bare minimum, local residents should have an exemption
I live in West Linn and work as an ICU RN in Clackamas and my husband is a small business owner off 205 and Foster. This toll will seriously impact us and financially make sure feel like moving away from West Linn or having to change our work situations. This is beyond wrong and inappropriate and a way to tax people who do not deserve to have to pay to be able to function in our towns.	97068
Will there be more neighborhood traffic because of this Toll Project?	97068

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<p>It probably sounds cynical, but through all the input sessions about the tolling, was not tolling ever a consideration, or has it been a done deal all along? Also, I've noted over the years that a number of people exit on I-205 northbound in heavy traffic and then get back onto the freeway, to jump ahead of other traffic. Have you ever considered just tolling every entrance to I-205, so you (1) aren't just screwing over the people who use one section of the freeway, and (2) allow those who wish to jump ahead of other traffic pay for the convenience? By tolling every entrance to I-205, you spread the pain equally across all users of the freeway. Also, now you appear to have plans to toll I-5 as well? What about I-84? Are you playing favorites with the people who travel that freeway?</p>	97045
	97045
<p>No tolls. There is plenty of money available already. Gas tax. Cannabis tax. Dmv fees. Already purposed taxes and other fees on top of the others. Maybe all the money that has been wasted over many years for unnecessary improvements. Maybe the governor could quite wasting tax payers money with hedge funds. Also maybe consider what will happen to all the other side roads if tolls where allowed as there is other ways around that part of i205.</p>	97002
<p>After looking through the plan, there is a disappointing lack of investment into better cycling, walking, and transit infrastructure. It saddens me to see that with the growing impacts of climate change, we are still focusing primarily on cars and their development, rather than Mass-Transit solutions that would have a measurable impact on our regions carbon emissions. I was hoping to see plans for many more multi-use paths, dedicated bus lanes, and MAX light rail improvements, but there just doesn't seem to be enough in this current plan. The commitment to equity and accessibility in the project so far is great, and I hope to see it continue.</p>	97023

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
<p>I absolutely do not support Tolls in Oregon and specifically any tolls in the Portland Metro Area as they adversely affect people of lower income levels, and members of our BIPOC communities. There needs to be another funding source for this project. Tolls are not the answer and will not reduce traffic on I205 projections are bogus and based on assumptions. The projected growth of the Portland Metro Area should show you that this will not resolve the issue by widening I205 by one lane as it hasn't helped traffic much on the rest of I 205. When the Stafford Basin comes into the urban growth boundary one day the traffic projections in this area will be blown out of the water. Just focus on the Abernathy Bridge for now and slowly find funding for the remainder of the project as it is available. Figure out a Mass transit bus system for the I 205 corridor as I would take mass transit from a park and ride near HW224 to Tualatin. There currently is no mass transit in this area? Why? It is also not part of this plan, why? Why is not mass transit part of this plan? Focus on Abernathy and go back to the drawing board. Middle class, lower income levels, and BIPOC communities will be highly effected by this toll. Many jobs are in the Tualatin, Tigard areas. However, housing is not affordable in these areas. People have had to move to communities of Oregon City, Milwaukie and other areas in Clackamas County to find affordable housing and therefore have to make the commute through this proposed toll zone daily. This toll is just one more struggle for all these people including myself. Tolls make roads exclusive for those who can afford them and make them inaccessible to those of us who can't but have to pay just to get to work. It is not fare. Please do not approve this toll.</p>	97045
<p>We don't need a toll!!! We pay a huge amount of money in taxes, DEQ, DMV, gas tax. STOP using all the money for vehicles on bicycle and walking bridges. Fund those a different way and then there will be money to improve our roads. Make the electric vehicles pay there fair share of road taxes like gas and diesel do.</p>	97009
<p>If there is a way to increase thru city I-5 traffic, this is it</p>	
<p>NO to the toll. ODOT receives funding through many other sources. Tolls, on in place, are never removed. Oregonians are struggling financially with increased taxes, inflation, and an over-inflated housing price epidemic. Do not add to the struggles. NO to the tolls.</p>	96045
	97068
<p>No tolls. You all just keep grabbing funds.</p>	97045
<p>As a house hold that lives in Oregon City and has to commute outside of Oregon City for work and 205 is the only main route / realistic rout to get to and from work without taxing on an extra 20 minutes to our commute the proposal of a toll on I-205 is devastating. This toll is aimed at the lower and middle class and will hit us hard financially. The argument is to use public transportation, well Is there a max line from Oregon City to St. Vincent hospital that is easily accessible and won't add a substantial amount of time to our commute? Or to Tualatin? These are just a couple concerns that our household has. And do not believe that a Toll on I-205 is the answer.</p>	97045

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Very concerned about how again your mismanaging monies taken from Oregonians. Oregon does Not need a toll Oregon & your officials has mismanaged all monies taken from tax payers. Do your job & not make us elderly & disabled to navigate a toll. Tolls will only make traffic Worse A toll is not the answer. Tolls are not needed. A toll is never tge answer, we do not need to end up like California. Your STOP STEALIN STEALING OREGONIANS MONEY TO SATISFY YOUR BUCKET LIST.	97015
With all of the recent tax and fee increases earmarked for roads specifically, I fail to see how a toll is necessary to pay for this project. I am also very concerned this will put an undue strain on the historic Oregon City bridge, not to mention the surrounding side streets.	97045
	97068
	97267
I am absolutely opposed to any tolls on public roads and bridges. As taxpayers we are entitled to use public roads and right of ways without the added expense of tolls.	97006
No tolls, wisely you the gas tax and other taxes already in place. If we have only one way to get to work why are we going to be punished with extra costs? I live in Gladstone and work in Tualatin.	97027
No Toll!!! Period. As a West Linn resident who travels I-205 daily, this would cause a financial burden on our family. This is a bad idea that should be stopped. Find funding elsewhere.	97068
What about the water line that has to be moved in the river? You are pushing for West Linn to pay for this. It is an absolute ridiculous and irresponsible decision. If ODOT wants these tolls so badly (NOT local citizens), then include this in the budget. You are forcing tolls down our throats, don't force West Linn residents to foot the water pipe bill as well!!!	97068
	97070
We need to improve I 205 Users should shoulder the bulk of improvements and ongoing maintenance cost We need to charge a toll on I 205, Most other progressive states have toll roads, it is time for Oregon to do the same.	97045
	97089
	97045
I think if you toll I-205 in this area, folks will avoid paying the toll by taking back roads and cross the river using the old OC bridge. This will create a traffic nightmare! And to put in tolls under the "guise" that it's going to ease congestion is an absolute JOKE! I come from Florida where there are a lot of tolls and it just makes more congestion-not less. Tolls do not stop people from driving-they just take alternate routes. I realize that my input means nothing and this toll is going in regardless. You guys have already made up your minds to impose a new form of financial rape in this state, so why ask the citizens what they think. Our opinions mean nothing-otherwise you would have put it on a ballot so we could actually vote on it. But that didn't happen and tolls are coming no matter what we think. This actually gave me my laugh of the day. To think we (the local citizens) are so stupid we can't see right through your charade of caring about our thoughts/concerns.	97068
	97267

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	97045
tolls are a great way to shove traffic into the neighborhoods . ODOT wastes tons of money on stupid stuff and you want more money that's a joke. their long range planning is so horrible that by the time 205 is improved it will already be undersized. NO TOLLS USE THE MONEY YOU HAVE BETTER , and get some engineers that can see past the end of their noises!!!!	97045
	97045
The only plan that I would support is the no toll option. As someone who lives in this area and has to use these roadways to get across the river, the only thing I see tolls doing is causing more cars onto the neighbor roads and the already over used Oregon City West Linn bridge. If you must put in place a toll, please consider a toll lane instead of all of the lanes being charged. This way the ones who can afford to pay for a easier commute will. For those of us who a daily toll will be a finical hardship, we will have to just wait it out in the more crowded lanes. Putting tolls into place crates a has vs has not situation.	97068
Stop the tolling.	97045
I strongly support the I-205 Tolling plan. Steve Hash	97203
NO TOLLS! Government needs to learn to spend only what the taxpayer votes to pay! Government waste needs to stop!	97267
This toll is more than just money for a road, this will essentially be a toll on my life. I live in the Redland part of Oregon City, for me to access my education at PSU, my teenager's education at MAA, my work, my social life, my cultural life, my life as an artist. I grew up in Redland and now I'm 38 - there is no way around this toll. If it must happen please make it affordable for people that are just trying to survive. We are not coming from California, I think about how hard it is for locals to just compete, when I was in my early 20's I could afford rent, my teenager has been priced out. Now we need to pay a toll just to do anything. This feels like you are targeting people like me to pay for the whole highway while others , in other areas don't have this burden.	97945
Please don't implement toll ways in Oregon City area. We are already struggling. Many of us have to use the highway to get to and from work every day. We can't afford additional fees!!! Our taxes should be enough to pay for your projects - you just need to be more responsible with our money.	97045
Why do you not use Lottery funds for roads? This is not the way to fund roads. It is not balanced. Lottery dollars are there. Use 80% to do improvement and 20% for all the other projects.	97045
We badly need the additional lanes, and the sooner the better.	97045
No to tolls. All this will do, if implemented, is to drive traffic onto surface streets already adding to that congestion.	
Put the toll in place. If it does not alleviate the traffic issues, it will at least bring in revenue for road improvements.	97119
	97116

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I don't like toll roads. Charging a toll before the project is complete seem like paying for a service that doesn't exist. So while the road is under construction and causing more congestion people will be paying a toll.	97119
I hate toll roads, this will push traffic to find alternate routes and in my opinion negatively impact the free movement of people this country is known for. If you want more money add to the gas tax, the burden is shared uniformly at least a little more uniformly. There should not be a targeted segment that have to unduly bear the burden of this cost just because their livelihood takes them through the wrong area. Provide more commuter options but stop looking for more ways to slice us up when we are already dying by a thousand cuts. Make no truck zones or dedicated truck only lanes to ease their routes while mitigating their presence in some areas. Already there are trucks getting stuck on roads they should not be on in order to get around congestion, I imagine a toll road would not make that situation better.	97117
I am not a fan of tolls to act as a punitive measure in order to change behavior; I do not support them. I would support tolls to pay off the debt of specific new infrastructure construction.	97078
	97068
	97045
Instead of tolling the freeways paid by taxpayers and gas taxes, Metro should stop wasting our funds on feel good projects and focus on core transpiration. Stop wasting money on bike lane related efforts. Perhaps sell some of the land that has been hoarded by Metro to fund project which should be core & basic to their mission	97124
Seems like a good idea.	97078
	97068
No Tolls!!!!!!!!!!!!!!!!!!!!!!	97070
Using tolling to fund the car-oriented project will only seek more driving from users. Tolling should be used ONLY as a tool to accurately price driving for the damage it causes to the environment and the health of our neighbors who live next to the freeways. Use congestion pricing revenue to maintain our roadways and invest in multi-modal transit improvements as alternatives to driving. Do not use tolling to fund freeway expansions otherwise Metro and ODOT's leaders will go down in history as arsonists in the face of the climate emergency we are in. You need to stand up to the challenges of today and you CANNOT do that using the tools of the 1960s. Congestion price or nothing, period.	97212
Do NOT WANT TOLL.	97068

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Quite frankly there should be no tolls. funding should come from other sources that would further spread the costs as local residents will pay an unfair higher burden. Even residents that personally do not use the 205 corridor would benefit from the changes and seismic upgrades but would not pay any of the cost. A better option would be to build a new road just south of the Boon bridge and have it join 205 past Oregon City. This would result in upgraded structures that would withstand the "big one" and at the same time substantially reduce current congestion issues. Any toll that is applied should be used only for 205 and not for other projects. Any toll that is applied should have a SUNSET clause that would eliminate the toll once the project is paid for and not be used as a general funding source. This method has been applied to the I-5 bridge and Astoria bridge and others.	97068
Yes I have a comment NO TOLLS ON 205!!!! Side roads are busy already and will get busier. Don't punish the citizens for the way odot and metro has spent our money. Tolls never work and will create more headache for the people that have to live near them.	97045
	97045
Do not do this. Stop wasting money elsewhere. This will cause most congestion elsewhere. This is a terrible idea. No one wants this.	97267
I would be willing to pay this toll.	97229
	97140
Tolling will result in diverting motor vehicle traffic to local roads. It will not reduce greenhouse gas emissions unless the tolling revenue can be used to make alternative transportation more feasible for people throughout the region. I do not support tolling I-205 or any other roadway unless the Oregon constitution is changed to allow tolling revenue to be used to encourage people to walk, bike and most importantly, improve transit to meet our daily needs.	97219
Yes. The community has continually given feedback strongly against tolling I205, and is ignored every time. These surveys ignore that, and instead ask HOW we would like to be tolled. We have many many transit and other taxes, but are now being told that that money is not sufficient for highway management. Furthermore, I205 is used primarily by commuters trying to support their families. A toll on the road will be an additional expense that they cannot bear. I strongly oppose all tolling on I205 in any form	97045
Concerned for the surrounding neighborhoods and the Oregon City arch bridge as the only other alternative to crossing the River. A terribly narrow 2 lane bridge that navigates onto main st with narrow alleys and one way streets. This is what everyone will do to avoid paying a toll. Clog up everywhere else that has limited access already. Also, do you expect locals to be tolled several times a day just for their everyday activities? This is a huge daily cost for people that live in these areas that are going to be tolled. I don't think locals should be tolled as long as they live in a certain radius from the tolls.	97045

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NO TOLLS! This will impact those who live in Oregon City and West Linn unfairly. The only other option to cross the Willamette is the old Arch Bridge. How much will traffic increase on the Arch Bridge for those trying to avoid the tolls? It will be a traffic nightmare! It's already really bad and this will only make it worse. Residents of West Linn have to use a bridge because shopping in West Linn is very limited and they need to cross the bridge to get most anywhere. I understand this will also fund other projects beyond the I-205 bridge. Why must the citizens of West Linn and Oregon City foot this bill? NO TOLLS!	97045
	97070
Please make it rush hour only 3 ish hours in the morning and 3 more in the evening.	97086
Tolls are a regressive tax! No tolls! Tax th rich!	97015
I can't even begin to imagine the traffic on 99E through Canby to Oregon City or Oregon City to Canby to avoid the tolling. It is already over burdened with traffic. And we already pay enough in taxes to cover the roads if the money was managed properly. As a senior citizen on a fixed income I can't afford to pay anymore. How are working families commuting to work going to be able to afford this?	97013
Proceed with tolls but also make improvements, change (reduce) speed limits and add enforcement on surface streets that could see additional traffic associated with toll avoidance.	97123
	97017
"National" Environmental Policy Act....as in, federally fund this if it is necessary. Rural residents and low income residents-who MUST commute- will bear the brunt of this. Tolls do not make sense, and will only push more vehicles onto side streets and rural roads. It is a terrible idea. No tolls.	97017
	97068
This plan is a mess. It is a regressive tax on low wage workers. It pushes the burden of heavy through traffic onto the local neighborhoods, ruining tranquility, accessibility, quality of life, adding pollution and degrading local roads with increased traffic.	97068
My impression after looking at the plan is one of confusion. My impression has been regional investment in the transportation system has focused on light rail with huge sums invested with minimal returns. The terms used in the "plan" such as 'equity' and air quality make me think the focus is not on realistic improvements but on other agendas. Tolls based on 'equity' is another way to hide taxation. I am in favor of investing in transportation but not in alternative taxation hidden as a toll.	97068
I am very much against tolling on our roads. I am very concerned as a resident in the area that it will cause increased traffic in residential areas and local roads. I also think that tolls disproportionately affect people of lower income. And the whole system of running the tolls is a confusing and onerous process on everyone, not to mention an additional governmental system that has ongoing costs to run and maintain.	97062

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I am in favor of the toll approach to financing these improvements. The people who use this road most should pay most for the improvements, not people in Pendleton, Klamath Falls and Coos Bay. Years ago, I lived in Wilsonville and worked at Camp Withycombe. Every day I would see traffic backed up with people traveling in the opposite direction. The crux of the problem is that only one-third of the people who live in Clackams County work in the same county. If we insist on living so far from work, we should pay for the cost of the roads to get there. Either that or take mass transit.	97070
I think the tolling is a bad idea. Nowhere within the document could I find what the toll cost would be per drive and there is nothing that states that costs will not exceedingly rise over time. The project cost is \$27 million and just to break even will take a little time. Oregonians are already charged for everything and taxed for everything and this is just adding expense and burden to all residents and businesses, not just underserved groups. If nothing else it will force drivers off the main road or look for alternative routes. It will not solve the problem or combat climate change unless a massive swell of cars are reduced which I do not see happening. My other issue is that there is no guarantee that the money is actually going to get used for improvement projects despite that is what it says. Saying and doing are two different things and given that we already have gas taxes et al to pay for road projects and improvements and there never seems to be enough money I do not see this will be any different.	97007
This is nuts.. Projects like this, that impact so many people daily, should be voted on by all in the tri-county area. I fear this is the first of many more tolls/"user taxes" for funding metro area "improvements" that should be funded with current federal/state/local taxes and fuel taxes the public is already being accessed.	97281
This would push traffic off the highway and onto surface streets making getting around West Linn and Oregon City already harder than what it is. This project does not improve traffic , only makes it worse.	97038
	97305
I'm completely against tolls, this will impact my family drastically as we drive on 205 along Stafford and 213 everyday for work. Too much of an added financial impact especially with covid.	97070
I vehemently disagree with any tolling in the Portland metro area. There are only two large thoroughfares in Portland, I-5 and I-205. There is already significant traffic on both of these thoroughfares and a Toll would cause even great traffic constraints. Not only that, but to Toll for an existing road is ludicrous.. sure add a toll lane that takes you straight though, but to toll for a road that is been in existence for longer than I have been alive is ludicrous. ODOT has consistently and without failed bungled some of the biggest projects in the Portland area and this will add to the list. They are marred by mismanagement and terrible decisions making. Not only that, but of course when dollar signs start flashing, Metro of course needs to get their sticky fingers involved as well. A ludicrous plan by a ludicrous organization.. that's what this should be called. Also, what a farce it is to ask about my race or ethnicity.. or age, or gender, or income status.. what, am I going to pay more because I can afford it? But if your houseless you'll just be able to use the highway with no repercussions. Right? This issues transcends that and it shows just how out of touch you all are when it comes to what the people want.	97070

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
NO TOLLS! Not Now, Not ever! Spend tax payers money wisely and work with the budget like the rest of us have to.	97086
I am against the I-205 Toll project for the following reasons: 1. The pandemic has caused so much hardship for small businesses. Adding a toll to these businesses whom rely on drivers for their business would add an additional hardship. 2. Local people will use alternate routes to avoid tolls, thus increasing traffic, accidents, potential deaths to neighborhoods. 3. Bidens infrastructure bill would assumably reach Oregon. Use THAT money for I 205 improvements. 4. Reallocate lottery money for I 205 improvements 5. Inflation is happening. Gas prices, food prices, and taxes as increasing. As consumers and Oregonians, we can't continue to afford an extra dollar for this, extra money for that. It adds up. Thank you for your time, Lisa Scribner	97089
What happens to all of the monies allocated to ODOT? Very little new road construction goes on to help alleviate traffic. Why can't that be used to maintain the very little roads that we have? This is another ill defined tax. There is no finite period to the toll, nor boundaries to where the monies go. Statement like "Revenue generated by tolls could help pay for" and "sustainable funding" should worry the report's readers. Once these projects are done, then what? Sadly, I expect that some other cause unrelated to roads and congestion ("Investments to Advance Equity") will be identified and unlike the Astoria-Megler Bridge, the tolls will continue until no one can afford to commute to work or travel through our beautiful state. Like most of new sources of revenue a large portion will be absorbed/lost to administration. We have a system in place with vehicle registration and fuel tax in place, why create something new?	97008
No tolls! Department of transportation, as well as other state agencies, waste enough money on other things that are not necessary. I'm gonna give you one example, all the money that was wasted on repeated environmental impact studies and other studies for the interstate bridge replacement, that never happened never gonna happen, because they just keep spending money and it's not building a bridge. I see the same thing on 205, look at all the money that was spent on a Westside bypass equivalent, that never happened. money got used on other things, but never what it was supposed to. So why would this be any different. So again no tolls! they don't work in others places, why would they work here? just another source of income for the state to waste. I'm a native Oregonian born in Portland. the state is gone totally backwards since 1988.	97003
Do NOT toll I-205. Oregon already has excess tax revenues and simply mis-manages the money. Just manage the tax dollars you have now and do not raise taxes on us citizens. Life is already expensive enough with housing, gas and food prices climbing and now you want to charge us for a road our tax dollars built? No. You should be ashamed of yourselves for even suggesting this toll. You will hurt BIPOC people like me who barely can afford housing. You will create more homelessness with your toll.	97140
No toll please. Locals, seniors, low income, everyone who works and drives in this area will be adversely effected.	97034
I will be going around the tolls and clogging up neighborhood roads.	97070

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A toll sounds terrible but the improvements (more lanes, sound walls and the roundabout) look like logical solutions. Will this toll every go away? Is it intended to fund over 5 years to get what the legislature passed (without plans for funding) in 2017? Very shortsighted if so. I have big concerns about traffic taken the back roads (through my neighborhood of Stafford Road/Mountain Road) to avoid the tolls. Too much congestion ALREADY. And speed has killed many on our windy roads in the last couple of years.	97068
Any toll imposed should be determined by a tri-county vote.	97140
	97015
	97086
This whole thing is ridiculous. I am so glad we will be leaving this state soon. The traffic on Borland and other back roads will increase. You should have build more lanes years ago instead of wasting all of that money on light rail that is not flexible and is not highly utilized. Utter disgust is what I feel about this project. It has been pushed through without proper input from the public and you keep asking ridiculous equity questions instead of anything of substance. I think this project is being run by a bunch of woke idiots. We the taxpayers are tired of funding your incompetence and waste. Traffic will likely not be an issue in the future due to the mass exodus of people from this state. Good riddance Oregon.	
I do not support the tolling project.	97015
There doesn't seem to be any additional plan for public transit within the project scope. Has there been any study to determine if an extension of the Max along the I-205 corridor would benefit from parallel construction with the I-205 toll project?	97027
I won't ever pay a toll. I'll be on the local streets, taking short-cuts through residential neighborhoods before I pay a toll.	97045
This would be a hardship to my single mom household. I have to use that route and I already live paycheck to paycheck. Taxes are already high in this state. This is one more challenge I do not need to face. In addition, I live in an area where people would be using to avoid the tolls. With more congestion, it doesn't make sense to the locals. I would assume none of you live in that area area or else you would vote against it.	97013
We pay some of the highest gas taxes in the nation and ODOT has not used our money wisely. If they can't figure out how to update our roads and highways with the money they get, it's time to clean house starting at the top and find people who can.	97013
I already pay too many taxes on my car, gas, income, home, and now the solution is to set up a tolling system? Seems like another mismanagement of tax payer dollars needing a bailout. \$57M for ADA ramps?	97013

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
<p>Although the I-205 Project (the Project) to widen and toll between Abernathy Bridge and Stafford Road predates Oregon Executive Order 20-4 (the EO), the imperatives of Climate Change dictate that the Project at least meet the spirit of the EO. The Project must facilitate reduction of Greenhouse Gas (GHG) emissions per EO. The Project documents I have found to review do not make it clear that it does. I have a few starter questions. 1. How does the Project - with its expansion of freeway lanes - fit with the goals and plans of the Oregon Statewide Transportation Strategy - A 2050 Vision for Greenhouse Gas Emissions Reduction and the Every Mile Counts program, which (in part) implements the STS through reducing vehicle miles traveled? 2. Has ODOT worked with the Department of Land Conservation and Development as required by the EO to examine land use changes that might reduce the congestion currently experienced in the corridor? Such examination could start with analysis of current origin-destination data from which transport, commute, and other transportation needs can be pretty accurately derived and then used to recast congestion-reducing strategies for evaluation. I have not yet discovered records of such origin-destination data or analysis on it.. 3. I understand from the FAQ page for the Project, toll rates have not been set. How are the toll rates to be set? Is there some guarantee the tolls will cover highway expansion? I look for further studies of the various factors and elasticities for tolling, and the rationales used to derive them. By the way, the literature suggests that a project is considered "fair" only if the perceived values of giveaways (less congestion) are more than twice the takeaways (tolls) 4. It appears that ODOT's strategy for making tolls acceptable is to link it with capacity expansion to guarantee that congestion could be reduced, but with no objective in reduction of vehicle miles traveled. It seems that the Project could lead to increased vehicle miles traveled. For congruence with the EO, it appears that GHG reduction must be derived from conversion to electric vehicles. If this is so, providing energy (and perhaps electrified vehicles) seems to be a requirement for the Project, and therefore that the cost for providing the energy (and vehicles) must be part of the Project. This would be similar to providing rolling stock for transit service. I have found no evidence of that in the Project documents.</p>	97035
<p>Don't inflict tolls at all. Property taxes are through the roof. Tolls are NEVER lifted once imposed. I cannot live with that extra burden. With both highways being tolled, all backroads will be clogged. Willamette Falls is already the 3rd lane to 205. All surface streets will grind to a halt. The construction will divert traffic enough. Tolls will exacerbate it to an extreme. NO TOLLS!!!!!!</p>	97068
<p>Hello, As a West Linn resident, I have major concerns: 1. Currently, the side roads are already busy off 205 are already busy during rush hour or when there is an accident. These two-lane roads are not equipped for additional spillover traffic, especially during the winter months when visibility is low. 2. As a West Linn resident, my options are either (1) drive side roads to avoid a toll or (2) be tolled every time I get on the freeway. I'm curious if city residents unfairly impacted by the tolls will see any special relief?</p>	97068
<p>Side streets and neighborhood roads will become over crowded</p>	97068

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
<p>I'm 23, disabled and a resident of Clackamas County. I scanned through the RTP amendment (didn't have time to read everything in depth since there's so much) - I was wondering if there's a break down of what the toll revenue will be spent on? From my understanding so far from following this project, toll revenue will be spent on paying off the freeway expansion. I am in full support of making the bridge seismically safe, but I don't understand why we're still looking to adding lanes as being the answer to congestion when we know that through induced demand there'll come a day when 3 lanes isn't enough, and then 4, and so on. And so far I haven't heard any substantial promises about toll revenue going towards transit, bike, ped infrastructure. If we really want to mitigate congestion and greenhouse gas emissions, we need to prioritize getting people out of single occupancy vehicles. I understand that this project does include some of that which I appreciate, but it's not enough. Why would we spend millions on adding lanes before first trying congestion pricing to see how it impacts congestion? And I don't mean variable toll pricing - I mean not charging people at all when there's not traffic and only charging them during peak hours. And I'd want to see congestion pricing go towards deep investments in transit, bike, and ped infrastructure - not just including those things as an afterthought or requirement in order to add more lanes. And why would we spend millions on adding lanes before first actually investing in transit, bike, ped infrastructure that make those things a feasible option for Clackamas County commuters? Clackamas County is a transit desert. Right now most people, including me, have no choice but to drive wherever they need to go. As a disabled person it's incredibly frustrating to be told there isn't money for rural public transit but then be told that adding lanes to the freeway is somehow transportation justice. Reducing congestion incentivizes driving. I'm not at all opposed to reducing congestion, but adding lanes is the old way of doing things and it has been shown time and time again that it doesn't fix any of the problems we're trying to solve in the long run, therefore being a complete waste of money. I know this project is going to happen whether I like it or not. I just can't stop thinking about how the Iowa DOT had issues with freeway congestion on one of their main corridors so they decided to implement a commuter bus instead of adding lanes and they ended up exceeding ridership projections, reducing congestion, and operating underbudget. We need intercity transit. We need rural public transit. We need sidewalks and protected bike lanes. We don't need more room for cars on the road. If anyone with decision-making power truly cared about reducing congestion and supporting climate and transportation justice they wouldn't support adding lanes to freeways - especially in a county severely lacking public transit, and especially in a county that is continually hard hit by climate disasters. I'm happy to talk more to anyone about this project and my experience with the transportation system.</p>	97009
<p>I have post this plan. This puts an extreme burden on those living in the local community who need to commute to some of the regional areas of commerce semi-regularly. Major secondary routes, like Highway 43, already suffering from congestion and additional people taking those routes to avoid a toll only make it worse. It will disproportionately burden those living in the Oregon City and West Linn area specifically, as well as the broader region.</p>	97045

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
<p>First of all, the 121 pages is too much for any lay person to read, full of jargon and convoluted ideas that a citizen can't understand it all. Is there a summary of what's really going on? Second, an indie burden is placed on the citizens of West Linn who have to use the he 205 just to get across the river. We would have to pay the toll every time we want to drive almost anywhere. Thirdly, tolls do not mitigate or lessen traffic in any way. If it doesn't cause slowing, it will increase the traffic on the side and city streets in West Linn and Oregon City which are already at capacity. Have you tried crossing Arch Bridge during high traffic? Now it will be worse with a toll. No one who proposed this toll lives on this area. The toll should be in an area where it will not affect so many residents. Or better, no toll at all.</p>	97068
<p>A toll will simply increase the traffic through West Linn and Oregon City to avoid it. Bad idea.</p>	97068
	97068
<p>I feel this will 1) put significant amounts of traffic on local West Linn streets by non-residents attempting to avoid the tolls and 2) feel this is too targeted - should this be a larger thought-out toll policy for the entire metro area. Perhaps start with the WA border bridges?</p>	97068
<p>I am wondering if the newly passed infrastructure bill and hopefully the Build Back Better plan (if passed) will provided more funding for this project. I am concerned and discouraged by the short-sightedness of past construction that this "bottle neck" occurred in the first place! I believe minimal tolling with a very distinct end point should be considered. We don't need endless tolling for organizations that created this mess in the first place. Robin Smith West Linn</p>	97068
<p>It's a terrible idea. All traffic will reroute through the cities to avoid the tolls. You will destroy the cities and cause a traffic nightmare.</p>	97044
<p>This toll project is simply another tax on Oregonians. It will adversely impact the poor and disadvantaged and result in diversion traffic to alternate routes, causing congestion on other roads.</p>	97007
<p>I do not agree that this should be done.</p>	97045
<p>A toll is not the answer. The side streets are going to be a nightmare. This is unfair to those of us that use this road regularly. We have a right to the same quality of roads as all the other tax payers in Oregon without being charged extra. I'm very unhappy this is happening. There are already so very many road taxes, fuel taxes, DMV fees, property taxes! Surely all of these already gathered monies can be better managed to fund this. I know for a fact city workers are told "Now don't go being a hero and making us all look bad by working harder. We do things slow around here."</p>	97004
<p>The tolls as planned out an unfair and extra burden on the very local community, even though the burden comes from travel outside the immediate Oregon City/ West Linn area. If tolls are used they should be placed farther out so that local traffic staying within the local area doesn't just clog up the old Oregon City bridge.</p>	97004
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	97004

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
I think it's really lousy that your supporting HDR and ODOT to bully tenants that rent slips at Sportcraft Marina! They are tossing us out regardless of pre paid leases offering pennies on the dollar for us to get out, or not except and get out anyway. They still have not settled with me. It's very unamerican to squash legal leases and bully residents! I am against this project especially regarding the way they treat residents. I vote against it!	97045
If the abundance of taxes and fees already allocated to the department and the state were properly managed, you wouldn't have to add yet another expense in an already crippling economy. Having worked in the industry for a number of years and also many years in lean manufacturing, I can tell you it wouldnt take very long at all to make a few minimal cuts and be able to fund the project without any issues. I highly recommend actually talking to real working class people and taking their comments seriously. You are taxing more and more people out of the area and pretty soon itll just be another detroit.	97004
No Toll 😞 My husband at the age of 71 is still working in Tigard. He travels 205 twice a day. In past articles we have read the suggested toll would be \$7.50 😊. You do the math: \$7.50 X 5 = \$37.50 a week \$37.50 X 4 = \$150.00 a month That's just his work month. Ad in all the other trips I make on various days !!!!!!! Ridiculous!!!!!!! All it will do is cause more congestion on Hwy 43 and downtown OC, which is horrible as it is. Just another money grab from people struggling to provide for their families.	97045
No Tolls	97038
Honestly, can you explain where the money goes that you already extract from us?	97042
We are on a Social Security fixed income. All our pension goes to medical insurance.	97045
This toll is unnecessary and punitive to people who live in the area.	97068
Please tell me who thinks this is a good idea besides our legislators? Find a way to cut budgets, stop putting in light rail& spend the dollars where they were appropriated.	97068
I do not see anywhere in this document how ODOT will address diversion traffic. In the West Linn, Oregon City area. This diversion will cause even longer ques ques than we are experiencing now. Diversion, will cause substantially greater air pollution caused by vehicles cuing up for miles, as drivers cross the river. What is your plan? Wait and see is not an answer.	97068
I am concerned that setting up a toll adversely affects those that are low income. Given that it would be required of all drivers crossing through that area, it is indiscriminate in who it charges. Low income folks in this area should not be punished because of poor state infrastructure. If the toll is pursued, it should be considered to have a set income amount below which Oregonians are exempt; some type of subsidized polling pass if you will. Businesses and those with higher incomes can afford to shoulder this burden, if indeed it is the only option for funding this project.	97045
As a 69 year old on SSN that lives in Oregon City I must say NO- unless toll only applies during the rush hours (6-9am & 3-7pm) this is unfair to surrounding city residents.	97045
No Tolls. I pay enough for roads, gas tax, license and tittle. Stop using highway funds for mass transit and fix the roads.	97224

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
Tolling on Oregon roads should NEVER be allowed. This idea obviously came from someone new to Oregon and should never have been chosen as a funding source. I will NEVER use a toll road in Oregon and I promise to detour through city streets no matter how bad that makes their traffic or delays my trip.	97224
Tolls are but a zero sum game. They don't generate any value, just selectively take from motorists. Even worse, they are negative-sum game, as in: we are worse off than if you just created another tax. You already tax a lot on gas. You also levy huge fees on registration. Where do those funds go? I would like to see accountability. As a matter of fact I would like Oregon DOT to undergo full audit before raising any more funds. The more people pay, the more gets squandered. First audit, then we discuss what to do	97068
	97068
We don't have tolls on any other roads in Oregon. It is another tax on the people that live in the area. It's a terrible idea!	97068
I am very concerned about traffic diversion into the surrounding neighborhood streets. I'm perplexed as to why this stretch of I205 was selected rather than a more built up, urban area with just as much, if not more traffic. No one has explained why this location is a better option for revenue generation and emissions mitigation than say, the Glenn Jackson Bridge or I205 between Damascus and Killingworth. Please share your reasoning. I also have concerns about the honesty of the communications around this project. Some sources say tolling is a done deal while others are saying it's not. Please be consistent and honest with your messaging.	97045
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	97089
This project sounds long and arduous and way too expensive for the people who will have to pay for it. Yes, the traffic is bad along the corridor, but if my taxes go much higher, it will seriously impact my life and I don't want to pay for it.	97045
I am totally against any toll for those areas. I live In West Linn near downtown Willamette. These tolls will largely affect the backroads and neighborhoods such as Borland and Willamette. I am hoping there are other options to address the cost of improving I 205 before a toll is out in place.	97068
I absolutely disagree with this plan - the congestion on Borland Rd/willamette Falls drive is really bad in the late afternoon, and there is only one road - no other alternatives. People will get off 205 in order to avoid the toll, which means they will get off at Stafford and clog up Willamette Falls even more than it already is. With a new school/sports fields going in near the bridge on Willamette Falls the congestion will only increase. This is so unfair to people living in the Willamette area. Rather than alleviate congestion, it will only increase it.	97068
This is unfair to the locals. If this tilling takes place, all of the backroads to Canby, Wilsonville, molalla, will all grow congestion. This is not what the community wants. This is disheartening that you are not seeking public opinion.	97045
As in California it will not relieve congestion, but send some traffic around to local areas	97068

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
Toll the whole length of I-205. This short length will cause local traffic issues with people avoiding the tolls.	97068
I think it's pretty obvious none of the people want this toll to begin with. Every discussion, post, or comment I see about it is nothing but people saying how against it they are. Maybe you should actually start listening to the public instead of creating pointless surveys you're not even going to take into consideration, since you haven't listened yet. We already pay enough for road stuff through our taxes and vehicle related fees, stop taking our hard earned money from us, most of us can barely survive as it is already. Just stop. You're not even creating a solution, people will find alternate routes to avoid the tolls and it will just wildly drive up congestion everywhere else. Can you imagine how fast those toll fees are going to add up for people who have to travel that stretch every day for work or for regular life because they live in that area? Can you imagine what kind of strain that is going to put on already struggling households?	97045
	97045
	97045
I hope the Committee will pay attention to the issue of connectivity of our neighborhoods. I live in West Linn and often cross the bridge to get to Oregon City where I have appointments, mechanics, health care, dentist and shopping. I know that I can access Oregon City by crossing the one lane each way Oregon City Bridge that funnels through Downtown Oregon City that does not have the capacity to handle increased traffic. Drive the route and see that there are two streets in the downtown area - each one way. The northern route that is basically an old alley way that is definitely not set up for increased traffic. Has there been any consideration to creating a traffic lane on the Abernathy Bridge that would allow entrance and exit at both ends so West Linn residents (and Gladstone/Oregon City) could stay connected to nearby neighborhoods without having to pay a fee? If that is not possible, could there be a "reader sticker" provided to local residents that would allow travel across the Abernathy Bridge only? I think Connectivity to nearby neighborhoods is very important. We do not have a choice of taking "side roads" to get to our nearby neighborhoods because we have to cross the river. If we don't cross the river at Abernathy, our next closest access to a bridge is to drive 12 miles to the Sellwood Bridge; which seems a ridiculous waste of time and gasoline.	97068
	97068
Dont do it...we are taxed out	97267
These tolls will adversely affect adjacent neighborhoods, affecting our safe access to moving thoroughfares, unfairly impacting local families, and causing home prices to drop. Please don't fund any infrastructure improvements by these means. Oregonians have never wanted tolling, and we don't want it now.	97068
	97045
How are people supposed to deal with all the rapidly rising costs?	97045
I am against any plan to add toll lanes on I205 or I5. Any plan to place toll roads anyplace in oregon should be put to a state wide vote.	97042

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
I support lane specific and time based tolling.	97229
Residents of the area should be exempt from tolls.	97068
Please don't do this. I suspect that this began with very good intentions. I truly understand the issues and goals of the toll plan, but please genuinely aim to hear folks telling you that this will be absolutely terrible for the communities most impacted. They may not be planning and transportation experts like you (and me, for what it is worth), but they are experts about their own communities and are not (all) just coming from a place of NIMBYism.	97045
I would like to say two things with respect to the I-205 tolling project: (1) voters never got the opportunity to vote on this historic change in raising revenue through tolls - this was unfair, unjust, and speaks volumes to the incompetence and greed by our elected officials who are supposed to work FOR the people - not AGAINST the people; (2) there has been no ZERO discussion on the length of time that a toll would be needed before obviously being removed from the roadway after the improvement project has been completed. I am ashamed of ODOT, Metro, and our elected politicians for pushing this project through without a fair vote on tolls. You claim to continually solicit feedback from the public but after seeing the widespread results of that tolling survey that was conducted in late 2020/early 2021, in which the public clearly stated "we don't want tolls in Oregon" you somehow think it still makes sense to pursue a tolling program on the major highways in this region. Why do you simply not listen to your voter base? The opinion on this revenue raising mechanism was strongly negative. You have mismanaged our roads for decades, all the while collecting millions in income tax revenue, higher DMV fees, emissions fees, gas taxes, and now, we are all being asked to shell out even more money to fund basic road improvements. This is not right. ODOT needs to look in the mirror and ask themselves why they do not listen to the voters, the very constituents they claim to represent. This whole process of going against the public is eye opening to many of my peers in Oregon. We are starting to catch on to your ways of avoiding the hard questions and discussions and your manipulative ways of pushing through significant revenue mechanisms without a vote for the people, by the people. And we all know why you won't put tolls on the ballot - because they wouldn't pass. And so shame on your department for being cowards. Put tolls on the general ballot - that is the most fair, just, and equitable way of determining whether this decision should be made.	97068
This will unfairly put the burden of cost on local families. Variable tolls will only hurt working class while wealthy wont feel the effects of high cost toll times. At a time where our dollar is worth less, taxes are coming at us from all directions its tone deaf to implement a toll on our community. At least add a local discount for surrounding families or free times to drive through the area. Or an alternate freeway at no cost to allow a choice.	97045
DO NOT TOLL the interstate. Tolls are revenue solutions with TOO MANY CONTINUING COSTS.	97062
	97045

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
We live in WL and use that section of 205 occasionally. We are motorcyclists too. The folks that use this stretch daily are from Washington State. What are we talking about for costs per vehicle? We already pay close to \$8000.00 in our property taxes! And we are on a fixed income.	97068
Are you crazy. We haven't recovered from our shutdown. Not to mention the toll we all are taking from bad Biden and brown leadership Give me a break	97045
	97068
	97068
I see nothing that addresses the fact that certain communities are trapped by the tolling. In Oregon City, not only will the surface streets be overwhelmed with traffic, in order to leave our own town it will cost money. We will be stuck and there will be commuter traffic using our streets to circumvent the tolling.	97045
I DO NOT WANT THIS!!!!	97045
This is pathetic. Yet another example of taxing and spending without representation. Oregon has some of the highest taxes in the West, yet all you do is spend, spend, spend and then tell us we are paying more. Here's an idea for you, you might try it sometime. 1. Determine if there is a real need for funds generated by a toll. If you didn't have enough funds to finish a project, do what the rest of us do... SAVE YOUR FREAKING MONEY UNTIL YOU HAVE ENOUGH TO FINISH THE PROJECT!!! 2. QUIT with the out of control spending and do what the rest of us do... DON'T SPEND MORE THAN YOU MAKE!!! 3. If you are giving back huge money in kicker checks, YOU DO NOT HAVE CONTROL OF YOUR TAX STRUCTURE!!! 4. If you are so obsessed with a toll, do like your socialist tax monster friends up in Seattle do- Just do a TOLL LANE, not go after every single driver that happens to need to get to work... HOW DARE YOU toll someone who is working nights or part time when traffic is not at peak levels... 5. By the way, for how long is this stupid toll going to go on? What are you going to try go get for a toll? If memory serves, once you get your paws on our money you damn sure won't let go. What you are doing is rash and irresponsible. It is absolutely WRONG to keep saddling Oregonians with more and more, in addition to the grossly excessive fuel taxes (which is where these funds should be coming from), and just remember this... If you have been watching the news lately, people EVERYWHERE are getting sick and tired of this uncontrolled spending and additional taxation (yes folks, a TOLL is a TAX). Actions have consequences, especially with a midterm coming up. Remember what happened in Virginia last week... and quit pushing more asinine taxes and tolls on Oregonians. We are at the point where enough is way too freaking enough. QUIT TAKING OUR MONEY!!!	97027

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
I believe these tolls unfairly impact the community of West Linn. We have no alternative ways to commute from here. There is basically one way in and one way out. Trimet bus service here is a joke. The bus rarely runs here and a very limited access area. Side roads will be used to avoid the tolls impacting our local neighborhoods. This can already be experienced when there is backup on the freeway now. The upcoming improvements to the freeway, already funded in my understanding, in the Stafford Road area should improve the traffic flow. These tolls are one more way the government wants to reach into our already stretched budgets. They need to learn how to live with in their own budget. I can't afford an extra \$100 or more a week toll to get to work and run errands.	97068
I do not support a toll! The citizens using these bridges are already having a hard time with inflation and gas prices. This will drive people and their taxes out of the city.	97023
Toll the i5 corridor through Portland, hwy 26 near the zoo or 217 at mall 205. This is going to make alternative routes even busier. The old Oregon city bridge already has enough traffic on it.	97045
I think this is a terrible idea. There are ample revenue sources already available to pay for improvements and maintenance. The problem is the management of those funds - presumably you guys. I will not pay a toll. I will alter my behavior to avoid any tolls, which means moving my traffic patterns off of that section of I-205 and into the surrounding communities.	97045
Yes the bridge needs to be updated to be ready for the Cascadia earthquake. NO there does not need to be an extra lane (more cars, more emissions, more congestion). Yes, there needs to be tolling to disincentive people from driving and encouraging another method of transportation or carpooling instead. It should not be merely for the purpose of profit.	97089
We do not need more ways to bleed the Oregon people of their hard earned money! No tolls!	97232
NO TOLLS!	97045
Residents of Oregon City are unfairly disadvantaged by this. Many residents would be tolled daily just to get the few miles to work. Its nearly impossible to get around Oregon City without using 205. People should not have to pay to come and go from their homes. Why should the citizens be the ones to suffer here?	97045
	97068
	97068
In terms of equity and environment, I would suggest a strategy of aggressively planting trees (Douglas Fir if possible) in the more barren areas of ODOT's Right-of-way. When I-205 was built, it physically severed outer East Portland from the rest of the city. This area is now the most diverse area in the entire state... with the highest poverty, least tree canopy, worst air quality and the highest potential to do something profound. The Gateway Transit Center area is particularly barren and a massive planting there could help restart the vision of the Gateway Regional Center while dovetailing beautifully with the momentum building at Gateway Green bike park. This strategy would be highly visible, environmentally and equitably sound, help soften the blow of new tolls and be a huge PR win for ODOT.	97220

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
I do not want this and it will cause me to find another route to avoid the toll. This will mean more congestion on surface streets and through neighborhoods.	97267
I strongly object to tolling. I don't like it in the states where I've traveled, and I don't want to see it happen here. With all of your surveys and information campaigns, why aren't the citizens who use the area the most called to vote on this huge change? This is just like when the citizens of Clackamas county voted down light rail with concerns about increasing crime and yet had it crammed down our throats by METRO with no ability to stop it. This will significantly impact the people who live near I 205 and the roads that people will use to bypass the toll roads. No one I know wants to see toll roads here. Why are you this far into the project with an already projected date to start requiring tolls and you haven't put it on the ballot to be voted on by the people who will be affected by it the most? Once again the politicians think they know what's good for the people and make their deals without a majority of the people supporting it. We live in the suburbs and use our cars, but we've paid for a pedestrian bridge, and lots of street changes to accommodate bikes, but the gas tax is supposed to cover road needs. It's just not being used correctly.	97267
good plan	97267
This is going to be a nightmare for the surrounding communities who are going to be bombarded with traffic trying to avoid the tolls. Also there is a huge low income housing development off holcomb with hundreds of low income families that simply can't afford extra fees. They will have to go out of their way to avoid the tolls further clogging up the side streets. This is a terrible idea for an already stressed community	97045-1249
There needs to be a better way to get funds. NO ONE wants a toll road which means avoiding it, leading to neighborhoods being heavily trafficked. I travel this road nearly every single day and the thought of having a toll just to get to work and back home is ridiculous. West Linn has been a great place to live, however, building new housing which invites more travel to West Linn, and then charging to get here? No thank you. Our elected officials should be able to come up with a better idea than this.	97068
We already pay taxes for roads. I don't see how this can be legal? All this is going to do is impact all roads and neighborhoods around the toll.	97045
I live in Bolton area near the I 205 intersection with Hwy 43 and the newly refurbished Arch bridge. I am against tolling 205. The Abernathy bridge is the main way to cross the Willamette River South of Portland. I don't want to have to pay a toll to cross the Willamette River. I am especially against removing vehicle traffic from the Arch bridge. It is the main access to downtown Oregon City and it would further destroy the businesses there. Please do not destroy the lives of those who live in West Linn and depend on the ability to cross the Willamette River.	97068

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
Only that the increases in traffic side-roads by persons avoiding the tolls is a reality that ODOT needs to effectively deal with. This may mean tolling side-roads (good luck on that one) to bring this probable situation under control if undue congestion occurs on the side-roads. One possibility is "penalty tolling" which might cause toll-avoiders to have second thoughts. If drivers have a readable bar-code or some such on their vehicles, then sensors on the side-roads could pick them up and when they do use the tolled road (I-205) they pay more as a result of their side-road use. Of course, there are other approaches, but this is just one idea.	97068
Tolling is not an acceptable option.	97223
PLEASE- I am on a fixed income and Oregon is taxing me into poverty. NO tolls. My gas tax and expensive vehicle registrations pay for road maintenance-YOU must learn to live within these budgets, just as I must. notollnotollnotollnotoll	97267
No TOLLS! I use the route often and will drive around through the neighborhoods to avoid it every day moving forward if this this put in.	97045
Setting up tolls is a bad idea and I am strongly opposed.	97068
I think this is a terrible idea. The strain of congestion will just be diverted elsewhere in neighborhoods that can't handle the capacity. I'd much rather just add onto our local taxes instead of wasting revenue on a temporary toll program.	97068
Especially with more people working at home, I do not think the road widening element of this project makes sense and is an unsustainable use of limited public funds. I do support the quake resiliency element of the project.	97069
Why don't you supply a synopsis, do you really expect everyone to read 121 pages? Looks to me like this program was made to ensure that it penalized West Linn residents the most followed closely by Lake Oswego and Tualatin. Have you tried to drive on Borland Rd or Eck, Stafford or other bypass streets Now? Once this is implemented it will easily double to triple as people try to avoid not only the congestion but now the tolls as well. Too much bad, with nothing positive for the people that are going to be affected the most.	97068
Bad idea. Surface streets are already clogged badly. Find another way to raise the funds.	97068
No toll on I-205 as proposed. (1) Local residents who use the Abernathy Bridge to cross from West to East and vice versa daily will have an unfair share of the burden of the toll. (2) By tolling I-205 from Stafford to Abernathy, it means arterial streets will be overloaded by people trying to avoid the toll. This tolling idea is just BAD all the way around unless ODOT can find a way to only toll transient traffic on I-205 and not local residents.	97068
NO on the tolling idea. Quit wasting money on light rail and bike projects. Improve our freeways. No more light rail projects that are sucking our valuable transportation dollars away from practical, useful projects.	97068

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
Some of us have to travel on 205 daily for work. It's adding an additional financial burden for many that are already stretched thin. Some of us would take side streets or Hwy 43 to avoid this toll, adding additional back ups, pressure and wear on already clogged up roads. I do not support a toll.	97068
No one that lives anywhere near this project is in favor of tolls. It is no where near the most congested site in the Portland metro area. We get tired of hearing you want our opinion or that we just don't understand. It will hurt the people that live within this area more than anyone else. And the people that live near the 205 are bearing more of the physical costs of this than anyone else. We cannot go anywhere without crossing a bridge and more traffic will be diverted into our side roads. There is no way of stopping that. This isn't even a project anyone wants, but it is being forced upon us because it is what you want. If you are going to toll a freeway, do it the entire length of 205 so more people than us can be unhappy. I5 and 217 traffic is much worse and they've never been rolled to satisfy the state. All in all there is no upside for us.	97068
	97045
This plan is not fair or equitable. I wonder if it passes legal muster with the State. The corridor in question is a very important regional asset. It is used by most all of the Metro area as well as anyone traveling through Oregon or from south state to the airport. Making the residents of West Linn, Oregon City and Gladstone who need to cross this bridge frequently the ones to encounter this extra tax so frequently is wrong. It feels like blackmail! No grocery shopping unless you pay the tax! I am a West Linn resident. I support the project goals. But not these means. Will it lead to people overusing the Arch Bridge or overworking side roads to avoid yet another toll today? The impact of this must be spread out across the metro area to be equitable. I believe Metro and the State should add to or redirect Vehicle and Gas tax fees from the whole region to cover this rather than trapping Us Locals with this "Pay if you want to leave home or get back home" idea you seem stuck on.	97068
	97068
	97068
	97068
Tolling in this area with extremely limited side road alternatives is one of the worst ideas I've seen in the 30 years I've lived in the area. Tolling will, without doubt, push traffic onto already-congested side streets. Citizens of West Linn will bear the brunt of this ill-conceived plan and there is no way around it. It is beyond disappointing that this decision was (de facto) made before any public input was solicited. By the time public feedback was requested, the plan options were already decided - and neither of them included zero tolling in this area of I-205. Granting West Linn residents exemptions from the tolling would be one improvement to the plan. Large, multi-axle trucks cause the majority of road damage yet the citizens who rely on this portion of I-205 will bear the brunt of the tax burden if and when tolling is implemented. This is unacceptable.	98068
	97068
	97049
	97301

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
I see no benefit to spending this money on adding tolls to I-205. This will only create more traffic in and around the city, and shifts the costs of maintaining this project onto the citizens of Portland. Why not create infrastructure that serves the citizens of Portland rather than regressively taxing them. For example, installing solar panels instead of tolls could provide the revenue sought by the tolls.	97233
We think this a bad idea. You want to put a toll road in when we already pay extra in gas tax and in vehicle registration. How do you expect people to be able to drive? Or is that the point, you make it so expensive that everyone starts taking mass transit? Oregon is becoming crazier all the time. We are very opposed to this. One is bad enough, but two on the same stretch of highway? This is a very bad plan.	97009
No tolls! This is going to ruin our city as everyone will re-route to side roads for travel. Neither West Linn nor Oregon City's streets can handle the capacity. I live right above one of those streets and the traffic noise below me will be horrendous. The traffic on my street will be horrible. Property values will plummet. We did not get to vote on this project. I live about 4 miles from my work and will have to pay tolls twice a day. This should be illegal without a vote.	97068
Just a couple of thoughts..... 1). Joe Biden's physical Infrastructure Legislation just passed in Congress. Shouldn't Oregon be receiving funds for improvements to bridges and highways and other infrastructure? 2). How will you collect tolls while the highway is being widened and the bridge is being retrofitted? Won't there be lane closures during construction? That will cause traffic back-ups on their own. That will limit the amount collected since fewer vehicles will be going through that area. 3). Also, people will be choosing to drive on the side streets through town to avoid paying tolls in the first place, therefore reducing the tolls collected. How will you know that you will collect enough to ever cover the cost of the project? 4). Taking into account questions 1, 2, and 3, this tolling system is uncalled for and should be halted. When this bill was passed in 2017, without the vote of the people, there was no idea that an Infrastructure Bill would be passed by Congress. That should again, put this tolling nightmare to rest.	97068
Please do not do this. Having grown up in the Chicago area and living with multiple toll roads in the region, this will not have the desired affect. This will not improve congestion. We live near the West Linn High school and I work in Clackamas. I work long and unpredictable hours and biking, walking or public transportation is not an option. The proposed toll site at the 43 - 205 interchange will impact us, and many people in the area, numerous times a day. This will mean the local community pays heavily for the regional transportation rather than spreading out the cost. It would be much better if financing was found elsewhere even if it was an increase in taxes, vehicle fee, or anything else!	97068
Putting a toll on I-205 is a huge mistake, do not do this. Do not turn a deaf ear to those with valid reasons as to why this should not be done.	97068

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
It appears that the project, particularly the tolls, will put an undue financial and mobility burden on seniors in the West Linn area. The certain increased traffic on already over stressed local roads will limit access to medical care facilities and food sources and the increased local traffic poses greater danger to pedestrians and bicycle traffic and will force many seniors to limit their mobility.	97068
The I-205 tolling project will place an unreasonable financial burden on the people who live in West Linn. They will have to pay a toll on every day transactions - going to the market, visiting a doctor, going to the gym. It is discriminatory and unfair.	97068
DO NOT TOLL ANY EXISTING OREGON HIGHWAY/ROADWAY.	97267
Not at this time.	97068
	97015
	97222
all freeways should be toll roads as well as interstate bridges.	97222
	97045
No tolls. We pay enough in taxes. Tolls is another form of taxation (instead of by income, it's by usage), which probably impacts the people that can't afford these additional taxes, the most.	97068
	97267
This will negatively local residents and is a poor tax. Congestion will increase heavily on side roads. Why don't you use the tax funds you already have instead of nickel and diming people who have already had a rough past couple years due to the pandemic, historical weather events, and economic issues?	97045
The state already collects enough money to pay for road maintenance and improvements with taxes already in place but spends these funds on non road issues and wasteful projects	97068
Just another outrageous fee imposed on already tax paying citizens for an unnecessary project. Work should have been done during all the prior years the construction had been going on. Quit wasting our money. Live within your budget.	97222
This is a terrible idea that will only push traffic into neighborhoods and backroads (even more than they already do)	97045
	97068
While tolling is a fair way to raise a portion of funds for maintenance and seismic upgrades from those who use the highway most, expanding the highway infrastructure to more traffic lanes would need to be a deeper discussion which includes topics such as climate change. Otherwise, unfortunately all aspects of this project may be disagreeable.	97218
	97218
Yes, we the people would like a detailed spending of the money Portland spends that comes in from our gas tax.	97267
No tolls!	97222

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
This is a horrible idea. It will not reduce congestion as is so often stated, nor is it equitable. People who don't want to /can't afford to pay the toll will be diverted to side streets that go through neighborhoods or will completely clog arterial streets used by neighbors. The congestion will just move to other locations. As far as equity is concerned, how is it equitable to toll one area of I205 that will impact citizens of one part of Oregon far more than any other? Why should people be asked to pay for something they already paid for? Why did the improvement plan get shoved under the rug and get replaced with tolling? This smells of something rotten in the state of Oregon...with ODOT and Metro so in the red with their transportation projects that didn't work, that they need a revenue source and fast! We'll see whether you are really listening to anything...or whether you just continue to push an agenda you KNOW the citizens don't want.	97027
This project was forced on this areas residents and was not put up to vote as it should have.	97045
Direct a greater portion of corporate taxes toward expanding and maintaining and upgrading infrastructure. Create a development tax, especially on luxury development, to fund infrastructure. Create a luxury tax on luxury vehicles and direct it toward these infrastructure goals.	97206
Our local roads will become more congested with people trying to bypass 205 in this area. I really think you are putting the toll here is because commuter are boxed in! I believe you have disregarded the people's will. I will gladly sign any petition to try and stop this.	97045
As a resident of the Willamette neighborhood, I am concerned with the increased traffic as people attempt to go around the toll areas. As a family of five, the tolls are an added expense to our family that is also concerning. We are beginning the conversation of whether can can continue to live here should the toll be put in place. This would be four times on the tolled road for our home each day when we are just making things work.	97068
I don't have confidence in ODOT to bring projects to Budget with input from citizens. I do think Tolls are a good way to finance our Roads.	97233
	97068
	97267
No tolls	97267

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
<p>I have read the document. This is not an amendment that serves the public. This was not passed by the public. The ballot measure was passed to improve roads, and the funding the measure generated was intended by the voters to be put directly into the road improvements. Instead, there was a sneaky mention of “exploring value pricing,” and the money is being spent on this very expensive proposal which has merely determined that there’s not enough money and the people must be “taxed” again, through a toll. It’s been four years, and our roads are unchanged! I teach my children daily that if something costs more than the money we have, we don’t buy it. It’s very simple. If something costs too much, should we do it? No. We need to save up and pay for our improvements up front, not retroactively. We need to work within our means. It is fiscally irresponsible to kick the payment of this toll project (which drivers don’t even want) to drivers of the future, and dishonest to say that the toll is for this project alone. Once a toll is in place, it will not go away. If Metro needs more money, it should propose a tax to increase revenue directly to voters. Time and time again, Oregon voters have turned down toll proposals. This is not a problem of “uneducated” people. We know what tolls are, how they work, and we know that Oregonians do not want toll roads. This initiative has been snuck in a back door, which is wrong and dishonest. We already pay plenty to Metro for road maintenance and instead of having our roads get better, we are told it’s not enough. I read in the document that many entities have declined this proposal. There seemed to be no brakes on the project as a result. I also saw in the document that the area is a great percent white and only about double the poverty line, and so they are moving forward. This is effectively saying, “they’re white, they can handle it.” This conclusion is racist. Families are families, no matter what their demographics. For families who use this portion of the freeway regularly for school, groceries, work, and worship, this is going to have huge financial implications. These families are already paying their taxes. They do not need to be doubly taxed. If the project is begun as described, I will not use 205 during the construction work. Instead I will use the back roads I use currently when there is some issue on 205. These roads already back up terribly when this happens. If the toll is put in place, I will by that time have 2-3 years of habitually using the back roads, even though they back up. What will stop me from continuing to use them, thus avoiding the toll? There will be many drivers who join me, and we will see our neighborhood roads such as Borland, 10th St, 65th, 99W, the Sellwood bridge and Tacoma St, etc suddenly have much higher use and wear. They will need repairs and improvements too! Meanwhile, there will be “reduced” traffic on the 205, at which lawmakers and politicians will puff with pride, “See? We reduced traffic!” In reality, Clackamas County roads will be still more clogged and miserable and needing more expensive repairs! Finally, if you are convinced increased revenue is really your only option, why not put solar panels along these portions of prime sunny real estate? Harness the sun, don’t shake down your drivers. Please consider abandoning this tolling project. With integrity, please consider bringing such a project before voters with transparency and honesty. Thank you, Concerned Mother in Clackamas County</p>	97267

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
I am opposed to this proposed RTP amendment. While I support congestion pricing as a tool to reduce VMT and to improve the environment, I am disappointed that the gains from such pricing would be used to expand a freeway. In the year 2021 with so much we know about climate and the role that transportation plays in a warming world, we need to be smarter about how we are investing our resources. Expanding freeways is not a smart investment. It leads to more driving, people living and working further away, and exacerbates existing inequities by limiting the options of poor and other underserved populations. It is time to put the brakes on the plans to expand I-205. Implement congestion pricing first. Invest in high quality transit. Encourage people to drive less. In other words, please do all you can to help save our planet.	97214
	97222
Tolling is just trading one problem (overcrowded highway) with another problem (creating more overcrowded residential neighborhoods). As a result, residential neighborhoods will be less safe.	97027
	97045
Are you people crazy? Tax is to death much?	97045
	97045
It will not do anything to help the congestion. People are not going to get out of their cars. It is just another money grab.	97045
This is quite possibly the stupidest possible use of tolls I've seen proposed on the West Coast in this century: to fund freeway widening. This project needs to be subjected to a full EIR process, and the carbon emissions that will result from widening need to be fully mitigated. Also, there needs to be a justification in the EIR for using the funds raised from tolling for freeway expansion during a climate crisis, rather than to help pay for alternatives to driving.	
	97045
Tolling I-205 will only increase congestion on secondary and tertiary roadways as drivers avoid having to pay tolls. It will hurt self-employed business owners who utilize our major roadways to conduct business and already pay higher gas taxes. Our state cannot balance or budget it's current infrastructure and maintenance of roads, railways and bridges. Tolling citizens will only exacerbate current congestion and increase accidents.	97045
This is a horrible idea all around. What a crappy way to make a buck. Make struggling people pay to go to work!	97045
There needs to be a review of the impact this action will have on local street traffic. Local routes that bypass this section of freeway are limited, and added traffic from cars avoiding the toll will add to an already congested area.	97068
You need to provide a toll exclusion for west linn residents who must use the roads to get to their home.	97068
I am concerned this project will disproportionately burden low-income people and people of color, who often live/work in areas without transportation alternatives. If there are tolls, they should be reduced or eliminated for those who are low-income.	97232

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
I think a toll in the area is the worst idea ever. There are very few ways through this area, and you are forcing people to pay to use a road we already pay taxes for with our property tax and gas tax. This toll was not approved of by the citizens who this will impact the most.	97045
	97068
My name is Zsolt Bacskai , I would love to know how this new plan will fix the real issue with almost every freeway in Portland which is not a bottleneck or any other issue with the roads or the number of lanes , the problem that is causing traffic jams are the entry and exit points , when the entry is before the exit you create cross traffic with low speed , it makes no difference how many lanes you got 3, 2, or 6 like in Texas, the traffic will slow down at those points , also as someone who lives at that area going south toward I-5 was never a problem , coming up north on the afternoon is the problem , which is the opposite of the bottle neck , 2 lane becomes 3, so the traffic should flow like a dream , but it does not thanks to the Lake Oswego entry and the 99 exist that are crossing each other within 500 feet, so unless you can stop the behavior of the drivers who like to stay in the left lane until the very last second to exit the freeway your project is a waste of our money , and as far as tolls go , we already paid for that bridge , after all you are building out of the printed Biden money , the trillions that WE have to pay back, so no tolls , and no new lanes either , fix the entry and exit lanes and you fix the traffic problem	97045
Given the lack of alternative routes placing a toll through oregon city will force drivers to take surface streets to avoid the toll thus clogging up the service streets. Also how does this toll affect low income families that would not be able to afford the toll. Also there is concern to how much of the tolling money goes into projects that help the tax payers vs how much money goes into the pockets of the toll company and that money is lost to the tax payer for ever. We do not want to open the door to other toll roads in our region. If a toll is put in place it should not be indefinite. The toll should stop when the project is funded. This is similar to how they handle tolls in New Zealand. I feel if you can guarantee this you would get more buy in from the community as long as you are fourth coming monthly as how to much money has been raised for the project.	97089
Tolling the only non-one lane bridge over the willamette river for over 10 miles in incredibly inequitable and not what I expect from this state given the quantity of taxes given to them.	97267
With as much in taxes as we pay, you'd assume that we could afford this already. I could understand a toll if it were for a limited time only not a permanent fixture as is typically done around the country. Our interstates here are not tolled and should remain so. Find other ways to pay for the necessary upgrades. This will cut off half the city from being able to cross the Willamette River unless they can afford to use the crossing. This does not provide the equity expected of the people in the Portland metro area.	97267
Tolls are bullshit and should fuck off, they disproportionately effect lower income workers who have to commute. Build good public transportation infrastructure with tax dollars and stop doing stupid shit like this.	97086

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
<p>1) Diversion to local roads is already a big problem along I-205 resulting in a financial burden to the adjacent communities (West Linn). Modeling data to date shows tolling would increase diversion to local roads not reduce it. How does ODOT plan to mitigate for local road diversion? 2) Modeling data to date shows limited to no overall effect for congestion mitigation by tolling just this one small section of I-205. In addition, data to date suggests tolling all of I-5 and I-205 in the Portland Metro area is required to generate the revenue needed to pay for improvements identified in the tolling study. Why not move ahead now with tolling the entire Portland metro area instead of a small section of I-205? 3) Modeling data to date shows limited if not insignificant congestion mitigation by this proposed tolling project. Peak hour travel times on the overall I-205 corridor do not appear to significantly improve by the proposed tolling. Why not pursue other options for revenue generation like a regional or statewide diesel fuel tax and HOV/HOT lane designation for the outside passing lanes of both I-205 and I-5 for significant regional congestion mitigation? 4) How long will the public have to review/consider tolling impact mitigation suggestions and will mitigation be in place prior to tolling?</p>	97068
<p>11/5/21 The House just passed the \$1.2 trillion infrastructure bill. Please throw out your tolling plan and find a way to get the Feds to pay for the I-205 improvements! Anyone who doesn't think that these tolls will ruin the traffic on local surface streets doesn't understand that we now have a huge local population of nere-do-wells who don't want to pay for anything and will go to great lengths to avoid the tolls.</p>	97068
	97045
<p>I am not in favor of tolling</p>	97124
	97045
<p>This is just a TAX disguised as a fee! Tolling does not ease congestion. It simply pushes traffic to side streets causing more congestion. If you want money for seismic updates, then ask for that money specifically! This tolling charge will NEVER go away...no matter what you say! You will find something else to use the pile of money for and you will end up expanding this ridiculous project. Soon, you will have all of Oregon tolling roads...everywhere. How many times do you need to hear the will of the people....NO TOLLS. You don't listen!! You already have money from gas taxes and increased car registration fees. If that's not enough, you SHOULD be asking WHY? Where is that money going? You are simply not financially responsible with other people's money. And now you want more!! Shame on all of you! Shame!!!</p>	97045
<p>I believe this is a terrible idea and will not in any way reduce traffic congestion. It is clearly just a revenue generation device and will result in the overflow of traffic onto local roads to avoid the toll. It will disproportionately impact lower income residents and increase business costs and price of goods and services for any business that has to pay tolls - so citizens will be double taxed by the road toll and the increase in the cost of goods and services. I would like to see Metro actually address automobile traffic issues by increasing road capacity and design roads with throughput increasing ideas. For example, having on-ramp meters tied to freeway traffic flow, adding diverging diamond interchanges (DDI).</p>	97045

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
I am absolutely against the I-205 Tolling project. This project will force traffic off 205 onto the surrounding rural roads that were not constructed for such use. The homeowners will be trapped in their neighborhoods as bypassing traffic floods the roadways along Stafford, Borland, Nyberg, Hwy 43, Childs, Willamette Falls Drive, and into Oregon City. If a non-voted on toll system is going to be inevitable, tolling at a location where bypassing ability is limited would be a better strategy, like just before the Clackamas River on 205N.	97068
Tolling this part of I205 is a bad idea. People who live around here will just end up flooding the back roads to go around the tolls. The back roads around here cannot take that much traffic. I am not opposed to the toll itself but I am opposed to the location selected. This is not going to help the situation as much as you think it will. It will just cause road erosion and congestion in other areas as people go around the tolls.	97045
NO TOLLS!	97045
	97062
I oppose tolls on I-205 and any highways in Oregon	97124
	97068
	97222
	97202
We live here, we use these roads. You are going to put a substantial burden on those of us that live local. How are we to afford paying multiple tolls every single day?? This so affect real, local people financially! We pay gas tax, road maintenance fees on our water bills, county tax through vehicle licensing, now this! Where does it end? I suppose we can look to move to an area that doesn't tax people endlessly just to get to work each day.	97045
Tolls will only increase traffic on the side streets. Tolls will hurt the low-middle class. Tolls do not help with traffic. ODOT didn't do tolls for the Sellwood Bridge nor construction along Hwy 26 - why then would tolls be put in place for this bridge. Make it all equal.	97045
	97068
the tolling alternative seems more equitable	97239
I really don't want to deal with the hassle of paying tolls. The only way to fix that would be if it were fully automated, no stopping, no cards, no gates, no lanes, no nothing - traffic cams keep track of license plates, and billing happens automatically, a letter shows up in your mailbox with a QR code you can scan to pay immediately online. Of course the toll would have to avoid being regressive as well - \$1 to drive down a public road means one thing to someone who makes minimum wage, and another thing altogether to someone making six figures. Ultimately, if we need more money to maintain public roads, I'd prefer to see the funds raised by something more like a bracketed levy tax. If my brother needs to drive that way to get to his minimum wage job, I don't think he should have to pay a dime to do so - let that burden fall on residents who are more financially secure.	97266

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
	97046
I live off the 10th Street exit and entrance. I have to cross the bridge everyday to get onto McLoughlin Blvd and come back. I will have to pay everyday. I have a limited income. This may be a hardship on me. Will there be exceptions for people like myself? A pass of some sort?	97068
Plan is RUBBISH!	87068
	97068
	97068
Tolls in general are regressive taxes that unfairly impact lower income people to a greater degree. This toll is also unfair geographically to people living near the tolls. In addition, this toll will worsen already bad traffic on surface roads. It is inconceivable how anyone can think it is a good idea.	97068
This tolling will not only make neighborhood road traffic horrific as people avoid the tolled roads, it will effect low income families that are barely making it by now, by making them pay to drive to work. With more cars on side roads, those roads will break down faster than expected and need repair, causing more costly projects. If you want to toll roads, toll those that allow Washington drivers to enter the state. They come here to shop without paying taxes and they do not help to pay for roads in Oregon. Oregonians in the metro area already spend a great amount in taxes and fees that are supposed to pay for projects like this. Not to mention that there is a massive infrastructure bill in the works at the federal level to improve these exact things. This idea needs to go to the voters within the metro area, we deserve the right to have our say.	97045
Why is tolling not on the ballot? Why is this issue in the hands of a few unelected folks? It looks to me like tolling is going to happen regardless of any opposition to tolls.	97045
Tolling an old freeway is absurd. This will harm the nearby communities and truly punish those who live locally and utilize the freeway for essential activities of daily living. Exempt those in adjacent communities from the toll and much of your pushback will go away. Although you'll still be backing up West Linn and Oregon City surface streets to make those cities competitive non-functional.	97078
No not implement tolls.	97045
My wife and I have lived in the Willamette area of West Linn for 44 years. By no approved decision of ours it appears we will now be penalized to pay more heavily than others because of where we live. Why must we pay more than others to get to and from our house. There should be a reasonable limit for those living in West Linn, While we are elderly seniors on limited income, we are only asking for fairness. Especially if we are being tolled for using I-205 and non-I-205 streets to get to our house.	
Please do not go thought with fee tolling bridges in my area (Oregon City) or in Oregon at all. It will limit travel for folks who are already struggling with work, a pandemic, and shut downs. Please stop, as are already high taxes are misused, abused, and if used for what they are intended for would be enough. It will only HURT, us local folks who work and live in Oregon.	97045

RTP Public Comment Report

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
Don't add a toll. Most people will just go back roads to avoid paying and will cause congestion on the back roads.	97070
No tolls, use the tax money that is already collected regularly for our roads. Also, this has been in the works for more than 10 yrs. Why would the money not be saved up for this by now?	97070
I just registered my vehicle, yet again, \$200 (\$175 DMV fee and \$25 DEQ) for two year. I pay a gas tax every time I fill up. When is it I need to pay even more?	97045
I am not in favor of tolling 205 or i5.	
YES. I have been following this closely, including the public forum meetings and you have yet to address how the City of West Linn is going to be able to handle the toll avoiders that will certainly clog our streets and make getting around our town a living hell. Willamette Falls Drive is currently a mess, Exit 10 takes several lights to get through and Hwy 43 is terrible RIGHT NOW. In the afternoon, traffic can back up from 205-all the way to Walmart/Mary S. Young Park. It is a quagmire and you are NOT ANSWERING OUR QUESTIONS. But you know all of this and you have the data. You are ignoring it. It is bad enough that we will have to pay just to go across the bridge to the Oregon City Shopping Center where my beauty shop is etc. But the impact of traffic on our lives will be intolerable and again—you department knows this. I want to know the plans for mitigating this impact. What are you going to do?	97068
I understand the intent of the tolls, but there should be more consideration for residents of West Linn, Lake Oswego, and Oregon City who live within the tolled area. I would suggest eliminating tolls on the weekends and/or outside of the most congested times. It seems unreasonable to tax those folks for basic trips, like shopping, eating out, or traveling to the airport, that do not contribute to the weekday commutes. Some of those trips are only going one or two exits within the tolled area. It's especially unfair when there isn't a proper alternative to cross the river that doesn't add significant travel time and gas use. Please consider toll-free times so locals aren't burdened with unnecessary costs.	97068

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2021-26) RESOLUTION NO. 21-5234
METROPOLITAN TRANSPORTATION)
IMPROVEMENT PROGRAM (MTIP) TO ADD THE) Introduced by: Chief Operating Officer
PRELIMINARY ENGINEERING PHASE FOR ODOT'S) Marissa Madrigal in concurrence with
I-205 TOLLING PROJECT ALLOWING NEPA AND) Council President Lynn Peterson
DESIGN ACTIVITIES TO BEGIN (FB22-06-FEB))

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 Oregon Transportation Commission (OTC) established the Portland Metro Area Value Pricing Feasibility Analysis study which originated from the Oregon Legislature and HB21017 to explore the options available and determine how and where congestion pricing could help improve congestion on I-5 or I-205 during peak travel times; and

WHEREAS, OTC adopted the recommendations from their Public Advisory Committee during August 2018 that provided both short term initial implementation concepts and longer term phase implementation recommendations for tolling upon I-5 and I-205; and

WHEREAS, a component of the recommendations included I-205 all lane tolling from OR213 to Stafford Road as a pilot test project; and

WHEREAS, OTC approved a total of \$60 million during their March 2021 meeting in support of tolling implementation needs of which \$27,257,890 is being committed to the I-205 Variable Rate Tolling project; and

WHEREAS, ODOT has now requested Metro add the Preliminary Engineering phase for the I-205 Variable Rate Tolling pilot project to the constrain portion of the current 2018 Regional Transportation Plan; and

WHEREAS, ODOT also has submitted an MTIP formal amendment to Metro to add the PE phase for the I-205 Variable Rate Tolling Project; and

WHEREAS, approval of the formal MTIP amendment is contingent first upon approval of the RTP amendment; and

WHEREAS, the key PE phase objectives of the I-205 Variable Rate Tolling project in the MTIP are to complete design & NEPA activities for variable rate tolling implementation across all lanes to manage congestion and to raise revenue to fund construction of the I-205 improvements projects from approximately OR213 to Stafford Rd.; and

WHEREAS, RTP consistency check areas included financial/fiscal constraint verification from OTC's approval actions, and eligibility and proper use of committed funds confirm that the MTIP's financial constraint finding is maintained a result of the approval of the I-205 Variable Rate Tolling Project MTIP Formal Amendment; and

WHEREAS, a performance assessment against the RTP's four priority investment goals of congestion relief, climate, equity, and safety also is being completed with follow assessments expected to occur; 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 February 4, 2022; and

WHEREAS, JPACT approved Resolution 21-5234 consisting of the I-205 Variable Rate Tolling Project Formal MTIP Amendment on February 17, 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 March 7, 2022 through Resolution 21-5234 to formally amend the 2021-26 MTIP to include the preliminary engineering phase of the new ODOT I-205 Variable Rate Tolling Project.

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

Approved as to Form:

Lynn Peterson, Council President

Carrie MacLaren, Metro Attorney



Proposed February 2022 Formal Transition Amendment Bundle
 Amendment Type: **Formal/Full**
 Amendment #: **FB22-06-FEB**
 Total Number of Projects: 1

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Project #1 Key 22507	ODOT	I-205: OR213 - Stafford Rd Variable Rate Tolling Project	Complete design & NEPA activities for variable rate tolling implementation across all lanes to manage congestion and to raise revenue to fund construction of the I-205 improvements projects from approximately OR213 to Stafford Rd.	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds only the PE phase for ODOT's I-205 Tolling Project the 2021-26 MTIP



Metro
2021-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
Add the PE phase for the I-205
Tolling Project

Lead Agency: ODOT		Project Type: Planning	ODOT Key: 22507
Project Name: I-205: OR213 - Stafford Rd Variable Rrate Tolling Project Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.) Short Description: Complete design & NEPA activities for variable rate tolling implementation across all lanes to manage congestion and to raise revenue to fund construction of the I-205 improvements projects from approximately OR213 to Stafford Rd.	1	ODOT Type	MTIP ID: New - TBD
		Performance Meas: No	Status: 2
		Capacity Enhancing: No	Comp Date: 9/30/2025
		Conformity Exempt: Yes	RTP ID: 12099
		On State Hwy Sys: I-205	RFFA ID: N/A
		Mile Post Begin: 3.13	RFFA Cycle: N/A
		Mile Post End: 9.50	UPWP: No
		Length: 6.37	UPWP Cycle: No
		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 #: 21-24-1432	MTIP Amnd# JA22-06-JAN1

Detailed Description: On I-205 in Clackamas County from approximately MP 9.50 to MP 3.13, complete required Preliminary Engineering (NEPA and design activities) for possible later tolling implementation across all through lanes to manage congestion and to raise revenue to fund construction of the I-205 improvements projects from approximately OR213 to Stafford Rd

STIP Description: Complete design & NEPA activities for variable rate tolling implementation across all lanes to manage congestion and to raise revenue to fund construction of the I-205 improvements projects from approximately OR213 to Stafford Rd.

Last Amendment of Modification: None. This amendment reflects the initial programming for the project.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
ADVCON	ACPO	2022		\$ 21,806,312				\$ 21,806,312
								\$ -
							Federal Totals:	\$ 21,806,312
Federal Fund Obligations \$:			\$ -					Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
State	Match	2022		\$ 5,451,578				\$ 5,451,578
								\$ -
							State Total:	\$ 5,451,578
Local Funds								
								\$ -
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 27,257,890	\$ -	\$ -	\$ -	\$ 27,257,890
Year of Expenditure Cost (PE Phase only):								PE Phase = \$23,534,759
Preliminary Full Project Cost Estimate:								Unknown currently
Phase Change Amounts:			\$ -	\$ 27,257,890	\$ -	\$ -	\$ -	\$ 27,257,890
Phase Change Percent:			0.00%	100.00%	0.00%	0.00%	0.00%	100.00%

Project Glossary 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.
- > The amendment adds the PE phase based on approved OTC funding
- > Main Support Materials: Submitted RTP Amendment materials
- > Status notes: Since only funding is being added for the project, the MTIP classifies the project as a planning project.

Amendment Summary:

The formal amendment to add the new PE phase project to the MTIP will start in January 2022 with the Metro Transportation Policy Alternatives Committee (TPAC). TPAC's January meeting is scheduled for January 7, 2022.

- > Will Performance Measurements Apply: No
- > Will a special RTP Goals Evaluation Assessment be completed? Yes, but limited.

RTP References:

- > RTP ID: 12099 (Draft ID)
- > RTP Description: (Draft) The Project would toll all lanes of I-205 on or near the Abernethy Bridge and Tualatin River Bridge. The Project's purpose is to raise revenue to fund construction of the I-205 Improvements Project and manage congestion between Stafford Road and Oregon Route 213 (OR213).
- > Exemption status: (PE phase only) Exempt project per 93 CFR 126, Table 2 - Other - .Planning and Technical Studies
- > UPWP amendment: No

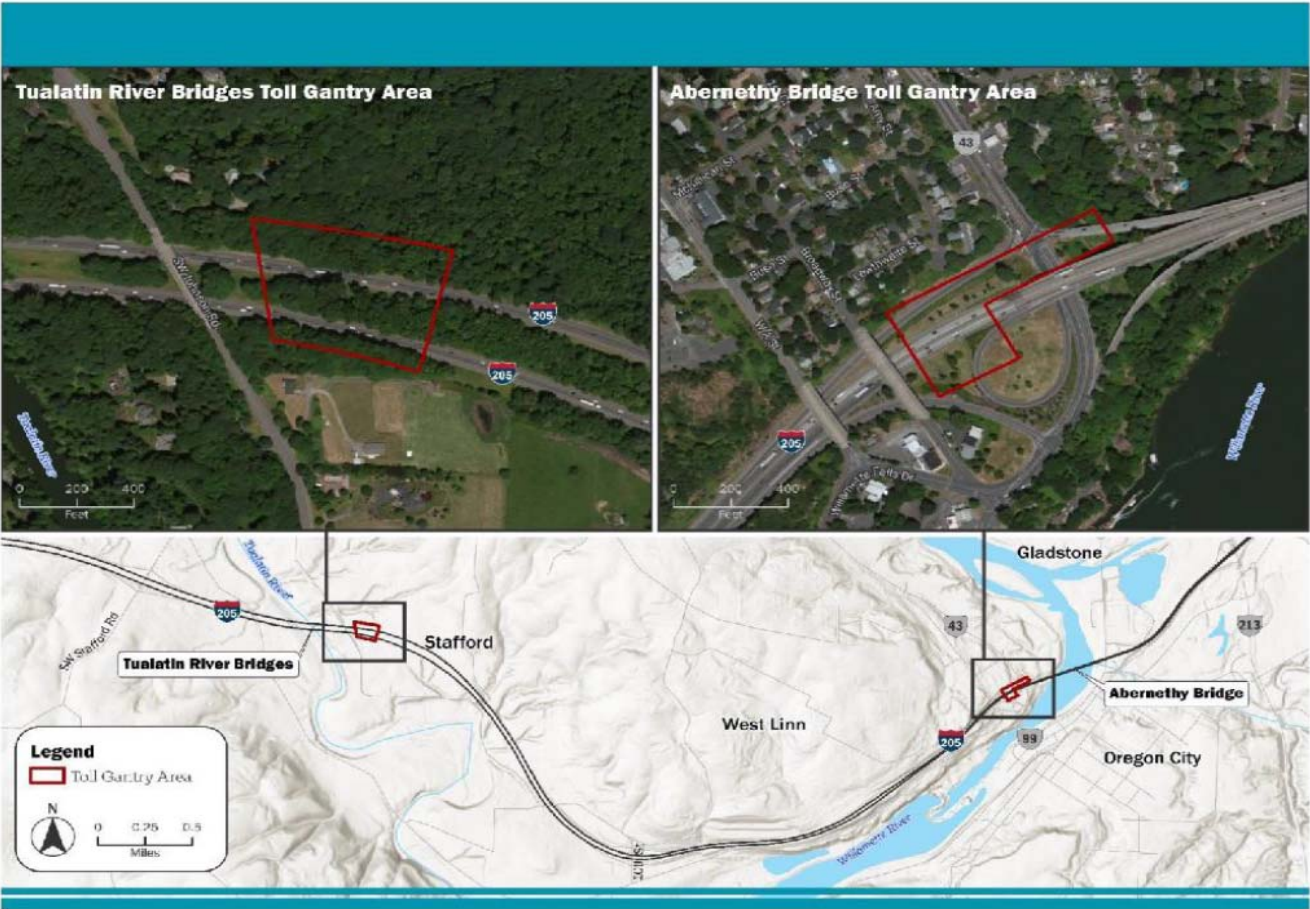
Fund Codes:

- > ADVCON = Federal Advance Construction also referred to as "AC funds". AC funds are used by ODOT as a placeholder until the actual federal fund type code is known.
- > State = General state funds provided by the lead agency as part of the required match to the federal funds.

Other

- > On NHS: Yes. I-205 is identified as part of the Eisenhower Interstate System on the National Highway System
- > Is the project located on the Metro Modeling Network? - Yes, Motor Vehicle Modeling network
- > Model category and type: I-5 is identified as a "Throughway" in the Motor Vehicle Network
- > TCM project: No
- > Is the route located in the Congestion Management Program (CMP): Yes

Figure 8.13b I-205 Toll Project Map



I-205 Toll Project Regional Transportation Plan Amendment

The purpose of the I-205 Toll Project is to use variable-rate tolls on the I-205 Tualatin River Bridges and Abernethy Bridge to raise revenue to complete the I-205 Improvements Project and manage congestion. The full text of the Purpose and Need Statement can be found [here](#).

Table 1 is a schedule of the major milestones for the I-205 Toll Project.

Table 1. I-205 Toll Project Major NEPA Milestones

Major NEPA Milestone	2021				2022			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
NEPA Regional Transportation Modeling & DTA Subarea Modeling (2045 & 2027)								
Traffic Analysis (data collection, baseline, no-build and build)								
Environmental Assessment Tech Reports								
Draft Environmental Assessment								
Environmental Assessment Public Comment Period								
Environmental Assessment Comment Response Matrix								
Preferred Alternative Regional Modeling and Traffic Analysis (as								
Revised Transportation Tech Report								
Prepare Final Environmental Assessment/FONSI								
Final Environmental Assessment/FONSI								

Memo

Date: January 25, 2022
 To: TPAC and Interested Parties
 From: Ken Lobeck, Funding Programs Lead
 Subject: February 2022 MTIP Formal Amendment & Resolution 21-5234 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE PRELIMINARY ENGINEERING PHASE FOR ODOT'S I-205 TOLLING PROJECT ALLOWING NEPA AND DESIGN ACTIVITIES TO BEGIN (FB22-06-FEB)

BACKGROUND

What This Is:

The February 2022 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment is under Resolution 21-5234 containing ODOT's new I-205 PE phase project to be added to the MTIP. The MTIP Amendment number is FB22-06-FEB

This MTIP amendment consists of a single project to add Key 22507. The amendment proposes to add the Preliminary Engineering phase for ODOT's I-205 Tolling project to the 2021-26 MTIP. Final approval of this MTIP amendment is conditioned first by approval of the RTP amendment ODOT has submitted to add the PE phase to the current constrained portion to the 2018 RTP. The MTIP amendment is moving forward concurrently under the assumption the RTP amendment will be approved.

What is the official requested action of TPAC?

Staff is providing TPAC their official notification for this amendment. Staff requests TPAC member review and if satisfied with the amendment analysis, provide an approval recommendation of Resolution 21-5234 consisting of the I-205 Tolling PE phase project to JPACT. Note: Final JPACT and Council approval for the MTIP amendment is contingent upon approval first of the I-205 Tolling PE phase RTP project amendment.

Proposed February 2022 Formal Amendment Bundle					
Amendment Type: Formal/Full					
Amendment #: FB22-06-FEB					
Total Number of Projects: 1					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 22507 New Project	TBD	ODOT	I-205: OR213 - Stafford Rd Variable Rate Tolling Project	Complete design & NEPA activities for variable rate tolling implementation across all lanes to manage congestion and to raise revenue to fund construction of the I-205 improvements projects from approximately OR213 to Stafford Rd.	ADD NEW PROJECT: The formal amendment adds the Preliminary Engineering phase consisting of \$27,257,890 of federal and matching funds to the FY 2021-26 MTIP

Note: The project as submitted for the RTP inclusion resulted in a draft project name and description used as part of the required 30-day public-notification process. A minor update based on the MTIP and STIP naming convention rules was accomplished for added clarity. The name and description update based on the naming convention does not represent a scope or limits change.

COMMENTS REVIEW:

The proposed RTP amendment received a significant number of comments primarily against the project. Because the MTIP amendment is progressing at the same time as the RTP amendment, the number of submitted MTIP amendments were not expected to be high. The 30-day public notification/opportunity to comment period was November 30, 2021 through January 6, 2022. Four email comments were received. Two were in support of the project and two were against the project. The email submission only represents one avenue of the comment process. Submitted letters to committees or to the Metro Council, or personal testimony provided at committees and Council are gathered separately from the public notification email submission.

HOW WE GOT HERE

The preview discussions at JPACT and Metro Council concerning the I-205 Tolling project RTP and MTIP amendments resulted in a wide range of discussion, topics, and questions As a result, a short summary overview is included with the key events that led up to the submission of this MTIP amendment.

First, it is important to remember there are two are two parallel tracks in motion related to the I-205 tolling project. This includes:

- **The I-205 Widening Project in Key 22467:**
 - Project Name: I-205: I-5 – OR213 Phase 1A
 - The MTIP project description: 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.
 - The approved environmental document is an NEPA Environmental Assessment (EA)
 - The original project that focused on project development was programmed in 2016 in the 2015-2018 MTIP and STIP in **Key 19786** as shown below:

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Planning	2016		\$2,305,500	\$194,500		\$2,500,000	<input type="checkbox"/>
	2016	NHFP (Z460) 92.22%	\$2,305,500	\$194,500		\$2,500,000	
Totals >>			\$2,305,500	\$194,500	\$0	\$2,500,000	

NHFP funds = Federal National Highway Freight Program funds

- Preliminary Engineering and the Right-of Way phase were added in the 2018-2021 MTIP and STIP as shown below:

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ODOT Key: 19786 | MTIP ID: 70859
I-205: I-5 TO OR213, Phase 1 - Cycle 2018-21

Project(s) in this cycle are not editable

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Planning	2016		\$11,527,500	\$972,500	\$2,500,000	\$15,000,000	<input type="checkbox"/>
	2016	NHFP (2460) 92.22%	\$11,527,500	\$972,500	\$0	\$12,500,000	
	2018	OTHER - LOCAL		\$0	\$2,500,000	\$2,500,000	
Preliminary engineering	2018		\$15,769,620	\$1,330,380	\$12,900,000	\$30,000,000	<input type="checkbox"/>
	2016	ACPO (92.22%)	\$15,769,620	\$1,330,380	\$0	\$17,100,000	
	2018	HB2001 (B4A0)		\$0	\$12,900,000	\$12,900,000	
Purchase right of way	2019			\$0	\$2,500,000	\$2,500,000	<input type="checkbox"/>
	2018	HB2001 (B4A0)		\$0	\$2,500,000	\$2,500,000	
Totals >>			\$27,297,120	\$2,302,880	\$17,900,000	\$47,500,000	

Federal fund type codes:

- NHFP = Federal National Highway Freight Program funds
- ACPO = Federal Advance Construction funds
- HB2001 – State funds originating from HB2001
- Other = General local funds considered overmatch or local contribution by another agency to the project

- The proposed project improvements were split among three phases to be delivered separately as funding was secured for the project:
 - Active Traffic Management System (ATM) improvements throughout the project limits
 - Abernethy Bridge replacement/reconstruction and lane widening
 - Construction of the new third through-lane in both directions from Abernethy Bridge area west to Stafford Rd
- The original estimate for completing all phases (ATMS, Abernethy Bridge portion, and 3rd lane widening) was approximately \$550 million
- Two of the three projects have been programmed in the MTIP. They are show below:
 - **ATMS in Key 21400**
 - Project status: The federal funds for this project have been obligated and implementation is well underway (if not already completed).

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ODOT Key: 21400 | MTIP ID: 71065
I-205: I-5 - OR213, Phase 3 - Cycle 2018-21

Project(s) in this cycle are not editable

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Other (explain)	2019		\$0	\$0		\$0	<input type="checkbox"/>
Construction	2019		\$5,717,640	\$482,360		\$6,200,000	<input type="checkbox"/>
	2016	ACPO (92.22%)	\$5,717,640	\$482,360		\$6,200,000	
Totals >>			\$5,717,640	\$482,360	\$0	\$6,200,000	

Fund Type codes: ACPO = Federal Advance Construction funds

- The Abernethy Bridge replacement/reconstruction construction phase is programmed in **Key 22467** in the current active 2021-26 MTIP as shown below:

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ODOT Key: 22467 | MTIP ID: 71251
I-205: I-5 - OR 213, Phase 1A - Cycle 2021-26

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Construction	2022		\$359,200,000	\$0	\$15,800,000	\$375,000,000	<input type="checkbox"/>
	2016	ACPO (100%)	\$359,200,000	\$0	\$15,800,000	\$375,000,000	
Other (explain)	2022			\$0	\$350,000	\$350,000	<input type="checkbox"/>
	2008	STATE-GEN		\$0	\$350,000	\$350,000	
Totals >>			\$359,200,000	\$0	\$16,150,000	\$375,350,000	

Fund Type Codes:

- ACPO = Federal Advance Construction funds
- State - Gen = General state funds contributing to the project above the required matching funds.

Figure 8.13a I-205 South Widening and Seismic Improvements Project Area Map



Source: ODOT

- Per ODOT, the current status for Key 22467 is the construction phase is out to bid.
- I-205 Improvements Project Summary:
 - Work on the project has been occurring since 2015.
 - The project is divided into three phases for funding and delivery purposes
 - The ATMS phase has been obligated and implemented
 - The Abernethy Bridge construction phase is out to bid currently.
 - This leaves the I-205 3rd Lane Widening portion as the remaining un-programmed and unfunded phase for the project.
 - ODOT is now proposing that a combination of HB3055 and toll revenues be used to fund the final phase.
 - ODOT proposes now to convert all lanes on I-205 from OR213 to Stafford Rd to be a toll facility.
 - ODOT has submitted a Regional Transportation Plan (RTP) amendment to add the Preliminary Engineering to the constrained 2018 RTP. Approval of the RTP amendment is pending as of January 2022.
 - As of January 2022, ODOT has requested and MTIP amendment to add the PE phase for the I-205 Tolling project. The MTIP amendment is occurring concurrently with the RTP amendment

- o Adding the I-205 Tolling project PE phase to the MTIP is contingent upon approval of the RTP amendment.

2. The second track is the I-205 Tolling Project emerging form the Congestion Value Pricing Initiative to evaluate I-5 and I-205 System Tolling Possibilities.

- ODOT initiated a planning study in 2018 to evaluate the feasibility of converting I-5 and I-205 to be toll facilities.
- The project was programmed in the 2018-2021 MTIP in Key 2371 as shown below:

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ODOT Key: 21371 | MTIP ID: 71062

I-5 and I-205: Portland Metropolitan Value Pricing Program - Cycle 2018-21

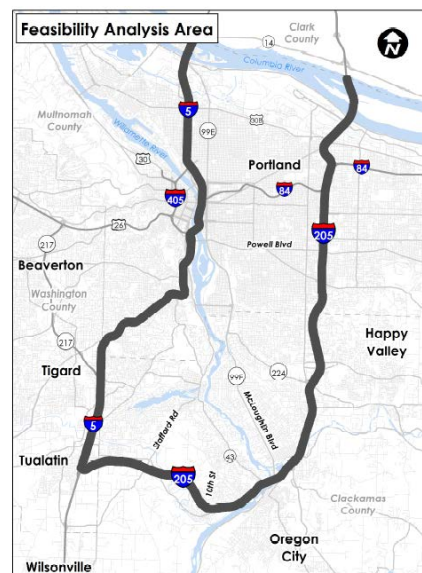
Project(s) in this cycle are not editable

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Planning	2019		\$2,766,600	\$233,400	\$0	\$3,000,000	<input type="checkbox"/>
	2016	ACPO (92.22%)	\$2,766,600	\$233,400	\$0	\$3,000,000	
Totals >>			\$2,766,600	\$233,400	\$0	\$3,000,000	

Fund Type Codes: ACPO = Federal Advance Construction funds

- The summary description for the Oregon Transportation Commission (OTC) approved study includes the following: The Portland Metropolitan Value Pricing Program will support analysis of traffic, diversion and community benefits and impacts, concept refinement and stakeholder engagement in preparation for the National Environmental Policy Act process in support of the potential 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.
- Metro and the City of Portland also conducted similar studies related to the Congestion Value Pricing Study.
- The study area is shown below.
- The source for the study originated from the Oregon Legislature and HB21017. As part of this legislation, the Legislature also directed the OTC to seek approval from the FHWA to implement value pricing on I-5 and I-205 in the Portland metro area to address congestion
- The Oregon Department of Transportation (ODOT) initiated the Portland Metro Area Value Pricing Feasibility Analysis to explore the options available and determine how and where congestion pricing could help improve congestion on I-5 or I-205 during peak travel times.
- In 2017, the OTC directed ODOT to convene a Policy Advisory Committee (PAC) to make a recommendation to the OTC on the implementation of Section 120 of HB 2017. The PAC met a total of six times between November 2017 and June 2018. At the first meeting, the PAC reviewed and made some modifications to the Charter, which outlines the directive from HB 2017 and clarifies



the purpose of the committee, their responsibilities as committee members, priority factors for consideration, and group processes and protocols.

- The PAC Charter stated the OTC intention to “evaluate pricing options that will address congestion through one or more of the following means:
 - **Managing congestion:** Value pricing used to manage demand and encourage more efficient use of the transportation system by shifting trips to less congested times or designated lanes through pricing and/or maximizing the use of other modes to improve freeway reliability.
 - **Financing bottleneck relief projects:** Value pricing used as a means to finance the construction of roadway improvements that address identified bottleneck projects that will improve the efficient movement of goods and people.” To that end, the Charter requests that the Committee provide a recommendation that will, at a minimum, address the following questions:
 - What **location(s) on I-5 and/or I-205** are best suited to implement value pricing?
 - For the recommended location(s), what **type of value pricing** should be applied?
 - What **mitigation strategies** should be pursued based on their potential to reduce the impact of value pricing on environmental justice communities or adjacent communities?
- On July 5, 2018, the PAC issued their recommendations to OTC. *(Reference Attachment 1 to the Staff Report.)*
- The PAC’s recommendations included both short term initial implementation concepts and longer term phase implementation recommendations. Tolling exhibits are shown below



- The draft Purpose and Need Statement for the project was developed as of August 16, 2021. The Purpose and Need Statement is draft and will undergo some modification as the project progresses through the NEPA process. (*Reference Attachment 2.*)
- As part of the final recommendations present to OTC, the I-205 OR213 to Stafford project was identified a possible Section 129 eligible Pilot Tolling Project
- OTC adopted the final recommendations from the Public Advisory Committee on August 16, 2018. (*Reference Attachment 3.*)
- On December 10, 2018, ODOT submitted a tolling eligibility review request to FHWA under Section 129 of Title 23 U.S.C. for Interstates I-5 and I-205 in the Portland metro region.
- On January 8, 2019, FHWA provided their reply and direction which a key portion is shown below. Note: A copy of the full letter is attached as *Attachment 4*):



Oregon Division
January 8, 2019

530 Center Street NE, Suite 420
Salem, Oregon 97301
503-399-5749
Oregon.FHWA@dot.gov

In Reply Refer To:
HDA-OR

Question 1: Eligibility and other requirements under federal tolling programs.

The report transmitted with your December 10 letter, titled *Oregon Application to FHWA: Value Pricing Feasibility Analysis and Proposed Implementation*, presents an I-205 Project (page 1-4) and an I-5 Project (page 1-6). Additional project detail is needed for a final eligibility determination by the Federal Highway Administration (FHWA), however, the I-205 Project is likely eligible for tolling under both Section 129 of Title 23, U.S.C. (Section 129) and the Value Pricing Pilot Program (VPPP), while the I-5 Project is likely eligible for tolling under the VPPP.¹

Section 129 provides authority for tolling Federal-aid highways in conjunction with construction, reconstruction, or other capital improvements to highways, bridges and tunnels. While revenue generation is commonly the driving reason for tolling under Section 129, a state may implement a time-of-day tolling (pricing) strategy under this mainstream tolling program.² Under Section 129, public agencies may impose tolls on Federal-aid highways in the following instances:

- Initial construction of a new highway, bridge, or tunnel
- Initial construction of new lanes on highways, bridges, and tunnels (including Interstates), as long as the number of toll-free lanes is not reduced
- Reconstruction or replacement of a bridge or tunnel
- Reconstruction of a highway (other than an Interstate)
- Reconstruction, restoration, or rehabilitation of an Interstate highway, as long as the number of toll-free lanes is not reduced

Therefore, under Section 129, the State of Oregon is permitted to toll all lanes of the Abernathy Bridge if the bridge is replaced or reconstructed. The state would also be permitted to toll all lanes of mainline Interstate bridges that are replaced or reconstructed as part of the project. Placing tolls on all lanes of Interstate 205 beyond the immediate approaches to replaced or reconstructed bridges, is permitted under Section 129 only if the conditions above are met, particularly, that the number of toll-free lanes is not reduced. As the OTC/ODOT develops a tolling strategy for the I-205 Project, eligibility under Section 129 will be more fully understood.

Federal law does not provide FHWA authority to approve the tolls, the specific toll rates, or exemptions, as the state owns, operates and controls these facilities. Additionally, tolling agreements are no longer required by Section 129, however, under existing implementing guidance, state departments of transportation and other public agencies responsible for toll facilities are encouraged to enter into a memorandum of understanding (MOU) with FHWA.^{3 4} An MOU can be particularly meaningful in light of requirements for audits and the use of toll revenues, and the potential consequences of noncompliance (including the discontinuation of toll collection). Typically, under Section 129 a contract for physical construction must be awarded before tolls may be collected.

- In December 2019, the Oregon Transportation Commission (OTC) approved the creation of the Equity and Mobility Advisory Committee (EMAC). EMAC's purpose was to come to an agreement or clarify what is needed to align with EMAC's Key Statements, which will be the foundation of EMAC's recommendations for advancing equity through tolling, and provide direction on next steps for the development of EMAC's recommendations to address an equitable tolling approach and advise OTC of direction for the following tasks:
 - Supporting ODOT in development and implementation of an equity framework to guide project development and public engagement.
 - Providing input to ODOT at the start of the technical and environmental review process to ensure project development is grounded in the equity framework, including the development and refinement of performance measures to evaluate alternatives for I-205 and I-5 tolling.
 - Developing an equitable engagement plan that will result in ongoing input and participation from communities that have been historically underrepresented in transportation planning.
 - Supporting the implementation of the equitable engagement plan by hosting or cohosting meetings, events and/or other activities as determined by the engagement plan.
 - Providing input on mobility and equity strategies that should be considered as tolling projects are developed
 - Added note: Reference to the I-205 Tolling project is now included in the overall Regional Mobility Pricing Project (congestion management), which includes I-5 stretching from near the Interstate Bridge Project to the Boone Bridge and the remainder of I-205 from Stafford Road to I-5 and OR-213 to the Glen Jackson Bridge.
- During the OTC March, 2021 meeting, the OTC approved a total of \$60 million in support of tolling needs. An updated funding letter provided to FHWA provides additional funding details supporting the tolling program (*See Attachment 5*). Specific details concerning the I-205 Tolling project in Key 22507 is shown below

Proposed STIP Description	Project design and environmental review for tolling on I-205 between Stafford Rd and OR 213.			
Summary of requested changes	<ul style="list-style-type: none"> • Add new project for I-205 Tolling • Allocate \$27,257,890 to Preliminary Engineering (PE) phase • Total project cost of \$27,257,890 			
Justification	This is part of programming \$60M in funds approved by the OTC March 11, 2021 for the ODOT Tolling Program. FHWA has asked ODOT to create distinct projects for the related work programs that are planned for this funding. Also, some of the work proposed has moved from planning to design activities. This project addition is specifically for design work for I-205 Tolling.			
RTP Requirements	Two RTP updates are related to this project. <ul style="list-style-type: none"> • Add project (PE) to fiscally constrained list • Update narrative description of I-205 Improvements project to describe financial connection between the two projects RTP amendments require a 45-day public notice and also must go through TPAC, JPACT, Metro Council approval path. R1 Policy & Development and the Urban Mobility Office (UMO) is the lead on this action and is working to start the process as soon as possible.			
STIP/MTIP requirements	This requires a formal STIP/MTIP amendment, approval is contingent upon approval of the RTP amendment. Amendment submitted to Metro 9/7/21.			
Phase	Year		STIP Estimated Cost	
	Current	Proposed	Current	Proposed
Preliminary Engineering	N/A	2022	\$0	\$27,257,890
	Totals		\$0	\$27,257,890
Summary of Expenditure Accounts (TBD)				
Phase	Authorized		Expended	Remaining
Preliminary Engineering	TBD		TBD	TBD

- In late September 2021, ODOT notified Metro staff to their intent to request an RTP amendment to add the I-205 PE phase Tolling project to the current 2018 RTP. As of October 2021, the RTP amendment was underway with a proposed Metro approval process to begin during January 2022.
- As of November 2021, Metro and ODOT agreed to a concurrent processing and approval approach to complete the MTIP Amendment.

Summary I-205 Tolling Project Summary and relation to the I-205 Abernethy Bridge and 3rd Lane Widening project.

The PE phase for the I-205 Tolling project from OR213 to Stafford Rd represents a tolling test pilot project for ODOT. The Abernethy Bridge replacement/reconstruction and construction of the 3rd lane west to Stafford Rd will be funded through the use revenues obtained through HB3055 and later toll revenues for pay back purposes. Construction of the 3rd through lane on I-205 has a cleared environmental NEPA EA Record of Decision (ROD). A separate NEPA ROD is expected for the I-205 Tolling project. The overall purpose of the I-205 Tolling project will be to toll all lanes from OR 213 to Stafford Rd and act as a pilot project for the later conversion to toll lanes of Interstate 5 and 205 in the Portland Metro region.

AMENDMENT BUNDLE SUMMARY:

The December 2021 (FFY 2022) Formal MTIP Amendment bundle initiates project programming adjustments needed for federal fiscal Year (FFY) 2022. The amendment bundle contains X projects.

Below is a summary list of key acronyms used in the report:

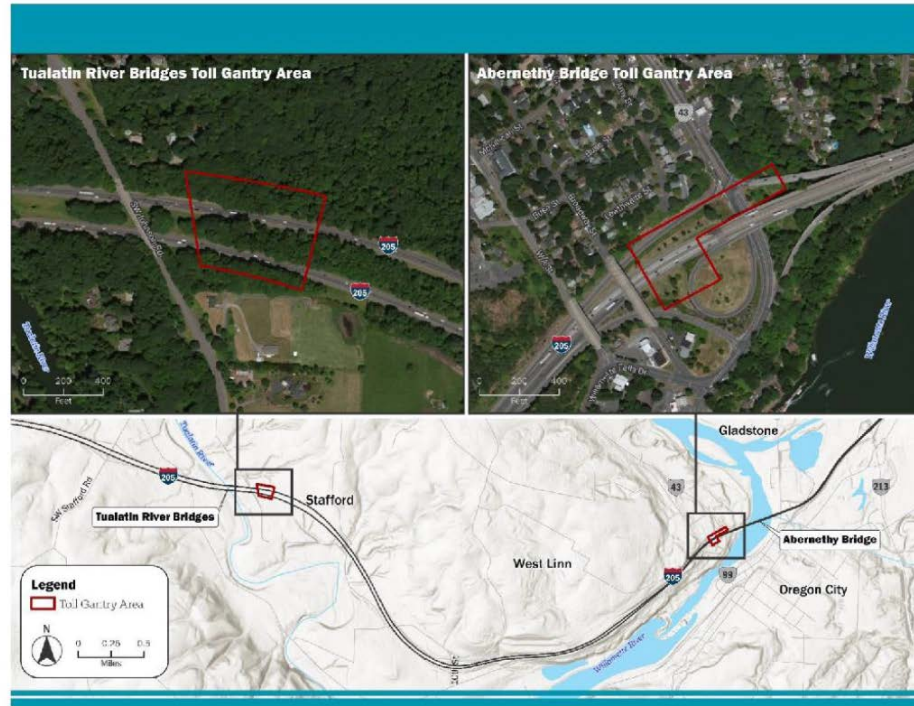
- AC-STBG = "AC" = Federal Advance Construction programmatic fund type code used as placeholder. The "STBGS" tag represents the expected federal fund type code of State allocated Surface Transportation Block Grant funds that will become the final federal fund for the project.
- ACP0/ADVCON = Generic Advance Construction fund type code where the future federal fund code is not yet known.
- AC-NHPP = Federal Advance Construction fund type code used with the expectation that the final federal fund code will be National Highway Performance Program funds.
- ADA = Americans with Disabilities Act
- ATMS = Active Traffic Management System improvements
- Cons = Construction phase
- FFY = Federal Fiscal Year (e.g. October 1 through September 30)
- FHWA = Federal Highways Administration
- FMIS = FHWA's Financial Management Information System
- HB2001 = MTIP and STIP programming fund code type representing state funds from HB2001 which is the Oregon Legislature approved Housing Choices (House Bill 2001) Legislation
- HB2017 = Oregon Legislature approved Keep Oregon Moving (HB 2017) Legislation
- HB3055 = Oregon Legislature approved Relating to transportation; and prescribing an effective date (HB3055 Legislation) and passed on September 25, 2021 with a purpose that modifies, adds and repeals laws relating to transportation.
- ITS = Intelligent Transportation System
- LPA = Locally Preferred Alternative
- MP = Mile Post limit markers on the State Highway system
- NHFP = Federal National Highway Freight Program funds
- NHPP = Federal National Highway Performance Program funds appropriated to ODOT

- NEPA = National Environmental Policy Act
- ODOT = Oregon Department of Transportation
- OTC = Oregon Transportation Commission
- PE = Preliminary Engineering
- ROD = Record of Decision
- ROW/RW = Right of Way phase

A detailed programming overview of the I-205 Tolling project provided below.

Project 1	I-205: OR213 - Stafford Rd Variable Rate Tolling Project (New Project)		
Lead Agency:	ODOT		
ODOT Key Number:	22507	MTIP ID Number:	TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Quick Amendment Summary:</u> The amendment (assuming the RTP amendment is approved) will add the new PE Phase supporting the I-205 Tolling project with \$27,257,890, • <u>Metro UPWP Project:</u> No • <u>Proposed improvements:</u> Key 22507 adds only the PE phase to the I-205 Tolling project. The phase scope of work will complete design & NEPA activities for variable rate tolling implementation across all lanes to manage congestion and to raise revenue to fund construction of the I-205 improvements projects from approximately OR213 to Stafford Rd. AN overview of the scope of work as submitted b ODOT is included in <i>Attachment 6</i>. • <u>Source:</u> New project. • <u>Amendment Action:</u> Adds the new project and the PE phase to the 2021-26 MTIP. . • <u>Additional Amendment Evaluation Required:</u> Yes The project is expected to complete an initial Amendment Performance Evaluation “light-version” with a later detailed version to follow. • <u>Funding:</u> The funding for the project consists of federal Advance Construction placeholder funds being programmed for obligation in FFY 2022. OTC has approved a total of \$60 million for tolling needs \$27,257,890 is being committed to this project out of the total \$60 million. • <u>FTA Conversion Code:</u> Not applicable. No transit funds are involved. • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: On I-205 near Oregon City ○ Cross Street Limits: N/A ○ Overall Mile Post Limits: MP 9.50 to MP 3.13 		

Figure 8.13b I-205 Toll Project Map



- **Current Status Code:** 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)
- **Air Conformity/Capacity Status:**
Key 22507 with only the PE being programmed is consider a planning project for now is a non-capacity enhancing project. It is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Planning and Technical Studies. Once EOW and construction phase programming is proposed to be added, the project will be subject to transportation demand modeling and air conformity analysis requirements
- **Regional Significance Status:** The project is regionally significant as it contains federal funds and is located on the defined Throughway in the Metro Motor Vehicle Modeling Network. The project is part of the Eisenhower Interstate System on the National Highway System.
- **Amendment ID and Approval Estimates:**
 - STIP Amendment Number: 21-24-1432
 - MTIP Amendment Number: FB22-06-FEB
 - OTC approval required: Yes. Note OTC approval to proceed with tolling efforts occurred during their August 1, 2018 meeting
 - Metro approval date: Tentatively scheduled for March 10, 2022.

<p>What is changing?</p>	<p><u>AMENDMENT ACTION: ADD NEW PROJECT (PE PHASE ONLY):</u></p> <p>Because of the concurrent nature of the I-205 Tolling project RTP amendment and MTIP amendment, there is some confusion over the approval steps for both amendments. A concurrent approval process for an RTP amendment with the MTIP right on top of it is not the normal and usual format. As explained in prior MTIP amendments, a consistency check must occur verifying that the new MTIP project is already stated as a project in the constrained RTP. If not, the consistency check fails and the MTIP amendment can't occur.</p> <p>Presently, the I-205 Tolling project is not included in the constrained RTP. Until the RTP corrects this, no MTIP amendment can occur. To save time, the MTIP amendment is being processed concurrently with the RTP amendment for the I-205 Tolling project. The key point to remember is that the I-205 Tolling project MTIP amendment is dependent first upon approval of the RTP amendment.</p> <p>As written, the MTIP I-205 Tolling project in Key 22507 proposes an approval recommendation from TPAC members, but assumes JPACT and Metro Council first will approve the RTP amendment. As stated above, any delay to the RTP amendment will result in stopping the MTIP amendment until successful resolution of the RTP amendment issue occurs. If JPACT or Council deny the RTP amendment, the MTIP amendment automatically will stop.</p> <p>A second important point about the I-205 Tolling project and the RTP/MTIP is that the project's implementation phases (ROW, UR, and Construction) are not included in the constrained RTP. A future RTP amendment will need to occur before similar phases can be added to the project in the MTIP.</p>
<p>Additional Details:</p>	<p>None</p>
<p>Why a Formal amendment is required?</p>	<p>Adding a new project to the MTIP requires a formal amendment to be completed first.</p>
<p>Total Programmed Amount:</p>	<p>The PE phase programmed includes a total of \$27,257,890 in federal and matching funds.</p>
<p>Added Notes:</p>	<p>Six attachments are included with the Staff Report:</p> <ol style="list-style-type: none"> 1. OTC PAC Portland Metro Area Value Pricing Feasibility Analysis Final Recommendations 2. Regional Mobility Pricing Project Draft Purpose and Need statement 3. OTC August 16 2018 Tolling Action 4. FHWA January 8 2019 FHWA Reply Letter 5. ODOT Tolling Program Allocations for FHWA 6. I-205 Tolling Scope Elements

Note: The Amendment Matrix located below is included as a reference for the rules and justifications governing Formal Amendments and Administrative Modifications to the MTIP that the MPOs and ODOT must follow.

METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The programming factors include:

- Verification as required to programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.
 - Identified on and impacts Metro transportation modeling networks.
 - Requires any sort of federal approvals which the MTIP is involved.

ODOT-FTA-FHWA Amendment Matrix
Type of Change
FULL AMENDMENTS
1. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
2. Major change in project scope. Major scope change includes: <ul style="list-style-type: none"> • Change in project termini - greater than .25 mile in any direction • Changes to the approved environmental footprint • Impacts to AQ conformity • Adding capacity per FHWA Standards • Adding or deleting worktype
3. Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> • FHWA project cost increase/decrease: <ul style="list-style-type: none"> • Projects under \$500K – increase/decrease over 50% • Projects \$500K to \$1M – increase/decrease over 30% • Projects \$1M and over – increase/decrease over 20% • All FTA project changes – increase/decrease over 30%
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS
1. Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)
2. Adding or deleting any phase (except CN) of an approved project below Full Amendment #3
3. Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.
4. Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)
5. Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
6. Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)
7. Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.

- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment
 - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
 - Passes the RTP consistency review: Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
 - RTP project cost consistent with requested programming amount in the MTIP
 - If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP’s constrained project list, the project is verified to be part of the MPO’s annual Unified Planning Work Program (UPWP) if federally funded and a

regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.

- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
 - Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
 - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
 - Is eligible for special programming exceptions periodically negotiated with USDOT.
 - Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- Reviewed and initially assessed for Performance Measurement impacts.
- MPO responsibilities completion:
 - Completion of the required 30 day Public Notification period:
 - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
 - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the December 2021 Formal MTIP amendment (DC22-05-DEC) will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	November 30,2021
• Completion of public notification process.....	January 6, 2022
• TPAC notification and approval recommendation.....	February 4, 2022
• JPACT approval and recommendation to Council.....	February 17, 2022
• Metro Council approval.....	March 10, 2022

Notes:

1. The above dates are estimates. JPACT and Council meeting dates could change.
2. If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.
3. Approval of this MTIP amendment is contingent upon approval of the I-205 Tolling Project RTP amendment which must occur first.

USDOT Approval Steps (The below time line is an estimation only and assumes that the RTP amendment is approved during January 2022 as well.):

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	March 17, 2022
• USDOT clarification and final amendment approval.....	Mid April, 2022

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 for this amendment. Staff requests TPAC member review and if satisfied with the amendment analysis, provide an approval recommendation of Resolution 21-5234 consisting of the I-205 Tolling PE phase project to JPACT. Note: Final JPACT and Council approval for the MTIP amendment is contingent upon approval first of the I-205 Tolling PE phase RTP project.

6 Attachments:

1. OTC PAC Portland Metro Area Value Pricing Feasibility Analysis Final Recommendations
2. Regional Mobility Pricing Project Draft Purpose and Need statement
3. OTC August 16 2018 Tolling Action
4. FHWA January 8 2019 FHWA Reply Letter
5. ODOT Tolling Program Allocations for FHWA
6. I-205 Tolling Scope Elements



Portland Metro Area Value Pricing Feasibility Analysis

FINAL

Policy Advisory Committee Recommendation
to the Oregon Transportation Commission





Portland Metro Area Value Pricing Feasibility Analysis

FINAL Policy Advisory Committee Recommendation to the Oregon Transportation Commission

Prepared by:



Oregon Department of Transportation

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July 5, 2018

ADA

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List of Attachments

ATTACHMENT A: PAC Member Letters

ATTACHMENT B: **PAC Charter**

ATTACHMENT C: **Mitigation Strategy Information**

- C1. Mitigation strategy examples and themes from PAC meeting 4
- C2. Summary of PAC discussions from PAC meeting 4

ATTACHMENT D: **Pricing Concept Information**

- D1. Pricing concept summary sheets and themes from PAC meeting 5
- D2. Summary of PAC discussion from PAC meeting 5

ATTACHMENT E: **Summary of PAC Discussion at PAC Meeting 6**



Acknowledgements

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Sean O'Hollaren, Oregon Transportation Commission; PAC Co-Chair
Alando Simpson, Oregon Transportation Commission; PAC Co-Chair
Bernie Bottomly, TriMet
Tony DeFalco, Verde
Craig Dirksen, Metro Council
Phil Ditzler, Federal Highway Administration (Ex Officio)
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Acronyms and Abbreviations

EJ	Environmental Justice
FHWA	Federal Highway Administration
HB 2017	Oregon House Bill 2017
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
LEP	Limited English Proficiency
MCE	Multi-Criteria Evaluation Tool
NEPA	National Environmental Policy Act
ODOT	Oregon Department of Transportation
OTC	Oregon Transportation Commission
PAC	Value Pricing Policy Advisory Committee
RTP	Regional Transportation Plan
SOV	Single Occupancy Vehicle



1 INTRODUCTION

This report presents the outcomes of the Policy Advisory Committee (PAC) for the Value Pricing Feasibility Analysis. This report is the result of a process that started in late 2017, shortly after passage of the transportation funding and policy package Oregon House Bill 2017 (HB 2017). The PAC recommendation is provided to support the Oregon Transportation Commission (OTC)'s efforts to implement Section 120 of HB 2017, which directs it to pursue approval from the Federal Highway Administration (FHWA) to implement congestion pricing on I-5 and I-205 in the Portland metro region.

This report includes the PAC recommendation with the following elements:

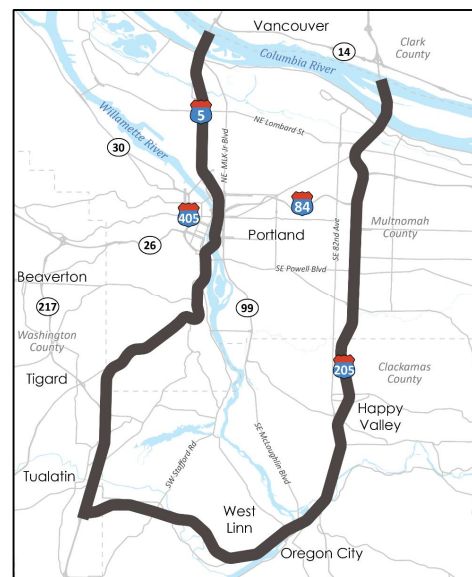
1. Context of the recommendation – this section clarifies the purpose and intent of the recommendation in the feasibility analysis.
2. Priority mitigation strategies – this section addresses ways to reduce the potential impact of value pricing on affected communities.
3. Recommended pricing concepts – this section addresses the location and type of value pricing.
4. PAC input on other topics – in addition to priority recommendations requested by the OTC (2 and 3), PAC members have expressed interest in providing input on other topics.
5. Written comment from PAC members – each PAC member was provided the opportunity to attach individual written comments to the OTC. *These are provided in Attachment A.*

1.1 Background

In 2017, the Oregon Legislature authorized funding to improve highways, public transportation, biking and walking facilities, and use technology to make the state's transportation system work better. As part of this legislation, known as HB 2017, the Legislature also directed the OTC to seek approval from the FHWA to implement value pricing on I-5 and I-205 in the Portland metro area to address congestion.

The Oregon Department of Transportation (ODOT) initiated the Portland Metro Area Value Pricing Feasibility Analysis to explore the options available and determine how and where congestion pricing could help improve congestion on I-5 or I-205 during peak travel times. Value pricing, also known as congestion pricing or peak-period pricing, is a type of tolling in which a higher price is set for driving on a road when demand is greater, usually in the morning and evening rush hours. The goal is to provide a more reliable travel time for paying users and reduce congestion by improving traffic flow or encouraging people to travel at less congested

Study Corridors: I-5 and I-205





times or by other modes. Transit improvements typically accompany pricing programs.

The OTC directed ODOT to convene a Policy Advisory Committee (PAC) to make a recommendation to the OTC on the implementation of Section 120 of HB 2017. The PAC met a total of six times between November 2017 and June 2018. At the first meeting, the PAC reviewed and made some modifications to the Charter, which outlines the directive from HB 2017 and clarifies the purpose of the committee, their responsibilities as committee members, priority factors for consideration, and group processes and protocols. *The PAC Charter is provided in Attachment B.*

In particular, the Charter states the OTC intention to “evaluate pricing options that will address congestion through one or more of the following means:

- § Managing congestion: Value pricing used to manage demand and encourage more efficient use of the transportation system by shifting trips to less congested times or designated lanes through pricing and/or maximizing the use of other modes to improve freeway reliability.
- § Financing bottleneck relief projects: Value pricing used as a means to finance the construction of roadway improvements that address identified bottleneck projects that will improve the efficient movement of goods and people. ”

To that end, the Charter requests that the Committee provide a recommendation that will, at a minimum, address the following questions:

- § What location(s) on I-5 and/or I-205 are best suited to implement value pricing?
- § For the recommended location(s), what type of value pricing should be applied?
- § What mitigation strategies should be pursued based on their potential to reduce the impact of value pricing on environmental justice communities or adjacent communities?

The following sections describe the process to support PAC discussions about the recommendation.

1.2 Information supporting PAC discussions

Technical analysis and concept evaluation, as well as extensive public outreach conducted for the feasibility analysis, were presented to the PAC to help inform its understanding of the viability and effectiveness of congestion pricing in the Portland metro area. All technical memoranda, public outreach summaries, fact sheets and other information prepared for the PAC can be downloaded from the project website: <http://www.oregon.gov/ODOT/Pages/Value-Pricing.aspx>.

Work to support PAC discussion included technical analysis and extensive public outreach.

1.2.1 Technical analysis: concepts and mitigation strategies for potential impacts

The technical analysis was conducted at a high level in order to establish the viability of potential pricing applications throughout the study area. The results of the analysis point to concepts that warrant additional evaluation with more refined technical analysis. For example, some of the favorable findings would need to be confirmed with more



detailed analysis, while some problem areas might be resolved through project design or other adjustments. It should be understood that tolling rates and revenue estimates developed in this analysis are for comparison purposes only and should not be relied upon as representative of any future value pricing concept.

1.2.1.1 Screening Level Analysis

The feasibility analysis included two rounds of technical evaluation. The first round of evaluation assessed the primary types of highway congestion pricing applications at a high corridor level: eight priced lane and/or priced roadway applications.¹ The purpose of this round was to provide an opportunity for shared learning about broad impacts from specific pricing concepts and their viability in the study area. As described below, some key considerations about freeway pricing applications were revealed during this stage:

- § Priced Lane Treatments: Priced lane treatments operate parallel to unpriced (general purpose) lanes and are not operationally feasible in areas with only two lanes (e.g., I-5 at Rose Quarter). The priced lane is typically located in the left-most lane and, as a result, it was determined that under Oregon statute, vehicles over 10,000 pounds such as freight trucks would not be allowed to travel in the priced lane.² While priced lane treatments maintain one or more unpriced “free” travel lanes, the per trip price for single lane treatments would tend to be higher when compared to priced roadways. As such, travelers using the unpriced lanes would have limited benefit, if any, from the congestion pricing. Finally, as a general order of magnitude, the priced lane treatments generate limited revenue.
- § Priced Roadway: Priced roadway treatments would toll all lanes in a corridor. Priced roadway treatments were found to have the highest level of congestion relief and, as a general order of magnitude, would yield the highest revenue potential. There is no unpriced or “free” option on the corridor, however, the cost per trip to travel on the priced roadway would be lower than the price per trip to travel on a priced lane treatment.

These findings informed the development of a set of refined concepts for further analysis and were presented at the third PAC meeting on February 28, 2018. After the initial round of analysis, the project team developed Concepts A through E for refined analysis (a description of the concepts is found in Attachment D). These concepts reflect the findings of technical evaluation results, input from the PAC and the public on the initial concepts, and project team experience with congestion pricing systems throughout the U.S. These refined concepts allowed for a more detailed assessment of potential impacts and benefits for defined pricing strategies and locations.

¹ Technical Memorandum 3 is available on ODOT’s Value (Congestion) Pricing website: <http://www.oregon.gov/ODOT/Pages/VP-Feasibility-Analysis.aspx>

² Oregon Revised Statute 2017 Edition. Chapter 811.325.



1.2.1.2 Background Assumptions

Throughout the feasibility analysis, several regional and statewide travel demand models were used to conduct the conceptual feasibility analysis. The models included assumptions for both future land use patterns and future transportation system conditions. The reason the concepts were analyzed under future conditions was to ensure the concepts address congestion problems into the future. For the feasibility analysis, the 700+ roadway, public transportation and active transportation projects identified through 2027 in the 2018 Regional Transportation Plan update were assumed to be constructed.

1.2.2 Public outreach

An extensive public outreach program was implemented as part of the feasibility analysis. In total, eight in-person community conversations were held throughout the Portland metro area which attracted over 440 in-person attendees. Winter and spring online open houses were held that attracted over 13,000 visitors. A successful effort was made to bring environmental justice and Title VI perspectives into the conversation through discussion and focus groups. A summary of the public outreach efforts, attendance and responses is provided in Table 1-1.

Table 1-1. Congestion pricing feasibility analysis public outreach by the numbers

	Total Reach
Online open house visitors	13,260
In-person open house attendees	446
Completed questionnaires	2,586 Including 286 Title VI/EJ
Video views	24,553
Email/voice mail comments	1,278
Focused Outreach	
Title VI/EJ discussion group attendees	114
DHM Research focus group attendees	37 Including 17 Title VI/EJ
Group presentations (events)	49

Public comment was summarized and provided to PAC members throughout the study process. To a considerable extent, input from the public was consistent with the main themes heard from the PAC.



2 PAC RECOMMENDATION TO THE OTC

In forming the PAC, the OTC very deliberately sought to bring together stakeholders representing diverse interests. Throughout this process, the project team has sought to find common ground. At the same time, shared positions should not compromise the unique values and concerns of individual members. As such, all PAC members were invited to share written comments with the OTC. *These are provided without edit in Attachment A.*

The recommendation to the OTC responds to the OTC's priority request as described in the PAC Charter to identify the locations on I-5 and/or I-205 that are best suited for value pricing; the type of value pricing that should be applied; and, the mitigation strategies that should be pursued to reduce impacts on environmental justice and adjacent communities. These are identified in sections 2.2 and 2.3. In addition, Section 2.4 identifies other topics identified by the PAC that members believe should advance for consideration in the development of a pricing program on I-5 and I-205 in the Portland metro area.

At the fifth PAC meeting (May 14, 2018), committee members reviewed the consultant team recommendation, which included congestion pricing concepts, mitigation strategies for potential impacts and other topics for consideration.³ Feedback on the consultant team recommendation was solicited and incorporated into the recommendation presented in this section. Three of the four components of the recommendation to the OTC are addressed below, including:

- § Priority mitigation strategies
- § Recommended pricing concepts
- § PAC input on other topics

2.1 Context of the recommendation

The recommendation to the OTC identifies the pricing concepts that warrant further consideration under a formal National Environmental Protection Act (NEPA) process, along with mitigation strategies and other priority policy issues identified by the PAC. This recommendation is made based on an understanding of the purpose and nature of the recommendation in context of the legislative direction, federal regulatory environment, and request from the OTC:

- § The Legislature requires the OTC to submit a value pricing proposal to FHWA by Dec. 31, 2018. The PAC recommendation is advisory to the OTC.

³ For more information on the consultant team recommendations, please refer to *Technical Memorandum 4: Round 2 Concept Evaluation*, available on the ODOT Value Pricing website here:

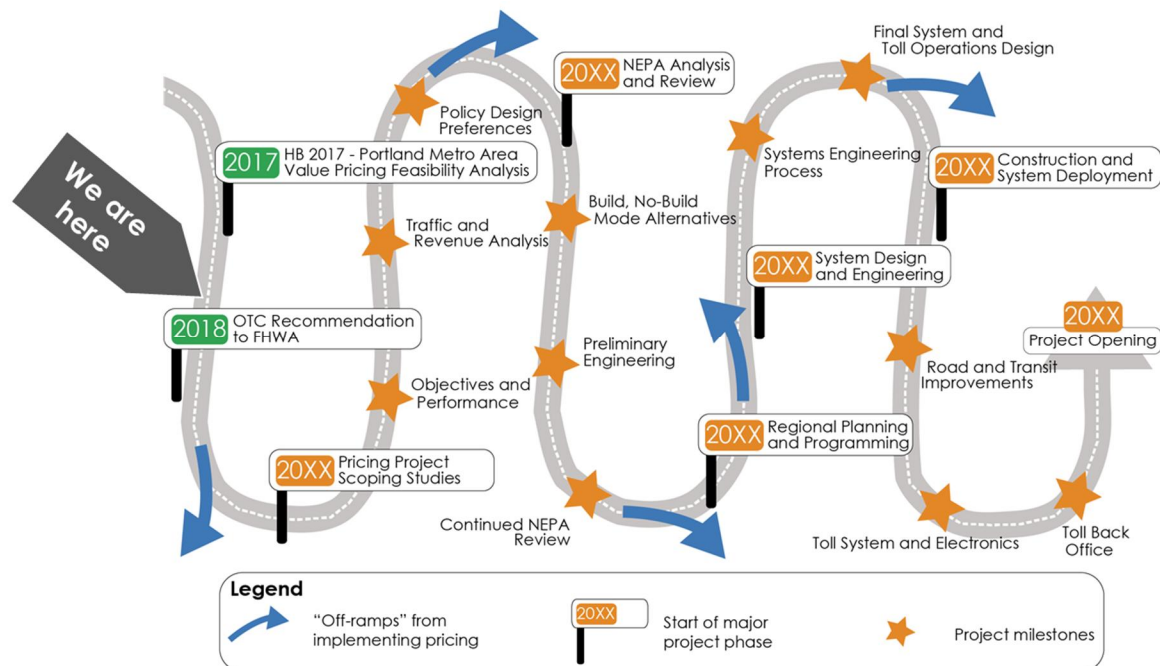
http://www.oregon.gov/ODOT/Value%20Pricing%20PAC/TechnicalMemo4_Evaluation.pdf. A video recording of PAC meeting #5 can be viewed here: <https://www.youtube.com/watch?v=4jYK4O80T9o&feature=youtu.be>.



- § While the feasibility analysis has sought to find common priorities and reflect a shared recommendation, the OTC does not require a consensus recommendation; minority opinions may also be expressed.
- § This recommendation identifies general priority mitigation strategies. Once projects are identified for further planning, more work will be needed to develop specific mitigation strategies and implementation plans that pertain to specific pricing concepts.
- § Further planning, analysis, and engagement will be conducted before tolling would be implemented.

The feasibility analysis is the first step of many toward implementation of a pricing program. The complexity of implementing congestion pricing is depicted on the roadmap figure below (Figure 2-1). The image reflects the multi-year process that would be required before pricing can be implemented, including several key decision points, or “off ramps,” depending on the outcome of each phase.

Figure 2-1. Roadmap to implementing value pricing



As reflected in Figure 2-1, the next step for ODOT and the OTC is submission of the OTC’s value pricing proposal to FHWA by the end of 2018 as directed by the Oregon Legislature. Feedback from FHWA would provide direction for pricing project scoping studies. These further steps are expected to include:

- § Policy design preferences – As part of a more comprehensive policy development and policy design process, ODOT and the OTC will, in cooperation with regional stakeholders and partner agencies, articulate preferred pricing policies for the system such as price caps/floors, discounts, vehicle prohibitions, and transponder requirements. Formal policies will also define the user groups for the system and specifically those that may be subject to mitigation. With the



identification of special user groups, ODOT and its partners can also begin developing mitigation strategies such as the potential for low income participation programs.

- § Objectives and performance – The development of more formalized policies allows for the articulation of system goals, objectives and associated performance metrics. Metrics should be empirically based and linked to goals and objectives such that the system can be evaluated and its performance demonstrated to the public and regional stakeholders. While it is likely that travel speeds and travel time savings will be a primary metric (as with other pricing systems in the U.S.), it is likely that other metrics will be needed, which could include public transportation utilization, active transportation, environmental justice, or other community impact metrics.
- § Traffic and revenue analysis – With further development of policies and performance metrics, ODOT will complete a more detailed traffic and revenue study of the recommended pricing concept(s). This process will provide significantly more detailed information on critical issues identified during the assessment study, including investment grade analysis on revenue potential based on detailed land use data and regional travel trends, as well as a more detailed assessment of where diversion may occur.

These steps will inform further environmental study to satisfy the National Environmental Policy Act (NEPA) requirements, including identifying potential negative impacts of pricing and strategies to avoid, minimize, and mitigate them. Additional community outreach will be part of the anticipated NEPA work expected to be undertaken prior to project implementation.

2.1.1 Future monitoring and reporting

Performance monitoring and management programs are required under the federal pricing statutes. Agencies authorized to price roadways under the Federal Value Pricing Pilot Program are required to submit quarterly reports to evaluate and demonstrate the effectiveness of pricing. Depending on the objectives of the project, the agency may report on changes in travel speeds, travel times, public transportation utilization, active transportation, environmental justice and community impacts, or other performance metrics. Agencies authorized to price under U.S. Title 23, Section 129 are required to undergo annual audits to ensure revenues are spent in an appropriate manner.

2.2 Priority mitigation strategies

The objective of the feasibility analysis was to identify options to improve traffic congestion in order to improve overall mobility in the region. The discussion of mitigation included strategies to share the benefits among the broadest possible cross-section of the community and also to minimize negative impacts either through design or off-setting programs and investments. Throughout the feasibility analysis process, discussions with the public and the PAC identified common concerns about congestion pricing. The project team provided examples of strategies that have been used in congestion pricing projects in other areas.



The fourth PAC meeting (April 11, 2018) included a small-group work session on mitigation strategies. PAC members worked in facilitated groups to talk to and hear from each other about strategies to ensure that congestion pricing can be implemented in a way that is the right fit for their communities and constituents. They discussed concerns about impacts on environmental justice populations and adjacent communities, and included examples of strategies that have been used elsewhere. At the sixth PAC meeting (June 25, 2018), PAC members from Washington state requested a bi-state approach to developing mitigation strategies and the need to identify regulatory barriers early in the process.

The mitigation priorities identified by the PAC are described below. *More information about the mitigation strategies as discussed during the April 11 PAC work session is included in Attachment C, including the notes from the workshop table discussions.*

Recommended mitigation strategy: improved public transportation and other transportation options are essential strategies for equity and mobility

The importance of providing additional public transportation options was clearly expressed by PAC members and is consistent with the priorities expressed in public input. Public transportation and other viable options are needed to improve mobility for communities that will be affected by pricing. Most pricing projects throughout the country have included investments in increased public transportation, carpool/vanpool, and active transportation alternatives. The exact types and locations of public transportation improvements included will be developed as part of future project development. At the sixth PAC meeting (June 25, 2018), the PAC discussed the importance of public transportation as a foundational element of any pricing program moving forward.

Recommended mitigation strategy: special provisions are needed for environmental justice populations, including low income communities

Impacts to environmental justice communities, with an emphasis on low-income populations, regardless of state of residence has been one of the most common concerns heard from the public and PAC members. It is important that congestion pricing provide benefits and be accessible to a broad cross-section of the community. Where negative impacts do occur, it is a priority to develop strategies to mitigate those impacts.

Recommended mitigation strategy: diversion strategies should be incorporated to minimize and mitigate negative impacts

Diversion occurs when motor vehicle traffic shifts from one roadway to another, to another mode of travel such as public transportation, or to other times of day. Diversion to "surface street" routes was frequently mentioned by the PAC and members of the public as an area of concern. Future studies would look more closely at diversion and safety on impacted and/or parallel routes and modes. Diversion can take many forms, some of which are desired outcomes of congestion pricing:

- § Diversion from local system to the freeways is drawing vehicles back to the freeway that currently are diverting onto the local and arterial road network.
- § Diversion of mode or travel time reflects trips shifting to different modes or times of day.



- § Diversion balancing between I-5 and I-205; currently, ODOT manages this balance via variable message signs and other tools.
- § Diversion to the surface street system is through traffic diverting onto the local and arterial road network.

Deliberations at the June 25 PAC meeting produced the following results:

Most PAC members support or accept more fully developing these mitigation strategies as part of congestion pricing planning.

PAC Action:

- § Support: 15
- § Accept: 3
- § Oppose: 0

See Attachment E for details on the PAC conversation at the sixth PAC meeting held on June 25, 2018.

2.3 Recommended pricing concepts

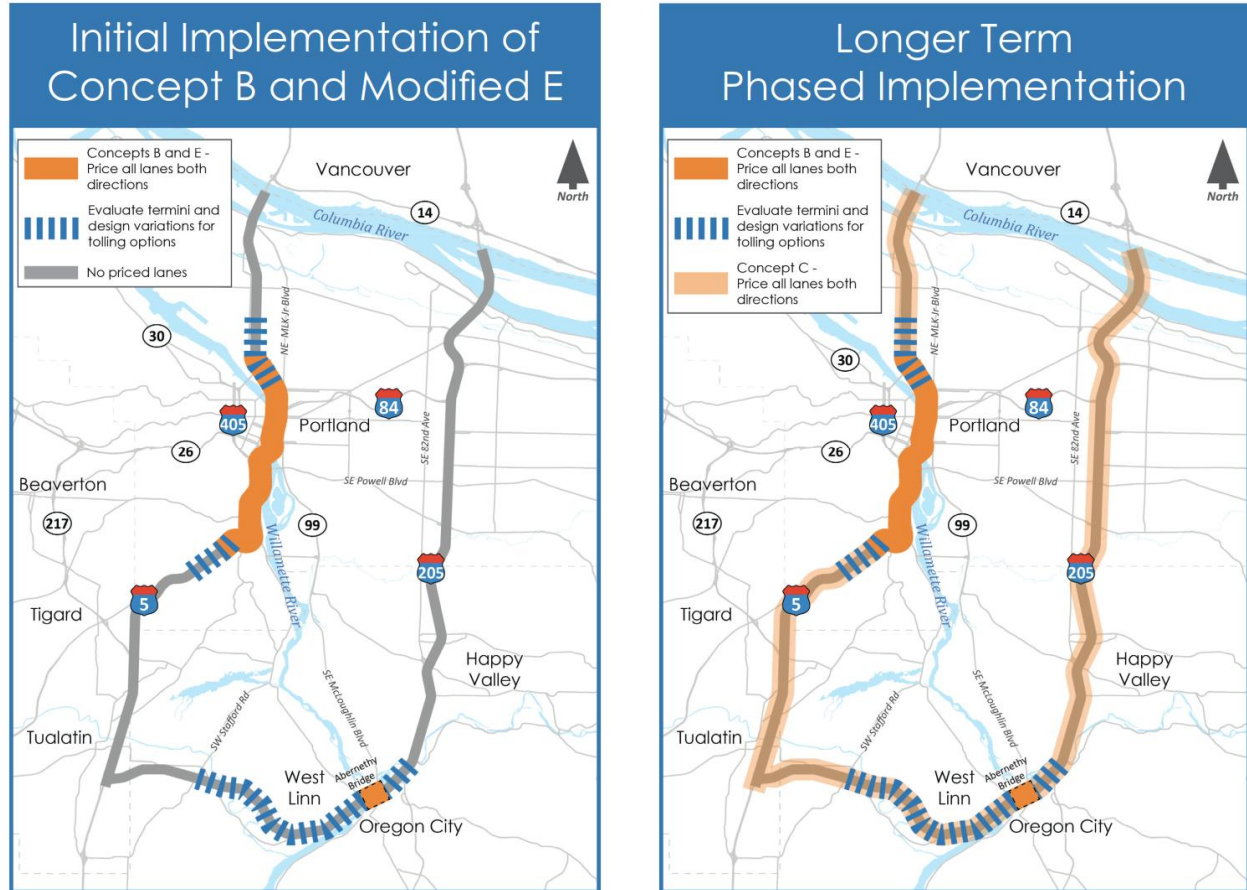
The recommendation regarding pricing concepts identifies pricing programs that warrant further traffic, revenue, and environmental analysis. The PAC recommendation to the OTC is presented in Figure 2-2 below, followed by descriptions of the PAC majority and minority positions. More information about each of the five concepts is provided in *Attachment D*, along with a summary of PAC comments.

As shown, the recommendation is framed in two tiers:

- § Initial pricing pilot program: There are multiple benefits to implementing pricing as a pilot program:
 - Allows heavily congested areas to be addressed more quickly than if implementation waited for development of the entire system.
 - Allows for evaluation of equipment, communications and/or software and for potentially identifying beneficial system improvements prior to a more comprehensive deployment.
 - Allows the public to become accustomed to the system before it is deployed more broadly.
 - Provides an opportunity to understand how traffic will react in actual use, and thereby better tune the algorithms and understand diversion if it occurs.
 - Provides the tolling authority the ability to end the program if it does not provide the results anticipated.
- § Longer term vision: There is considerable interest regionally in conducting a more comprehensive evaluation of how congestion pricing can manage congestion on all the Portland metro area highways, in addition to I-5 and I-205. Therefore, the recommendation includes conducting a longer term pricing study to consider a more comprehensive implementation of pricing pending success with the initial pricing pilot program.



Figure 2-2. PAC recommendation to the OTC



Recommended Initial Pricing Pilot Program

The PAC recommendation includes advancing projects for further study on both I-5 and I-205 to effectively manage north-south travel through the metro area. Both projects could provide congestion relief and, potentially, funding for planned projects and mitigation strategies. The recommended initial pilot pricing projects are described below.

- § Conversion of all I-5 lanes to a priced roadway between NE Going Street/Alberta Street and SW Multnomah Boulevard (Concept B) is recommended as a pilot project. Exact termini of the pricing application would be developed as part of future analysis. The evaluation indicates this concept would reduce congestion and provide travel time savings for users within one of the most severely congested corridors in the Portland metro area. Because this concept would implement pricing on currently unpriced lanes, it would require approval under the FHWA Value Pricing Pilot Program. The project would be implemented as a pilot project, with requirements for regular performance monitoring to ensure that the project effectively improves traffic conditions and make adjustments accordingly.



- § Implement a toll on or near the Abernethy Bridge for congestion relief, including as a potential funding strategy, for the planned Abernethy Bridge reconstruction and widening, and construction of a planned third lane on I-205 between 99E and Stafford Road (Concept E). Exact termini of the pricing application would be developed as part of future analysis. Future analysis will include design variations that may extend pricing north and south of the bridge itself, incorporating areas covered in Concept D, to better evaluate revenue potential and overall traffic congestion impacts, including diversion. Due to the reconstruction aspect of this project, it may be eligible under the Title 23 Section 129 Mainline tolling program, or the Value Pricing Pilot Program.

Recommended Longer Term Pricing Program

If the initial pilot program is determined to be a success, broader regional implementation of congestion pricing is recommended in conjunction with more comprehensive system-wide pricing evaluation and planning. The recommendation is to advance study of a broader implementation of pricing on I-5 and I-205, considering all Portland area highways, concurrent with the initial pilot program deployment.

- § The feasibility analysis included roadway pricing on all of I-5 and I-205 in the study area as Concept C, which was shown to produce the highest degree of potential congestion reduction as well as generating significant revenue to support mitigations and other transportation investments, but also the greatest need for mitigation and diversion strategies. Further consideration is recommended for this concept, including appropriate project phasing, accompanying transportation improvements, and desirable policies and support elements. This could provide an opportunity for additional system-wide analysis.

Minority Recommended Initial Pricing Program

There was strong interest from several PAC members in advancing further study of Concept C as the recommendation for pricing in the Portland metro region. These members emphasized the broad benefits of Concept C shown in the technical analysis. Some PAC members wanted to implement Concept C as the initial concept; others thought that it was the right vision for the region to work towards informed by the initial pilot projects. Positions of individual PAC members and their represented agencies or organizations are provided in *Attachment A, PAC Member Letters*.



Deliberations at the June 25 PAC meeting produced the following results:

Most PAC members support/accept advancing pricing projects (concepts B and modified E) on both I-5 and I-205 as a pilot for further study.

PAC Action:

- § Support: 10
- § Accept: 6
- § Oppose: 2

Most PAC members support/accept advancing the two-tier approach, which starts with two smaller pilot projects (concepts B and modified E) and includes a larger scale phased implementation on I-5 and I-205 (concept C plus looking at the broader system).

PAC Action:

- § Support: 9
- § Accept: 4
- § Oppose: 5

Several PAC members support implementing Concept C as the initial pricing implementation.

PAC Action:

- § Support: 8
- § Accept: 1
- § Oppose: 8

See Attachment E for details on the PAC conversation at the sixth PAC meeting held on June 25, 2018.

2.4 PAC input on other topics

The preceding pages summarize the recommendation for the location and type of pricing concepts and the mitigation strategies to minimize impacts on environmental justice communities and adjacent communities. These were identified in the Charter as the priority recommendations being sought from the PAC.

In addition to the pricing concept and priority mitigation recommendation, a few themes were raised throughout the process by members of the PAC and the public. The most common shared themes are presented below.

PAC input: conduct system-wide pricing analysis

HB 2017 directed the OTC to focus on I-5 and I-205, but does not preclude examining pricing on other freeways. Several PAC members and members of the public believe there is a need to examine the regional freeway system. Multiple PAC members indicated they would support a larger system-wide (beyond I-5 and I-205) congestion pricing strategy for the Portland metro area:



- § Other critical freeways in the Portland region, including I-84, I-405, US 26, and Hwy 217
- § Critical bottlenecks in the freeway system, including the Interstate Bridge, the Boone Bridge, and the I-205 approach to the Glenn Jackson Bridge

Deliberations at the June 25 PAC meeting produced the following results:

PAC members support/accept further system-wide feasibility analysis with regional partners of potential pricing applications on the regional freeway system.

PAC Action:

- § Support: 10
- § Accept: 6
- § Oppose: 2

See Attachment E for details on the PAC conversation at the sixth PAC meeting held on June 25, 2018.

PAC input: plan for adding capacity to accommodate future growth

There are strong views about the need to plan for population and employment growth in the region by providing new capacity on roadways, public transportation and active transportation systems. Some PAC members asked that future feasibility and policy development inform how future multi-modal capacity could be added in the context of a congestion pricing environment.

PAC members encourage the OTC to consider:

- § As the region grows, we need to plan to accommodate growth in a congestion pricing environment
- § Mobility for a growing region should consider adding capacity for roadways and public transportation

Deliberations at the June 25 PAC meeting produced the following results:

Most PAC members support/accept the OTC developing a plan for future roadway and public transportation capacity increases in a congestion pricing environment.

PAC Action:

- § Support: 7
- § Accept: 8
- § Oppose: 1
- § Abstain: 2

See Attachment E for details on the PAC conversation at the sixth PAC meeting held on June 25, 2018.



PAC input: revenues from I-5 and I-205 freeway pricing should be used for congestion relief within the region

- § HB 2017 Section 120 establishes a Congestion Relief Fund for revenues from freeway tolling. PAC members have expressed that revenue should be used to provide benefits within the region where revenues are collected. PAC members individually expressed a range of opinions about how revenue should be spent. Positions of individual PAC members and their represented agencies or organizations are provided in *Attachment A, PAC Member Letters*.

Deliberations at the June 25 PAC meeting produced the following results:

Most PAC members support/accept the OTC using revenues from freeway tolling to provide benefits within the region where revenues are collected, for congestion relief.

PAC Action:

- § Support: 11
- § Accept: 5
- § Oppose: 2

See Attachment E for details on the PAC conversation at the PAC meeting #6 on June 25, 2018.

2.5 PAC member written comment

Representation of PAC member views

This report was prepared by ODOT staff and the WSP project team to represent the overall recommendation of the PAC as a group. To the greatest extent, the team has sought to accurately and fairly represent the range of views expressed during this process. As noted in the PAC Charter, there was not a requirement for the PAC to achieve consensus. That said, many areas of shared values and priorities were identified through this process. This document seeks to identify the shared views as well as the range of perspectives.

In order to ensure that each PAC member had an opportunity to clearly express the views and priorities of themselves and their constituencies, PAC members were invited to provide written comment for inclusion - without edit - in this report. These are provided in Attachment A.



3 PAC MATERIALS

Several technical memoranda, public engagement reports, and other related materials were provided to support and inform the PAC in their recommendation process. These include the following:

- § Technical Memorandum #1 – Objectives and Proposed Performance Measures (December 15, 2017)
- § Technical Memorandum #2 – Initial Value Pricing Concepts (January 23, 2018)
- § Technical Memorandum #3 – Round 1 Concept Evaluation and Recommendations (February 20, 2018)
- § Technical Memorandum #4 – Round 2 Concept Evaluation (May 7, 2018)
- § Draft Value Pricing Summary of Relevant Policies (April 4, 2018)
- § Congestion Pricing Mitigation and Related Policy Considerations (May 7, 2018)
- § Winter 2017-2018 Community Engagement Summary Report (February 21, 2018)
- § Title VI/Environmental Justice Engagement Summary Report (April 4, 2018)
- § Spring 2018 Community Engagement Summary Report (May 11, 2018)
- § Cambridge Systematics, Inc. Report: Tolling Impacts and Mitigation Strategies for Environmental Justice Communities (September 30, 2017)
- § FHWA: Income-Based Equity Impacts of Congestion Pricing (December 2008)



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ATTACHMENT A: PAC MEMBER LETTERS

Individual organization letters include:

- § AAA Oregon/Idaho, Marie Dodds
- § Clackamas County, Commissioner Paul Savas
- § Clark County Council
- § Multnomah County, Commissioner Jessica Vega Pederson
- § Oregon Environmental Council, Chris Hagerbaumer
- § Oregon Trucking Associations, Jana Jarvis
- § Port of Portland, Curtis Robinhold
- § City of Portland, Mayor Ted Wheeler and City Council
- § Ride Connection, Park Woodworth
- § TriMet, Bernie Bottomly
- § City of Vancouver, Mayor Anne McEnery and City Council
- § Washington County, Commissioner Roy Rogers

Joint organization letters include:

- § Verde, OPAL Environmental Justice Oregon, The Street Trust
- § Metro, The Street Trust, Multnomah County, TriMet, Oregon Environmental Council, OPAL Environmental Justice Oregon, Verde, Portland Bureau of Transportation



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AAA Oregon/Idaho
600 SW Market St.
Portland, OR 97201



KEEP
LIFE
GOING™

June 28, 2018

Chair Tammy Baney
Oregon Transportation Commission
Oregon Department of Transportation
355 Capitol St. NE
Salem, OR 97301-3871

Dear Chair Baney and members of the Oregon Transportation Committee:

I appreciate the opportunity to have served on the ODOT Value Pricing Feasibility Analysis Policy Advisory Committee along with Commissioner Alando Simpson and Commissioner Sean O'Hollaren. I'd like to share some additional comments with the OTC.

AAA has been an advocate for travelers since being founded nationally back in 1902 and in Oregon in 1905. Transportation funding was one of our earliest goals. At the turn of the century, existing roads had been designed for the horse and buggy, not the car. AAA's earliest effort was to fight for road improvements and by 1916, AAA won a major battle when the principle of federal aid to highways was initiated.

AAA realizes that tolling is a tool in transportation funding. While we prefer a toll-free system, tolls can be used in certain circumstances, such as paying for needed new capacity and improving existing capacity when the new capacity or improvements cannot be fully financed through other means. Tolling or pricing can also be used to operate express lanes that improve traffic flow on the highway system.

Where tolls are utilized, AAA believes that reasonable alternative toll-free routes and/or lanes should always be available. We believe all transportation funding mechanisms should be evaluated to ensure revenue is being allocated and effectively used for transportation projects that maintain or improve road infrastructure, mobility and safety.

AAA urges that resources be devoted to improving the capacity and operation of highways and streets; and technological contributions that enhance mobility.

Adding tolls on existing capacity may be considered when no other funding option is practical to make necessary and beneficial improvements to a highway corridor. Such proposals must be very carefully evaluated by state and local government officials with thorough opportunities for stakeholder feedback. In addition, a comprehensive cost-benefit evaluation must be completed to ensure that drivers will receive adequate value in terms of better road conditions, safety, and/or mobility by adding tolls. Improvements can include highway reconstruction, rehabilitation, and expansion.

Any review of a toll project on existing capacity should take into account socioeconomic factors to ensure vulnerable populations are not adversely impacted. Approved projects must deliver improved road conditions, traffic flow, accessibility and implementation of electronic tolling technology. Tolling should only be used for, and imposed after completion of planned improvements, or through a strict

financing plan that ensures all toll revenues will be used in a timely manner and exclusively for the planned improvements.

Tolling of existing capacity should not be used to discourage driving, change travel behavior, or generate revenue for purposes other than the necessary and beneficial improvement and maintenance of safe mobility on the tolled corridor. AAA believes that congestion pricing, when it is imposed on all road users to discourage the use of automobiles during peak traffic periods, is not an appropriate transportation policy.

We have some concerns with options presented at the PAC meetings. Concept B would toll all lanes of I-5 in Portland between S.W. Multnomah Blvd. and N. Going St. This means there would be no toll-free freeway options; rather, drivers would have to take surface streets with the potential to cause significant congestion and disruption in neighborhoods. There doesn't seem to be an understanding of the level of diversion and the impact it would have in the area.

The longer term implementation is Concept C, which would toll all lanes of I-5 and I-205 in the Portland area. Again, AAA is concerned about the lack of toll-free freeway options, and the impact of diversion.

We will want to ensure that drivers receive benefits for the increased costs they will pay in tolls in the form of improved safety, mobility and road conditions.

Another major concern for AAA would be any efforts to bust or circumvent the Oregon highway trust fund. As you know, Article IX, Section III of the Oregon Constitution basically says that all taxes and fees paid by motorists have to be used to pay for Oregon's roads, highways, bridges and roadside safety rest areas.

Thank you for consideration of these comments and for the opportunity to serve on the PAC.

Respectfully,

A handwritten signature in black ink, appearing to read "Marie Dodds", with a stylized flourish at the end.

Marie Dodds
Director of Government and Public Affairs
AAA Oregon/Idaho

6-29-2018

Value Pricing & Tolling Comments & Recommendations

Summary statement from PAC member Paul Savas, Clackamas County Commissioner

Value Pricing Committee members,

I appreciate the good work thus far by the staff and committee members. I have learned a lot during the discussion about tolling vs value pricing and the current conditions in our region, most especially in Clackamas County. Though it is complex and politically charged it has brought forth good ideas and exposed the multiple infrastructure challenges our region is facing. Our transportation system is woefully undersized in many regards and year after year national studies have ranked our region's congestion as one the worst in the country.

Ironically perhaps, is that the Portland Metro region is ranked high nationally in the categories of transit ridership, and in bike/ped use. Also ironically, ODOT studies have indicated particular sections of Interstates 5 & 205 where congestion is the worst, there is light rail service running in parallel.

Our region's population is growing faster than we are growing our transportation system and we are also facing increasing poverty and homelessness. How transportation decisions are made in this region is a mystery to most citizens, and it appears that our regional government structure is failing to meet the transportation needs and failing to recognize the voices of our local jurisdictions. Instead our regional government appears to have narrowed it's focus on transit solutions and not other pragmatic solutions that serve the diverse transportation needs of a region with a shared responsibility of moving agriculture products produced in our state, manufacturing products and hundreds of other goods and services necessary to serve the growing population. Our region's population deserves better and I find the hard line ideology of rejecting highway solutions as lacking the vision needed to serve our region.

The Clackamas County Commission is supportive of investing in bike/ped, transit, safe routes to schools, safety improvements, local roads, and our highway system.

Minority report or Majority?

It is unclear at this time whether the votes taken at our June 25th meeting provide any particular direction. While all of the votes taken had a majority of support, many of questions voted on conflict with one another. Perhaps what is clear is that further study and analysis is needed. Due to the fact I did not vote in favor of all the questions I presume this will be interpreted as a minority report.

Current Conditions and factors for consideration.

At a recent public presentation ODOT staff recently confirmed that there are no value priced roadways (all lanes) in the Western United States, only value priced bridges.

Other metro regions that have value priced roadways also have substantial highway capacity, transit capacity, and other alternatives for commuters to utilize.

There are major sections of I-205 where no alternatives exist today. (i.e. 14 mile section of I-205)

Successful Value pricing is predicated on encouraging commuters to use alternatives.

Value Pricing major sections of an interstate where there are no alternatives is unfair and is viewed by some as a trap and a scheme to extract their hard earned dollars.

The highway system capacity in some areas of the Portland Metro Region is significantly undersized.

The prospect of value pricing highway sections that are woefully undersized is not good public policy.

Proposing to value price a highway system with adequate capacity and existing transportation alternatives is more reflective of what is occurring in other Metro regions.

Moving forward on a pilot concept of value pricing where commuters have choices such as parallel transit lines may have merit, particularly if the pilot project can demonstrate that motorists actually will switch to transit. Therefore it seems logical to study value pricing sections of the interstate where parallel transit lines exist and not sections where alternatives do not exist.

Unwanted Diversion is occurring today as a result of congestion, which is causing unsafe conditions on local roads, and unfortunately traffic fatalities.

Clackamas County Board of Commissioners position throughout this process

- 1) If the highways are tolled, revenues generated from tolling should fund needed capacity
- 2) Express lanes (value priced lanes) should be considered, especially as it has the least impact to low income communities.
- 3) System capacity to meet future demands of our growing economy should be factored (big picture, visionary)
- 4) The original Option 4 (from technical memorandum 3) should move forward for evaluation because it was the only option modeled that demonstrated the greatest congestion relief, the least diversion, and little impact to low income populations.

My recommendations to the OTC as a member of the PAC

Due the direction given by legislature in HB2017 my comments are predicated on the state mandate to value price our system. If the OTC continues to move forward on value pricing and no funding for eliminating the 5.8 mile long bottleneck on Interstate 205 is identified, my comments are as follows:

Without more financial data & identified solutions to unwanted diversion I do not feel the PAC is or was adequately equipped to make a recommendation on a particular Concept.

- 1) Concepts A & D should be studied further
- 2) Concepts B & E should be evaluated further
- 3) Revenue generation should adequately fund the improvements necessary to build capacity that increases throughput and meets the needs of our growing economy.
- 4) Further analysis of priced lanes (express lanes) that offer one exclusively priced lane for autos and another priced lane for both trucks and motorists, whereby free lanes exist for low income populations that will not create undue hardship. (Option 4, tech. memo. #3)
- 5) All Bottlenecks such as I-205 & Rose Quarter should be eliminated and there must be adequate funding identified to eliminate the bottleneck on I-205.
- 6) Consideration of current and future technologies should be part of transportation planning consideration in the long term.

Comments and suggestions:

A measure of success for consideration is ensuring to the public that any proposal will reduce unsafe and unwanted diversion, not increase it.

ODOT, the legislature, local jurisdictions, and Metro must commit to and or support funding highway and transit improvements necessary to lessen and eliminate unwanted diversion whether it is caused by current conditions such as congestion or value pricing/tolling scenarios.

The idea of spreading the negative impacts via Concept C should only occur if and when each section of the interstates have equal or similar alternatives. Currently there are miles of interstate that have no alternatives which would result in unfair impacts to adjacent communities.

There has yet to be any substantive discussion or solutions identified to reduce the congestion/backup on both Interstate 5 and 205 bridges crossing the Columbia River during rush hour. The apparent congestion/bottleneck at and over the I-5 and 205 bridges has not been adequately addressed. Further discussion and study with WDOT regarding their proposals and or concerns should occur. These issues must be dealt with as it has tremendous impacts to both Oregon & Washington commuters and nearby neighborhoods and businesses.

I would be remiss if I did not share my thoughts on the process. With over 20 years of experience serving on countless committees convened by government agencies I believe there has not been adequate time or opportunity for this committee to complete it's work. It has been the ODOT staff and consultant that apparently did the evaluating, drawn the conclusions, eliminated certain Options, and prepared the recommendations. Although during the final meeting the committee was given the latitude to reframe the questions, there was simply not adequate opportunity to do any meaningful analysis or create any alternative recommendation(s).

Over the years I have been supportive of ODOT and I have great respect for the department. There are many examples of successful projects throughout our region which were delivered on time and under budget. In this case however I feel we missed an opportunity here and it is my recommendation that ODOT consider improving the process. While I recognize the legislature established a compressed timeline, there was simply inadequate time for this committee to make a comprehensive recommendation.

Whether or not value pricing moves forward the public deserves clear and concise plans that identify solutions to transportation capacity problems including the fairest means possible to fund those solutions. The solutions should include solutions for all capacity needs in all modes. I believe that capacity is understood by many as improvements that will increase throughput and efficiency. I also believe the state and federal highway authorities have a responsibility to keep interstate and highway users on the highway versus allowing diversion off the highways and interstates to avoid congestion, gridlock, or priced roadways.

Thank you for this opportunity, it has been of value. What has been learned will serve us well going forward. I would like to acknowledge all the good work by the ODOT staff and I appreciate the efforts on all the open houses and ODOT's public outreach efforts. I thought they were well prepared and the staff were well versed on the topic.

Respectfully submitted,

Paul Savas

Clackamas County Commissioner, PAC member.



CLARK COUNTY WASHINGTON

clark.wa.gov

CLARK COUNTY COUNCIL

Marc Boldt, Chair

Jeanne E. Stewart, Julie Olson, John Blom, Eileen Quiring

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Vancouver, WA 98666-5000

360.397.2232

June 27, 2018

Oregon Department of Transportation
Value Pricing Advisory Committee
355 Capitol St. NE
Salem, OR 97301

Oregon Transportation Commission
355 Capitol St. NE, MS11
Salem, OR 97301

Dear Value Pricing Advisory Committee,

The Clark County Council previously expressed concern to you regarding potential tolling on the Interstate 5 and 205 corridors and its outright opposition to the proposed maximum tolling design known as “Concept C.” In addition to “Concept C,” the Clark County Council strongly urges you to abandon “Concept B” as part of the pilot program of tolling lanes on I-5 between Going Street and Multnomah Boulevard.

At first blush, it appears “Concept B” is being floated as a more palatable option to “Concept C.” The truth of the matter is “Concept B” would have a negative impact on traffic on both sides of the river, and Clark County commuters would be disproportionately affected by this tolling concept.

If “Concept B” is initiated, anyone driving to the east side of Portland and south of Going Street will very likely choose the Glenn L. Jackson Bridge. Many commuters who normally would use I-5 will divert to I-205 via State Routes 500 and 14, Clark County’s major east/west freeways. These routes already handle a large amount of traffic considering they are both two-lane highways in both directions, and SR 500 has several stop lights between I-5 and I-205.

Currently, when one bridge is backed up during rush hour — forcing commuters to divert to the other bridge — SR 500 and 14 become parking lots. Clark County residents who work in Clark County are caught in this traffic despite the fact that they are not traveling to Portland.

“Concept B” will turn this occasional traffic dilemma into an every-day occurrence. Not only will the plan not alleviate congestion in Portland, it will artificially impose greater congestion on the north side of the river.

Increased congestion on SR 500 and 14 won’t be the only traffic issue. Those traveling via I-205 to avoid tolls are going to end up on east Portland surface streets and will cross the Willamette on smaller Portland bridges instead of using the Marquam or Freemont bridges that are better equipped to handle commuter traffic.

In addition to an abysmal traffic situation, Clark County commuters are — as with “Concept C” — being asked to bear the brunt of paying the proposed tolls.

As you know, Clark County residents working in Oregon do not have another option for entering your state to get to their places of employment. The bridges connecting our communities are the only routes to their livelihoods.

As local elected officials, we understand and appreciate the importance of keeping infrastructure safe and transportation moving. Clark County maintains 2,600 lane miles of roads in both urban and rural areas. Clark County is a vibrant community situated along the interstate highway that connects all of North America, and we realize how vital it is to keep freight, goods, tourists, businesses and workers moving smoothly along I-5.

That said, we do not believe that alleviating the congestion that takes place in Portland should be disproportionately paid for by Clark County commuters. The Clark County Council believes county residents who travel to Oregon will receive little to no benefit from infrastructure improvements constructed with the tolling design proposed in "Concepts B or C."

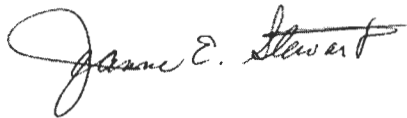
It is unfair to ask Clark County residents to pay for transportation enhancements that will not address their concern of spending an inordinate amount of time in traffic that means less time at home with their families.

Again, the Clark County Council strongly urges you to forgo the "Concept B" tolling design.

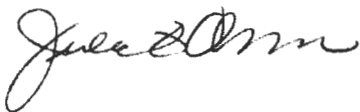
Sincerely,



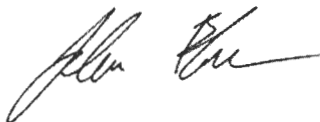
Marc Boldt, Chair



Jeanne E. Stewart, Councilor District 1



Julie Olson, Councilor District 2



John Blom, Councilor District 3



Eileen Quiring, Councilor District 4



Jessica Vega Pederson
Multnomah County Commissioner

501 SE Hawthorne Blvd., Suite 600
Portland, Oregon 97214
Phone: (503) 988-5217
Email: district3@multco.us

June 29, 2018

The Honorable Tammy Baney, Chair
Oregon Transportation Commission
355 Capitol Street, NE MS11
Salem, OR 97301-3871

Dear Chair Baney and Oregon Transportation Commission members,

As a member of the Oregon Department of Transportation (ODOT) Value Pricing Policy Advisory Committee (PAC), I have appreciated the time, attention, and thoroughness of the process undertaken to examine value pricing in the metro region. I also deeply appreciate the Oregon Transportation Commission (OTC) and the state legislature's commitment to exploring this innovative tool to manage congestion and improve safety, reliability, and accessibility issues of our road system, as well as public health and climate change concerns.

After participating in the PAC meetings, talking with members of the community, and examining successful value pricing systems in other regions, I believe that our system must be grounded in the following principles:

- **Manage demand, don't try to raise revenue.** The primary goal of any pricing program must be to manage demand, not raise revenue. We are all feeling the impact of increased congestion in our region; time spent in traffic means less time spent doing other things we'd rather be doing. That stress exerts a cost that we all feel when we're late to a meeting or to pick up kids, or struggling to deliver goods on time. Reliability in the overall system matters, and that's the goal we're trying to achieve.

Based on that overall objective, I believe scenarios B and modified E, and eventually C are the most demand-management based, and thus the most likely to deliver equitable and significant results to the region and minimize diversion on arterials. Long term, I

believe our region needs to explore congestion pricing in other corridors as well, such as along Sunset Highway, Highway 217 and I-84.

- **Improve transit before implementation.** The most successful congestion pricing strategies marry transit improvements with value pricing, to provide an enhanced, affordable, and reliable alternative to being tolled. These improvements help mitigate the impact on low-income communities in particular, and provide choice in moving more people through the system with greater efficiency. They also offer a benefit to the transportation system overall - an important selling point to those skeptical of tolling.

Managing demand can mean reducing demand during rush hour, but it can also mean shifting people to a more efficient mode of transportation – transit – as well. Demand management used in isolation won't equitably address the issue of congestion, particularly for low income individuals, if not paired with transit enhancements.

It is my hope that any pricing program will include increased transit access on routes related to the priced corridors, particularly on routes that currently have no transit option and/or serve low income communities and communities of color. Improved transit access should be made explicit in the value pricing program's framework and problem statement. The value pricing conversation must be done in lock step with improvements in the transit system. This cannot wait until the end of ODOT's process.

- **Address safety and diversion on arterials.** The implementation of value pricing will result in diversion onto arterials and local streets, meaning additional traffic, safety concerns, and quality of life impacts. While OTC's explicit legislative direction is to only consider I-5 and I-205, a value pricing program must take into consideration the impact of that program on the rest of the region, including arterials. As stated before, funding generated from value pricing should be used on these local arterials to help address these concerns.
- **Focus on equity.** While the second and third principles above will help provide transportation alternatives and keep funding in communities most impacted by the imposition of congestion pricing, we must ensure that the concerns of low income communities and communities of color are fully addressed and that they continue to be provided with an opportunity to determine what's best for their communities, particularly when ensuring that affordable, efficient, and usable options to tolling are provided.

Successfully implementing congestion pricing will not be easy, but I'm confident that working collaboratively and thoughtfully it can be done. I also believe value pricing will be a more responsible, effective, and appropriate tool for addressing congestion than trying to expand our freeway and road system. Given our burgeoning population, warming climate, and values around walkability, health, and alternative transportation, we must make value pricing work.

The PAC has provided strong recommendations for you to consider, and I believe that the principles above are essential to the success of a pricing program and must be incorporated into the OTCs final proposal. I also agree with the staff recommendation that there be future, system-wide analysis done, and hope that these principles are incorporated into that study as well.

Thank you for your service to our state.

Sincerely,

A handwritten signature in black ink that reads "Jessica Vega Pederson". The signature is written in a cursive, flowing style.

Jessica Vega Pederson
Multnomah County Commissioner



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Portland, OR 97209-3900
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June 28, 2018

The Honorable Tammy Baney, Chair
Oregon Transportation Commission
355 Capitol Street, NE MS 11
Salem, Oregon 97301

Dear Commissioner Baney and members of the Oregon Transportation Commission,

Oregon Environmental Council appreciated the opportunity to serve on the Value Pricing Policy Advisory Committee and learn the perspectives of fellow committee members and the public. Although the Committee did not deliver a tidy consensus recommendation, there was certainly some agreement and the process revealed the main areas to focus on moving forward.

Oregon Environmental Council has long been a proponent of congestion pricing. In fact, in 1993, Oregon Environmental Council persuaded Metro to submit a proposal to the FHWA to fund a study of congestion pricing. The pursuant Traffic Relief Options Study concluded in 1999 that peak period pricing could successfully relieve congestion in an equitable, cost-effective manner. Nearly 20 years later, the region is finally getting serious about tackling congestion the right way. Properly implemented, congestion pricing will improve the movement of people and goods, strengthen the economy, reduce pollution, advance equity, and save billions of dollars in unnecessary road construction projects. The benefits of congestion pricing have been proven in both theory and practice.

Congestion on our roads is a serious issue for residents of the Portland area and for the entire state economy. Oregon Environmental Council found it encouraging that the Oregon Legislature included provisions for congestion pricing in HB 2017. When it comes to congestion, we've reached a fork in the road: try to solve congestion the old way—by adding expensive new lanes and watching them quickly fill up—or do so in new, smarter ways—by managing demand while also providing a variety of practical and reliable transportation options.

The primary goal of congestion pricing should be to improve the efficient use of the highways and taxpayer dollars, not to raise revenues. Oregon Statute 366.292 requires that the Oregon Department of Transportation determine potential tolling options *prior* to proceeding with a highway modernization project. The Keep Oregon Moving legislation (HB 2017) states in Section 120 (3): "After seeking and receiving approval from the Federal Highway Administration, the commission shall implement value pricing *to reduce traffic congestion*."

This is an important shift in Oregon's approach to managing congestion and to the sound management of public funds. Currently we build new roads to satisfy peak period travel. With congestion pricing in place, we will have a more analytically sound method for figuring out where and when new capacity is actually needed.

ODOT's consultant report clearly demonstrates in Concept C that a focus on demand management on all of I-5 and I-205 in the Portland area yields the greatest outcomes. The report anticipates significant travel time savings and some \$300 million in annual revenues that could be used to improve travel options. It is quite probable that some of the planned capital improvements on the system may not be necessary with pricing in place. In other words, congestion pricing *is*—in and of itself—new capacity.

Oregon Environmental Council recognizes the political hurdle we face in implementing a pricing strategy at this scale. At the same time, the most important element of any pricing scheme is that it works and delivers immediate and significant benefits to users. Concept C is the most likely to deliver these outcomes. Oregon Environmental Council could also support shorter priced segments of the system, but only if they are designed to manage demand, deliver significant outcomes for users, and are part of a larger strategy for demand management on the broader system.

Oregon Environmental Council values equity. Any application of congestion pricing must directly address the potential impacts on low- to moderate-income drivers and to local neighborhoods. Although most peak-hour trips are made by higher-income drivers, travelers with lower incomes do drive during peak periods. In fact, many low-income residents have been pushed to Portland's periphery where they are forced to travel longer distances and have fewer public transit options. At the same time, low-income residents tend to have less flexibility in their jobs and it hurts their pocketbook more when their child's day care charges late fees. Because congestion can be an even greater burden for these members of our community, congestion relief is a good thing, but ability to pay also comes into play. We can't stress enough the importance of accessible and convenient walking, biking, and transit in areas where congestion pricing is implemented, in order to provide affordable, sustainable transportation choices. And in situations where low-income residents are unable to avoid congestion pricing, the system can be made fair and equitable through targeted discounts or exemptions. We therefore strongly support the list of mitigation options presented for further analysis and—as we noted in the last meeting of the Advisory Committee—they must be “baked in” to the process rather than “bolted on” as an afterthought.

It is also important to note that the status quo is not equitable. Congestion acts as a hidden tax on disadvantaged communities, clogging up the roadways for those who need them most. The conventional way to address congestion—adding new roadway capacity—is paid for with regressive taxes and is the least effective, most costly option.

Congestion also adds to the climate crisis and impacts the health of those who live near busy transportation corridors. Idling cars release more carbon dioxide because they get fewer miles per gallon, and they pump out extra air pollution because the catalytic converters that capture pollutants before they hit the tailpipe don't function as well in stop-and-go traffic. The neighborhoods flanking busy roadways and intermodal freight facilities suffer a heavier health burden from this air (and noise) pollution and are often lower-income.

Preventing diversion to local streets is also important for the safety and wellbeing of local communities and all modes of travel. Mitigation strategies will surely be needed, but as the Advisory Committee learned from the consultant's modeling, congestion pricing actually mitigates some diversion because a number of drivers who are already diverting to local roads because of existing congestion switch back to the variably tolled freeway because it is moving freely and they can get where they need to go on time.

Congestion pricing can deliver outcomes to urgent challenges around climate change, air quality, public finance, and wealth inequality. As such, Oregon Environmental Council is strongly supportive of the Oregon Transportation Commission in taking the next steps in this process. We encourage an ambitious course of action that delivers the greatest benefits for road users and all Oregonians.

Thank you for taking on the mantle, and please let us know how we can be of help.

Sincerely,

A handwritten signature in black ink that reads "CHagerbaumer". The signature is written in a cursive, slightly slanted style.

Chris Hagerbaumer, Deputy Director
chrish@oeconline.org
503-222-1963 x102



June 29, 2018

The Oregon Transportation Commission
355 Capitol Street NE
Salem, OR 97301

Chair Baney and Members of the Commission,

Thank you for the opportunity to participate in the Value Pricing PAC. The supporting materials provided by the consultants along with the variety of perspectives from PAC members provided meaningful discussions throughout the process. I also appreciated the investment of time and guidance of Co-Chairs O'Hollaren and Simpson who were able to focus the group on the task at hand.

The efficient movement of people and goods forms the bedrock of Oregon's economy. Members of the Oregon Trucking Associations understand this firsthand because they depend on Oregon's critical transportation infrastructure for their very livelihood. OTA supports and encourages meaningful efforts to reduce congestion in the Portland Metropolitan region and respectfully submits the following values and priorities which we believe are incumbent to the discussion of tolling and congestion pricing.

Implementation of value pricing must result in meaningful investment in additional capacity for freight. While some suggest that "if you build it, they will come" and adding more lanes merely induces demand, it is important to recognize two key points: Year after year, Oregon continues to be a top migration state, with people arriving at rates not seen since the 1990's. Portland also has the distinct honor of being the only major city, from Canada to Mexico, to restrict Interstate 5 down to two lanes through a heavily congested urban region. While no single method alone is the "silver bullet" solution, additional capacity must be part of a balanced approach to significantly reducing congestion in the region.

While value pricing is a relatively new issue for Oregon, raising revenue from highway users is an old, well-settled topic. OTA supports value pricing if revenues from these efforts are directed to the Highway Trust Fund and spent on maintenance and expansion of state highways in accordance with Oregon's constitution.

OTA supports addressing both I-5 and I-205 concurrently in order to avoid diversion from one freeway network to another. At the same time, we believe a measured approach is appropriate and would support trial or pilot projects to address these two highway corridors. To that end, the proposed solutions outlined in Concepts 'B' and 'E' are pragmatic first steps. They allow the state to test two distinct tolling methods without shifting the problem from one highway to

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another. By tolling all travel lanes, these proposals are preferable to singular priced lanes, which typically exclude freight traffic.

Finally, whichever congestion pricing mechanism the state brings forward, it must be safe, efficient, and it must be well understood by Oregon's traveling public. The Oregon Trucking Associations remain committed to working with lawmakers in order to produce the best possible policy for motorists and truckers – and for Oregon's long-term economic growth and stability.

Sincerely,
Jana Jarvis
Jana Jarvis
President & CEO



June 22, 2018

The Honorable Tammy Baney, Chair
Oregon Transportation Commission
355 Capitol Street, NE MS 11
Salem, Oregon 97301

Dear Chair Baney and Oregon Transportation Commission members,

The Port of Portland's mission is the efficient movement of people and goods – which is becoming increasingly difficult as population growth outpaces the capacity of our roads, highways and bridges. Policymakers must find ways to better manage the system and achieve multiple outcomes – congestion relief, greenhouse gas reduction and revenue generation. Value pricing is just that, and it's been a pleasure to serve on the Portland Metro Area Value Pricing Advisory Committee (PAC).

As the committee wraps up its work, I'd like to share my thoughts on the complexity of the moment we're in and the opportunity we have to embrace a big idea. Value pricing works in reducing congestion the world over, but to get it started requires tremendous resource dedication and political capital. The outcome needs to be worth the effort, or the public will never buy into it and our opportunity will be lost. To me, "worth it" means: a noticeable reduction in congestion, support for historically disadvantaged communities and increased travel options. The only option that clearly meets these goals is Concept C – which aims to establish congestion pricing on both I-5 and I-205 between the Columbia River and where the two routes meet south of Portland.

The role of the PAC was to evaluate options with many considerations – including feasibility under federal law. With that in mind, I understand the recommendation of Concept B paired with Concept E as a step toward a more comprehensive option, but I remain concerned that this effort favors feasibility over efficacy. I strongly encourage the Oregon Transportation Commission to take this recommendation as a true starting point and continue to work toward a more comprehensive approach to value pricing. This could look like an ambitious proposal to the Federal Highway Administration, a commitment to look at other highways and cooperation with local governments interested in continuing this work.

In any case, **equity must be front and center**. The opportunity to get where you're going faster for a small charge is exciting for those who can afford it, and daunting for those who cannot. Diversion to alternate routes will negatively impact underrepresented communities by putting more traffic (and related emissions) into neighborhoods, making them less safe. Steps can be taken to aggressively mitigate these impacts, using the proceeds of a broad-based congestion pricing system.

Tammy Baney
June 22, 2018
Page 2

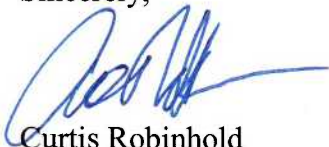
Second, if we want people to get off the roads but continue contributing to the economy and our communities, **we need to create more affordable and reliable options**. Significant investment in transit is therefore essential to this discussion.

Many questions will not be answered until decisions are made and additional modeling is complete. For example: what strategies can be implemented to ensure freight throughput is maintained at all hours? Under Concept B, what will diversion patterns look like as it pertains to Washington commuters? Will additional stress be put on Marine Drive, Airport Way, NE 82nd Avenue and Sandy Boulevard? These are all critical arterials for our operations, so we will stay engaged and interested in the potential outcomes.

While it is a good tool for reducing congestion, **value pricing should not be considered as a replacement to freeway expansion and modernization projects**. To meet the needs of our growing region, we must both address bottlenecks in the system to increase capacity, and better manage the system with pricing.

Finally, I'd like to thank our PAC co-chairs, Sean O'Hollaren and Alando Simpson, as well as ODOT staff in leading a well-organized process. I'm confident that getting this right will be worth the effort, and look forward to our continued collaboration. Oregon has a history of bold leadership in ideas and in implementation. Land use, coastal access, recycling, vote-by-mail, and many other policy efforts were the first of their kind, and led the way for countless others to follow. **It is time again for Oregonians to be bold, to lead where leadership is needed, and to improve our quality of life for years to come.**

Sincerely,



Curtis Robinhold
Executive Director

CC Matt Garrett, ODOT Director
Rian Windsheimer, ODOT Region 1 Manager
Judith Gray, ODOT Region 1 Value Pricing Project Manager



CITY OF
PORTLAND, OREGON

Ted Wheeler, Mayor
Amanda Fritz, Commissioner
Nick Fish, Commissioner
Dan Saltzman, Commissioner
Chloe Eudaly, Commissioner

June 29, 2018

The Honorable Tammy Baney, Chair
Oregon Transportation Commission
355 Capitol Street, NE MS 11
Salem, OR 97301

Dear Chair Baney and Members of the Oregon Transportation Commission,

The City of Portland is supportive of the state legislature's directive to implement value pricing in our region. Our recently adopted Central City Plan calls for value pricing along the I-5 Rose Quarter project as a climate mitigation action. This region's residents, businesses, and visitors are all feeling the impact of increased congestion. This congestion comes with many costs. It costs us in time, it costs us in fuel and vehicle repair costs, our health is damaged by air pollution and extra sedentary time in cars, and it adds to greenhouse gas emissions and climate change. Unacceptably, these costs can hit our lower income residents and communities of color hardest because they often have longer commute trips and live closer to freeways.

We cannot build our way out of our congestion problem. We must find new tools. Pricing is a proven strategy for reducing congestion, addressing climate change and environmental pollutants, and may be designed to reduce inequities that exist in our current transportation system. We would like to see the ODOT value pricing process move forward to the next phase for further analysis during a National Environmental Protection Act (NEPA) process.

Any pricing program must be carefully designed for success and grounded in the following policy objectives:

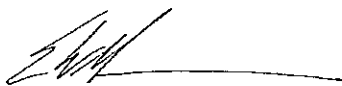
- 1) **The primary objective of any pricing program must be to manage demand**, as opposed to generating revenue for unmanaged increases in capacity. Demand management works to maximize efficiency on existing roads and provides the greatest congestion relief and travel time savings. This principle has been recognized twice under state law [ORS 366.292 and HB 2017 Section 120(3)].
- 2) **Improved transit must be matched with pricing to most effectively manage congestion and provide affordable options for system users.** Pricing revenue, to the extent allowed by law, should be used to support this objective. An analysis of the optimal expansion of transit to be paired with demand management, should be a foundational part of the analysis.

- 3) **Creating a more equitable system must drive policy development. It is not enough to simply mitigate burdens to historically marginalized communities, including communities of color and people with low-income.** Providing shorter travel times, better air quality and safer corridor travel, should be paired with reduced fees, and enhanced transit, in order to create a transportation system that offers more benefits and less burdens to low-income communities and communities of color.
- 4) **We must maintain or improve safety levels on the surrounding local network,** especially in cases of traffic diversion from priced throughways. Revenue should be dedicated to safety improvements on arterials which see diversion.
- 5) **Managing demand should lead to environmental benefits,** including reduction in CO2 and particulates emissions.

Proposed Scenarios

- 1) **Portland supports the referral of Option C to the Oregon Transportation Commission for further analysis.** This would implement comprehensive pricing for demand management on most of I-5 and I-205 in the metro region. Initial modeling of Option C shows the greatest travel time savings and revenue generation, as well as the lowest toll rates of any of the proposed options. This could be implemented in phases, prioritizing the highest performing segments.
- 2) **The City is supportive of continued evaluation of Options B (I-5 only) and E (Abernethy Bridge) as a phased approach to achieving option C.** Additional analysis of Option B must include more detailed consideration of starting and ending points due to diversion concerns. Revenue generated from Option B must be used to ensure corridor safety and multimodal options, including transit. **Revenue from I-5 tolling shall not be used to fund I-205 expansion. Similar demand management strategies should be used in the I-205 corridor.**

We appreciate your thoughtful consideration of the critical policies and details necessary to implement a successful value pricing program in the Portland Metro region. We have an opportunity to be national leaders and create a program that helps to relieve congestion, improve climate and environmental pollutants, and provide a range of multimodal options to improve transportation outcomes for all users. We look forward to continuing this important work together.



Ted Wheeler
Mayor



Amanda Fritz
Commissioner



Nick Fish
Commissioner



Dan Saltzman
Commissioner



Chloe Eudaly
Commissioner

June 28, 2018

The Honorable Tammy Baney, Chair
Oregon Transportation Commission
355 Capitol Street, NE MS 11
Salem, Oregon 97301

Dear Chair Baney and Oregon Transportation Commission members,

Ride Connection is a private non-profit transportation agency providing over half a million rides per year, primarily to people who are elderly and/or disabled in the Portland Metropolitan Area. Having highways flowing smoothly is very important to what we do. Because of that Ride Connection greatly appreciated having a representative on the Portland Region Value Pricing Policy Advisory Committee (PAC).

Ride Connection supports the recommendations of the PAC to start two pilot projects with a larger scale phased implementation. We believe congestion pricing is one tool that could help to enable quicker movement throughout the region.

Ride Connection strongly endorses the mitigation strategies recommended by the PAC and particularly recommends that the OTC commit to more transit, carpool and vanpool opportunities and other mitigation before moving ahead with any congestion pricing.

As the Oregon Transportation Commission moves ahead with congestion pricing we look forward to discussing how volunteer transportation services and programs providing free transportation services for transportation disadvantaged individuals (elderly, disabled, etc.) can be supported, rather than hindered, by congestion pricing programs.

Finally, thank you to our PAC co-chairs, Sean O'Hollaren and Alando Simpson, the ODOT staff, Penny Mabie and WSP for guiding and walking the committee through this complicated process.

Sincerely,



Park Woodworth
Board Member, Ride Connection

CC: Matt Garrett, ODOT Director
Rian Windsheimer, ODOT Region 1 Manager
Judith Grey, ODOT Region 1 Value Pricing Project Manager



June 29, 2018

The Honorable Tammy Baney, Chair
Oregon Transportation Commission
355 Capitol Street, NE MS11
Salem, Oregon 97301

Dear Chair Baney and Oregon Transportation Commission members,

On behalf of TriMet, it's been a pleasure to serve on the Portland Metro Area Value Pricing Policy Advisory Committee. As the largest provider of public transit in Oregon, we're constantly seeking new ways to keep people moving. In 2018, we are expanding service to provide new and better connections with education, employment and other opportunities; making investments in new vehicles, facilitates and technology to improve reliability and the customer experience; and working with partners throughout the region to find innovative mobility solutions.

As our committee wraps up its work from our final meeting, I want to express TriMet's support for a number of the recommended congestion pricing concepts and mitigation proposals.

TriMet supports the committee's adoption of mitigation strategies that address diversion to local roads, to other modes and balancing between the two interstate freeways. Much of the public input to the committee focused on the need to provide additional transit service as a mitigation for the impact of value pricing on low income communities. To be an effective mitigation, transit service must be frequent, convenient and reliable – which typically means that it needs dedicated facilities such as HOV lanes, or significant investments in arterials that run parallel to the priced facility to facilitate faster transit movement. Such facilities are costly and will require significant investment beyond TriMet's current resources to be achieved. Finally, TriMet supports the committee's recommendation that mitigations should be in place at the time value pricing is implemented, not after the fact.

Regarding the value pricing options for the Portland metro area for further traffic, revenue and environmental analysis, TriMet believes our aim should be to work towards implementing the comprehensive planning effort for pricing larger portions of the corridors (concept C). Pricing the first two discreet segments on I-5 and I-205 should be seen as pilot projects (concepts B and modified concept E) to inform the larger pricing program and approach.

As the goal of congestion pricing is to get the most out of the existing system by encouraging some people to travel at less congested times or to choose a mode



such as transit, carpool, bicycle, or walking instead, TriMet expects the program results to include reduced congestion and more predictable travel times for all modes. Any congestion pricing program should include strategies to improve public transportation, contain provisions to assist environmental justice and low income populations, and minimize negative effects of freeway diversion onto local roads.

We look forward to continuing to work with our partners on this important analysis to implement congestion pricing in the Portland metro region.

Sincerely,

A handwritten signature in black ink that reads "Bernie Bottomly". The signature is written in a cursive, flowing style.

Bernie Bottomly
TriMet



June 29, 2018

Mr. Sean O'Hollaren
Mr. Alando Simpson
Co-Chairs of the Portland Area Value Pricing Advisory Committee
Oregon Department of Transportation Region 1
123 NW Flanders Street
Portland, OR 97209

Ms. Tammy Baney
Chair, Oregon Transportation Commission
355 Capital Street NE
MS 11
Salem, OR 97301-3871

RE: Portland Metro Area Value Pricing Feasibility Study

Dear PAC Co-Chairs and Chair of the Oregon Transportation Commission,

The Vancouver City Council recognizes the significant impacts of highway congestion on the bi-state region. Our Council embraces the need for policymakers and agencies to work together to fund and implement improvements to the bi-state regional transportation system, including bottleneck removal and operational and multi-modal enhancements. Given the significant costs of any mitigation strategy, the Vancouver City Council is compelled to advocate on behalf of our residents for fair and equitable solutions. The current value pricing proposal under consideration will have substantial impacts on commuters from around the Portland-Vancouver Metropolitan region. For the Vancouver City Council to accept a value pricing proposal, it must provide equitable distribution of both impacts and benefits and reflect the following principles:

Regional Analysis of the Bi-State Transportation System

Coordination with metropolitan area transportation and transit related agencies, including those in Southwest Washington, must be thoughtful and ongoing throughout the planning process for any long-term change to the regional, bi-state system.

- The current tolling proposals for I-5 (Concept B) and I-205 (Concept Modified E) will have impacts on the entire regional transportation system. The impact analysis for any tolling proposal must evaluate these system-wide impacts, and should not be limited to the areas directly adjacent to tolls. This should include local street systems and highways.

- A full analysis of the regional bi-state transportation system is required to understand potential future impacts of a priced regional system (Concept C or other future options). In Oregon, this analysis must include I-84, I-405, OR-26 and OR-217, as well as all regionally significant bottlenecks, including the Interstate 5 Bridge.
- This analysis must be conducted prior to implementation of a priced system concept (Concept C or other future options), and should be the basis for determining what roadways are included in it.

Regional Mitigation

The mitigation strategy for any congestion pricing project must consider the entire regional system, be equally applicable in both Oregon and Washington, and include all impacted local street systems and highways. All impacts, both direct and indirect, must be addressed by mitigation strategies that are proportional to the impact.

- Low-income residents of SW Washington must be able to access, without additional burden, discounts or subsidies that are established as part of any tolling program.
- Mitigation strategies that focus on increased transit must apply throughout the bi-state region.

As the only transit provider that operates in both Oregon and Washington, C-TRAN will be a key partner in providing enhanced service and expanded transportation options.

- In relation to transit, ODOT staff have indicated that tolling revenues may be used to support capital improvements but cannot fund expanded transit service and operational costs.
- Prior to implementation of any value pricing concept, regulatory barriers to using tolling revenues to fund transit operations, and geographic limitations on where funding can be directed, must be remedied.

Regional Project Implementation

Tolling revenues should be used to address capacity issues throughout the bi-state region, including regionally significant bottleneck projects, transit enhancements and other multi-modal improvements. We support capacity improvements that benefit the people who pay the toll.

- In order to ensure that benefits are distributed equitably, improvements should be tied to the corridor where the revenue is generated.
- Increased transit options must be provided regardless of state of origin.
- Replacement of the Interstate 5 Bridge must be included in any discussion of bottleneck relief projects.
- Tolling revenues should be used to support capacity improvements identified in and consistent with adopted regional plans.

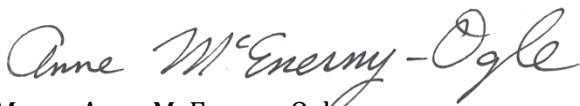
Regional Engagement

- The timeline for the Portland Area Value Pricing Feasibility Study was insufficient. In order to ensure that residents and policymakers throughout the region have the opportunity for meaningful participation, the next phase of the value pricing process must allow more time for analysis and feedback.
- The current value pricing proposal represents a significant change to our regional transportation system. Inevitable implementation glitches in a highly congested corridor could have crippling

effects on the entire system. Implementation of Concepts B and Modified E should include a high level of transparency, have comprehensive risk management strategies, and be phased to contain disruptions to small areas, with the most congested areas being transitioned last.

- The Oregon Transportation Commission must continue to engage with policymakers and constituencies in Southwest Washington.

Past bi-state planning and coordination has resulted in significant and equitably beneficial regional infrastructure improvements. The Vancouver City Council hopes our concerns are acknowledged and addressed and the implementation of value pricing is collaborative and equitable. This will allow future efforts to address regional transportation challenges, like replacing the Interstate 5 Bridge, to proceed in a positive, productive and expeditious manner.



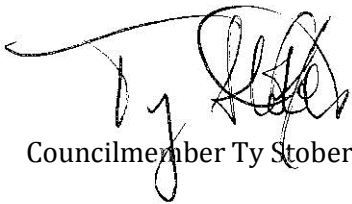
Mayor Anne McEnerney-Ogle



Mayor Pro Tem Bart Hansen



Councilmember Bill Turley



Councilmember Ty Stober



Councilmember Alishia Topper



Councilmember Laurie Lebowsky



Councilmember Linda Glover



WASHINGTON COUNTY

OREGON

June 29, 2018

Tammy Baney, Chair
Oregon Transportation Commission
355 Capital St. NE, MS 11
Salem, OR 97301-3871

Dear Chair Baney and the Oregon Transportation Commission members:

As a member of the Value Pricing PAC, I'd like to share my comments with you on the committee's recommendations earlier this week. First, I'd like to acknowledge the good work of your staff and the consultant team in helping us work through a complex analysis in a very short time. We worked through a lot, learned a lot and made significant accomplishment in these initial recommendations.

As you know, the regional system in the Portland Metro area has not kept up with the increasing demands of a growing region or the increased statewide and interstate freight and travel growth. Like others, I accept that tolling is now one of our tools to meet our transportation needs.

I support the PAC's recommendation for a two-tiered approach starting with tolling I-5 in Portland and tolling on I-205/Abernathy Bridge (Options B and Modified E) and the OTC advance tolling on both I-5 and I-205 after learning from this initial effort.

As we move forward with tolling on I-5 and I-205, I encourage the OTC to consider these principles:

- Link tolling directly to increased freeway capacity in the region. In the short term, this means targeting revenue to completing the investments in the region's bottleneck projects in the Rose Quarter and I-205/Abernathy Bridge. In the longer term it means identifying the next priorities for additional capacity improvements and linking these investments with additional tolling. It is important the people who pay the toll see benefits both in terms of better traffic flow and increased capacity.
- Address the impacts of diversion to other arterials and highways. This can be through increasing transit options, safety treatments or adding capacity to other impacted regional arterial and highway facilities. Revenue should not be spent on local projects in communities that are not impacted by diversion.
- Develop a program to mitigate the financial impacts for low income populations who must use the tolled facility.

June 29, 2018
Chair Bane and the Oregon Transportation Commission
Page 2 of 2

In the longer term I support the study of tolling on regional facilities beyond I-5 and I-205 as part of a study of investments in a balanced system that includes additional roadway capacity, bottlenecks improvements and transit investments. Tolling alone is unlikely to solve all of our traffic needs and a full set of options will be needed.

Sincerely,

A handwritten signature in black ink, appearing to read "R R R", likely representing Roy Rogers.

Commissioner Roy Rogers
Board of County Commissioners

RR/cd/cj

cc Washington County Board of Commissioners
Andrew Singelakis, Director of Land Use & Transportation



June 29th, 2018

The Honorable Tammy Baney, Chair
Oregon Transportation Commission
355 Capitol Street, NE MS 11
Salem, OR 97301

Dear Chair Baney and the Oregon Transportation Commission members,

We appreciate the opportunity to participate in the Value Pricing working group. Value pricing represents an opportunity to simultaneously address carbon, economic opportunity, and quality of life for many Oregonians. We were heartened to hear the continued emphasis on equity throughout the process and applaud both ODOT and its consultant team for its serious consideration of that charge. To that end, we write to preserve two important considerations as the process moves forward.

1) While we applaud the good work of ODOT and the consultant team's efforts to engage low-income and people of color communities, we believe there is a need for a Title VI disproportionate impacts analysis to ensure thorough and transparent evaluation of any program relative to its impacts on vulnerable populations.

2) Ensure a NEPA environmental impact analysis is completed to ensure strong understanding of environmental and social impacts.

The investment of state funds should lead to affirmative and measurable benefits for low-income people and people of color. For too long, these populations have borne the burden of the carbon economy, the fossil fuel economy and the transportation system. Now is the time for these populations to enjoy the fruits of these systems in an affirmative way using the principal of targeted universalism espoused by John Powell of the Haas Institute. According to Powell: "Targeted universalism is a different way—a powerful way—to make the transformational changes we need. Changes we need to improve life chances, promote inclusion, and enhance and sustain equitable policies and programs."

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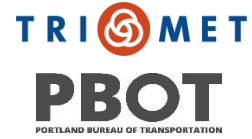
Tony DeFalco
Deputy Director

A handwritten signature in black ink, appearing to read "Vivian Satterfield".

Vivian Satterfield
Deputy Director

A handwritten signature in black ink, appearing to read "Gerik Kransky".

Gerik Kransky
Policy Director



June 29th, 2018

The Honorable Tammy Baney, Chair
Oregon Transportation Commission
355 Capitol Street, NE MS 11
Salem, OR 97301

Dear Chair Baney and the Oregon Transportation Commission members,

We appreciate the work that the State Legislature, the Oregon Transportation Commission (OTC), and the Oregon Department of Transportation have undertaken so far to advance the value pricing conversation in the Portland metropolitan region. As our region faces increasing growth, we need new tools at our disposal to improve the transportation experience for our region’s residents and businesses. We support advancing the recommendation for value pricing on I-5 and I-205 for further analysis during a NEPA process.

The Value Pricing process has been complex, making it important for us to weigh in on larger policy goals and objectives, so we wanted to take this opportunity to make sure we are clear about the principles we want to see in a successful pricing program. We believe these principles can be incorporated, and want to be partners with you in implementing a program that meets them. These principles are similar to the principles all of us have articulated throughout the process:

- 1) **Any pricing program must focus on managing demand**, rather than generating revenue. The Portland region has significant transportation needs, and if we do not manage demand effectively and equitably, those needs will continue to spiral. Demand management maximizes efficiency on existing roads and provides the greatest congestion relief and travel time savings. This principle has been codified in state law [ORS 366.292 and HB 2017 Section 120(3)], is consistent with regional policy, and deserves an explicit commitment from the OTC.
- 2) **Increased transit access must be a core part of a pricing program, in order to most effectively manage congestion and provide affordable options for system users.** This provides people with equitable alternatives to driving, mitigates the impact on low-income communities, and moves more people through the system with greater efficiency. If we price the use of the roadway, we must provide people with an affordable, reliable option. We ask the OTC to embed increased transit access as a key performance measure for value pricing.
- 3) **A pricing program should affirmatively and measurably reduce current transportation inequities, not just mitigate burdens to low income communities and communities of color.** A strong pricing program can help reduce travel times, improve air quality, and result in safer and more efficient ways to get around. Pricing can and should be implemented in a way to create a transportation system that offers more benefits and less burdens to low-income communities and communities of color. Any system must not lead to disproportionate enforcement and penalties on people of color, including undocumented residents. We applaud the consultant’s



report which highlighted multiple measures other jurisdictions have enacted to provide relief for low-income residents and suggest adoption of such measures.

This ethos should also be incorporated into any public engagement; special efforts should be made to listen to, address, and report out on the concerns of communities of color and low-income residents who might be impacted.

We also believe there is a need for future analysis of system-wide pricing, and believe that it should be a cooperative process, recognizing that local governments own and operate the majority of the roads in the region.

We look forward to working with you as the program further develops to ensure that these principles are upheld in its final form. We believe there is a path to success here and want to be partners.

Sincerely,

Tom Hughes, President
Metro Council

Jessica Vega Pederson, Commissioner
Multnomah County Commission

Dan Saltzman, Commissioner
Portland City Council

Bernie Bottomly, Executive Director of Public Affairs
TriMet

Gerik Kransky, Policy Director
The StreetTrust

Chris Hagerbaumer, Deputy Director
Oregon Environmental Council

Tony DeFalco, Deputy Director
Verde

Vivian Satterfield, Deputy Director
OPAL Environmental Justice Oregon

CC: Commissioner Simpson and O'Hollaren, Value Pricing PAC Co-chairs

Matt Garrett, ODOT Director

Phil Ditzler, FHWA Oregon Division Administrator



ATTACHMENT B: PAC CHARTER



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Portland Metro Area Value Pricing Feasibility Analysis Policy Advisory Committee

Committee Charter and Protocols

Preamble

Oregon House Bill 2017 from the 2017 Legislative session directs the Oregon Transportation Commission (OTC) to seek approval from the Federal Highway Administration (FHWA) by December 2018 to implement value pricing on the I-5 and I-205 corridors, from the Washington state line to their intersection in Oregon. Per the legislation, value pricing would be used to reduce traffic congestion in the Portland metropolitan region. If FHWA approves, the OTC is required to implement value pricing.

Value pricing, also known as congestion pricing or peak-period pricing, is a type of tolling in which a higher price is set for driving on a road when demand is greater, usually in the morning and evening rush hours. The goal is to reduce congestion by encouraging people to travel at less congested times or by other modes, and to provide a more reliable travel time for paying users. Value pricing can include converting a carpool lane (also known as a high occupancy vehicle or HOV lane) to a high occupancy toll (HOT) lane so non-carpoolers can choose to pay to use the lane to save time; putting a variable toll on a new highway lane; using tolls on bridges that vary by time of day; and other applications.

In order to develop a proposal to FHWA by December 2018, the Oregon Department of Transportation (ODOT) will conduct a feasibility analysis to determine where value pricing may be successfully applied on these corridors and what the impacts of each option will be. Throughout this process, ODOT will work with local government officials and stakeholders and seek public input so that the voice of all those who may be affected can be heard.

Purpose of Charter

This charter is intended to provide a clear and mutually agreeable statement of the roles and responsibilities of Policy Advisory Committee (Committee or PAC) members, ODOT staff and OTC. It also identifies the way in which the Committee will operate, including decision-making processes, meeting conduct and communication. Once agreed upon by the Committee, the charter will guide the work and conduct of the Committee in an open and transparent process.

Purpose of the Committee

The Value Pricing Policy Advisory Committee shall advise the OTC in implementing Section 120 of HB 2017 by:

- evaluating options to implement value pricing to reduce congestion on I-5 and I-205 in the Portland area based on factors provided below by the Commission
- considering public input for the various options



- considering effects and potential mitigation strategies for options
- providing input and recommendations on value pricing to the Commission to inform their proposal prior to applying to the Federal Highway Administration

Committee Composition

As directed by the OTC, the Committee will be composed of approximately 20 voting members representing a variety of interests and perspectives, including:

- Oregon Transportation Commission
- Oregon Department of Transportation
- City, county, and metropolitan planning organization officials from Oregon and Washington
- Highway users
- Advocates for equity, social justice, and environmental justice
- Public transportation
- Environmental advocacy groups
- Port of Portland
- Business community

The PAC will also include an ex officio member representing FHWA.

Should a member be deemed to no longer represent their constituents, agency or organization (through change in office, position or other circumstance) the OTC reserves the right to revisit the committee's standing membership to ensure the committee's representativeness.

As directed by the OTC, Committee members will be appointed by the ODOT Director.

The full Committee will meet about six times between fall 2017 and summer 2018. It will be facilitated by a neutral facilitator. Meeting observers are asked to silently observe the meeting. An opportunity for public comment to the Committee will be provided at each meeting. In addition, a dedicated email address enables the public to provide comment directly to the Committee.

Committee Responsibilities

Members will be responsible for representing stakeholder organizations, communicating routinely with their constituencies and providing recommendations to the Oregon Transportation Commission.

As described in Section 120 of HB 2017, value pricing is designed to relieve congestion on I-5 and I-205 in the Portland metropolitan region. The OTC intends to evaluate value pricing options that will address congestion through one or more of the following means.



- **Managing congestion:** Value pricing used to manage demand and encourage more efficient use of the transportation system by shifting trips to less congested times or designated lanes through pricing and/or maximizing the use of other modes to improve freeway reliability.
- **Financing bottleneck relief projects:** Value pricing used as a means to finance the construction of roadway improvements that address identified bottleneck projects that will improve the efficient movement of goods and people.

When **evaluating value pricing options**, the Committee shall at a minimum consider the following factors, and others as appropriate:

- **Revenue and cost:** To what extent the option will raise sufficient revenue to cover the cost of implementing value pricing as well as the ongoing operational expenses, including the costs of maintenance and repairs of the facility.
- **Traffic operations improvements:** To what extent the option will improve the traffic operations of the priced facility, including but not limited to increasing reliability and mitigating congestion.
- **Diversion of traffic:** To what extent the option will cause diversion to other routes and modes that will impact the performance and operations of other transportation facilities, including both roads and transit service.
- **Adequacy of transit service:** To what extent public transportation service is available to serve as an alternative, non-tolled mode of travel.
- **Equity impacts:** Whether the option will disproportionately impact environmental justice households or communities and to what extent mitigation strategies could reduce the impact.
- **Impacts on the community, economy, and environment:** Whether and how the option will impact the surrounding community, economy, and/or environment and the economy of the state in general.
- **Public input:** To what extent the public supports a particular pricing option as a way to address congestion.
- **Consistency with state and regional law and policy:** Whether the option will comply with existing Oregon Transportation Commission policies, state laws, and regional planning regulations.
- **Feasibility under federal law:** Whether the option is allowable under federal tolling laws or will require a waiver under the Value Pricing Pilot Program or some other authority.
- **Project delivery schedules:** Whether a value pricing option has the potential to alter the expected delivery schedule for a project on the corridor.

The Committee will also serve as a communications link between the feasibility analysis and stakeholders. Members will convey project-related information to and from respective communities and interest groups, and identify stakeholders and help facilitate contact with those groups and individuals.



Process and Protocols

The purpose of the Committee is to allow a diversity of perspectives to help shape the design of key elements of the project in the project area. While the Committee is advisory and does not have decision-making authority, the Committee will be called upon to provide insight, observations, feedback and recommendations to the OTC. All Committee feedback will be respectfully considered, in addition to technical findings and input received from the broader public. The OTC is the tolling authority in Oregon and will make the decision about what to submit to FHWA for approval.

Committee Recommendation Development Process

All members are encouraged to challenge themselves and each other to think creatively and to approach the feasibility analysis with an open mind. While it is important to identify problems, it is even more important to seek thoughtful solutions that advance the conversation.

The Committee's work will center on providing recommendations to the OTC by mid-2018. Recommendations will, at a minimum, address the following questions:

- Based on the considerations described under Committee Responsibilities, what location(s) on I-5 and/or I-205 are best suited to implement value pricing?
- For the recommended location(s), what type of value pricing should be applied?
- What mitigation strategies should be pursued based on their potential to reduce the impact of value pricing on environmental justice communities or adjacent communities?

At key milestones, votes may be taken. Majority and minority opinions may be included in the recommendation.

An ex officio member of the committee will not take part in any votes, but may be asked to provide their insight or expertise in the development of minority or majority statements.

Meeting Protocols

- Meetings will be actively facilitated to ensure that discussions are consistent with the Committee charter and to ensure that feedback and recommendations are advanced from the group in a timely manner.
- Two Oregon Transportation Commissioners will serve as co-chairs for the Committee. In this role they will provide input to meeting agendas and act as active liaisons to the Oregon Transportation Commission.
- The facilitator will be a 'content neutral' party who ensures that all committee members have an equal opportunity to participate.
- Members agree to follow the meeting ground rules agreed to by the Committee as established with the group's facilitator, including:



- Silence electronics.
 - Ask questions of each other to gain clarity and understanding.
 - Express yourself in terms of your preferences, interests, and outcomes you wish to achieve.
 - Listen respectfully, and try sincerely to understand the needs and interests of others.
 - Be curious and willing to learn and contribute.
 - Honor each other by being honest, authentic, and brave.
 - Respect timelines by being concise and brief with comments and questions.
 - Seek common ground.
-
- Members agree to give the facilitator permission to keep the group on track and table discussions as needed to keep the group moving.
 - Meetings will be scheduled in advance and attendance is important given the limited number of meetings and the fast-paced schedule provided by HB 2017. Members will make their best effort to attend all meetings. Members will notify the facilitator or designated staff in advance if unable to attend and will provide written comments or vote prior to the meeting. Alternates are not allowed.
 - Should members be absent for more than two consecutive meetings, the OTC reserves the right to reconsider their standing membership in the Committee, and may offer their membership to another party. An alternate member may not be nominated to participate in the meeting on behalf of a standing Committee member.
 - Ex Officio members will actively participate in conversations, sharing their perspectives and expertise with the group. Ex Officio members will not participate in votes or the development of minority or majority statements.
 - Public notification of Committee meetings will occur at least one week in advance and the agenda and meeting materials will be made available on ODOT's Value Pricing website.
 - The project will make every effort to ensure meeting materials are finalized at the time of electronic distribution to Committee members, however, there may be instances where updated versions of materials are provided; in these cases, staff will describe the changes. Please review all materials in advance and come prepared to participate.
 - A printed version of materials will be provided to all members at the commencement of the meeting and posted on the website.
 - Meetings will begin and end on time. If agenda items cannot be completed on time, the committee will decide if the meeting should be extended, an additional meeting scheduled, or the discussion continued at the next scheduled meeting.
 - Meeting summaries will be produced for each meeting by the project team to reflect group discussion, feedback, areas of agreement and tasks and assignments related to advancement of the group's work. Draft summaries will be distributed,



and committee members given the opportunity to clarify or edit the summary to make sure it accurately reflects the meeting.

- Meeting summaries will be published online after Committee members have been provided an electronic copy of the summary for their information or clarification if required.
- Members are asked to silence mobile phones and electronic devices and refrain from personal live streaming or other use of social media during the committee meeting sessions.

Communication

- Members will share information with their organizations and/or constituents, gather information from their constituents to help inform committee discussions and encourage their participation in the process.
- Members will not take actions or discuss issues in any way that undermines an open and transparent group process.
- Members will notify designated ODOT staff of all requests from the media. If members do speak with the media, they will clarify that they are speaking as an individual and not speak on behalf of the project or the Committee, nor characterize the points of view of other members.
- The facilitator and supporting staff will be available at and between meetings to address questions, concerns and ideas. The facilitator and staff will respond to all member inquiries in a timely manner.
- The facilitator may contact Committee meeting members between meetings to address any potential areas of concern or conflict that may arise during the committee process.



Committee Member Name	Signature	Date
Tony DeFalco Verde		
Craig Dirksen Metro		
Marie Dodds AAA Oregon		
Chris Hagerbaumer Oregon Environmental Council		
Marion Haynes Portland Business Alliance		
Matt Hoffmann Fred Meyer		2/28/18
Katrina Holland Community Alliance of Tenants		
Jana Jarvis Oregon Trucking Association		2.28.18
Gerik Kransky The Street Trust		2/28/18
Bernie Bottomly TriMet		
Anne McEnemy Ogle City of Vancouver		2/28/18
Sean O'Hollaren Oregon Transportation Commission		2-28-2018
Eileen Quiring Clark County		
Curtis Robinhold Port of Portland		
Roy Rogers Washington County		2/28/18
Brendan Finn City of Portland		
Vivian Satterfield OPAL Environmental Justice Oregon		
Paul Savas Clackamas County		
Alando Simpson Oregon Transportation Commission		
Kris Strickler Washington State Department of Transportation		
Pam Treece Westside Economic Alliance		2/28/18
Jessica Vega Pederson Multnomah County		2/28/18



Committee Member Name	Signature	Date
Park Woodworth Ride Connection		2/28/18
Rian Windsheimer Oregon Department of Transportation		2/28/2018
Ex Officio Committee Member Name	Signature	Date
Phil Ditzler Federal Highway Administration		
Facilitator	Signature	Date
Penny Mabie Envirolssues		



ATTACHMENT C: MITIGATION STRATEGY INFORMATION

- C1. Mitigation strategy examples and themes from PAC meeting 4
- C2. Summary of PAC discussion from PAC meeting 4, April 11, 2018



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C1. Mitigation strategy examples and themes from PAC 4

PAC priority mitigation recommendation:

Improved public transportation access and availability

Examples of options deployed in other US tolling programs

- § New transit routes / services on priced roads
- § New / expanded park & ride locations
- § Free HOV2+ or 3+ use
- § More frequent bus service
- § Transit rewards incentive program
- § Benchmark peak period tolls with transit fares
- § Universal pass: link toll accounts with transit accounts

Other PAC considerations

- § Provisions should be in place prior to implementation of pricing.
- § Public transportation options should include carpool/vanpool incentives and options.
- § Benefits should extend to environmental justice, including low-income, populations
- § Concept B has public transportation options but has capacity pressures today.
- § Concept E and the corridor to Stafford Road have very few public transportation options.
- § Explore and clarify eligibility of out-of-state public transportation options under Oregon constitutional restrictions on highway fund revenues.

PAC priority mitigation recommendation:

Special provisions for low-income populations

Future deployment options

- § Discounts, credits, subsidies, and/or rebates on tolls
- § Lifeline tolling registration (e.g. tagged to transit validation)
- § Universal accounts – provide multimodal benefits
- § Cash-based accounts

Other PAC considerations

- § Identify mitigation strategies for low-income populations that have eligibility for Washington residents.
- § Design the system to be clear and easy to use for everyone, including non-English speakers.



PAC priority mitigation recommendation:
 strategies to address inappropriate diversion of highway traffic to surface streets

Examples of diversion mitigation options used in the US Design tolling system to minimize unwanted diversion

- § Traffic calming on impacted arterials and neighborhood streets
- § Advanced traffic management
- § Bans on heavy vehicles from neighborhood streets
- § Improvements for pedestrian and bike infrastructure

Other PAC considerations

- § Note that diversion tends to be very specific to the location and type of pricing program. Future concept implementation would be designed to minimize negative diversion.
- § There are several types of diversion:
 - *Diversion from local system to the freeways* is drawing vehicles back to the freeway that currently are diverting onto the local and arterial road network.
 - *Diversion from freeways to other modes or times* reflects trips shifting to different modes or times of day.
 - *Diversion balancing* is between the I-5 and I-205 – today ODOT manages this balance via variable message signs and other tools
 - *Diversion from freeways to the local system* is traffic diverting onto the local and arterial road network in response to pricing or congestion.
- § More precise origin and destination analysis is needed to better understand diversion to local and arterial roadway network and mitigation needs.
- § All efforts should be made to design pricing concepts to minimize diversion of through traffic from freeways to the local system. (Local traffic should stay on local roads; regional traffic should be carried by freeways.) Diversion mitigation should include considering the termini. For example, Concept E could consider the use of ramp tolls, or other design variations.



C2. Summary of PAC discussions from PAC meeting 4

FINAL Meeting Summary: Policy Advisory Committee Meeting 4

DATE: April 11, 2018

LOCATION: ODOT Region 1, 123 NW Flanders Street, Portland; Conference Room A/B

TIME: 1:30 pm – 4:30 pm

MEETING OBJECTIVE

- Begin transition from learning stage to developing PAC recommendation(s) for OTC consideration, starting with a focus on benefits and strategies to address potential impacts.

ATTENDANCE

Bernie Bottomly (TriMet), Tony DeFalco (Verde), Craig Dirksen (Metro), Phil Ditzler (Federal Highway Administration), Brendan Finn (City of Portland), Chris Hagerbaumer (Oregon Environmental Council), Marion Haynes (Portland Business Alliance), Jana Jarvis (Oregon Trucking Associations), Gerik Kransky (The Street Trust), Anne McEnery-Ogle (City of Vancouver), Sean O'Hollaren (Oregon Transportation Commission), Eileen Quiring (Clark County), Curtis Robinhold (Port of Portland), Paul Savas (Clackamas County), Alando Simpson (Oregon Transportation Commission), Kris Strickler (Washington Department of Transportation), Pam Treece (Westside Economic Alliance), Jessica Vega Pederson (Multnomah County), Rian Windsheimer (Oregon Department of Transportation), Park Woodworth (Ride Connection).

AGENDA ITEMS AND SUMMARY

TOPIC: WELCOME AND AGENDA REVIEW

Facilitator Penny Mabie (Envirolssues) led introductions; reviewed the agenda, Portland Metro Area Value Pricing Feasibility Analysis timeline and meeting materials and provided an overview of the meeting structure.

TOPIC: COMMENTS FROM PAC CO-CHAIRS

Alando Simpson and Sean O'Hollaren (Oregon Transportation Commissioners and PAC co-chairs) provided opening comments. Key points included:



- The PAC is about to cross the halfway point, which is an exciting time. Given the amount of information and interest this project has received, today will be a very impactful meeting.
- It is important to get all issues out on the table, and today's meeting is an opportunity to do so.

TOPIC: PUBLIC COMMENT

Penny welcomed public comments and asked individuals to hold their comments to 90 seconds. The following is a summary of comments heard during the public comment period:

- § I'm very concerned about diversion. We need to get our priorities right. I participated in the Columbia River Crossing process and we looked at the impact of tolling on the I-5 corridor. It was going to be chaos. I've spent my life in supply chain management and creating systems that allow businesses to make money: if we put together a value pricing system that inhibits our ability to do business, it's a lose-lose situation. People I've talked to have said they'd rather pay a higher gas tax or have anything other than a tolling system. We need new capacity. I'm not against tolling if it was part of creating new capacity like a Westside bypass. We can't put a stopper in the road. Ultimately, I don't think we're going to see this work and run efficiently and smartly.
- § The Western Arterial Highway is the most sensible solution because it's not an interstate freeway. It could connect existing highways and improve travel times. Tolling could bring some benefits, but there are factors to consider. Population growth is a consideration. As the economy grows, we have Californians and Washingtonians moving here. And the other factor is more freight. I agree with needing more capacity.
- § Why is the staff rather than the 25 PAC members controlling the process? At the end of the last meeting, PAC members were leaving and a staffer said – we didn't reach a consensus. Who's in charge? It's not the PAC members. The ODOT staff recommended narrowing down the choices. None of the PAC members got to rank their options. Why not? The PAC could have ranked them to include their voices. Staff didn't include option 4 for further study and evaluation. We were told this wasn't advancing due to astronomical cost, but there was no explanation or cost estimates.
- § There is a lot of negativity and denials as far as who will be disadvantaged by Value Pricing. I want to continue to encourage collaboration with Clark County and ODOT leadership. It will be fruitful. When this is done, I hope we can get a new I-5 bridge.
- § West Linn sits on the 205 bottleneck. There is already diversion in West Linn. The city recently got funding to upgrade Highway 43, but imagine what will happen with diversion when Highway 43 is under construction. We recently had a survey – more than 2/3 of respondents said traffic and congestion were major concerns. This is even before tolling. I ask you: don't do any tolling before I-205 and Abernethy Bridge is widened.



- § I appreciate ODOT and this committee's efforts. West Linn is quite distraught about I-205 being left out of the transportation package for adding capacity. My concern is that this well intended effort for value pricing will create a monster on its own, which will distract us from a broader transportation strategy. Value pricing should be used as a tool, but this program won't be available for another 10 years. So, I ask: what are we supposed to do in the next 10 years (when we are already in gridlock and have severe diversion)? With population growth, the scenario is disturbing. We need alternative modes and recommend a broader transportation strategy, such as light rail. We need a better framework to help our communities connect and to address quality of life issues.
- § I am a resident of Northeast Portland. It appears daily working-class drivers don't have seats on this committee. Any tolling will add congestion on local and neighborhood streets. New lanes need to be added and non-tolled routes must be upgraded and easily accessed with signage. The bridges must be toll free and tolling must be contingent on fixing the I-5 bottleneck. Any money must be used to increase motor vehicle capacity, not to subsidize alternative infrastructure. If bike lanes are determined to have value, bicyclists must pay user fees. Tolling is an inequitable money grab.
- § I live in Clackamas County and have a background in materials handling. I go back to the original Legislation in Salem. We started with an \$8-billion bill that went to \$5-billion. One of my biggest concerns was the prioritization issues. What we heard in Clackamas County was that we'll look at tolling and study I-205. This area has the most potential – the growth out there is exploding. We are killing commerce. We are discussing the equity of tolling, at the same time – where does the authorization for tolling come from? How did we get from the legislative bill to here? There isn't discussion of equity. The core issue is that we have a desperate need that isn't being addressed.
- § I am surprised there isn't an option to toll all Portland area freeways, including I-84, US 26, OR-217, I-405, etc. Additional tolled freeways would have the lowest price per vehicle. Second, it is the most equitable. Third, it has the greatest potential to reduce congestion and improve commute times of anything available. Fourth, it is explicitly authorized by House Bill 2017. I encourage the committee to get that option on the table.
- § I haven't heard anyone talk about demand management. The Oregon Legislature made a decision on tolling, so the PAC is doing the best they can on how to implement it, which is their job. I encourage you [the PAC] to keep doing this. I encourage you to think about what we're trying to do: control the demand for highway lanes. I encourage you to keep doing the work and don't be swayed by people who should have made the no tolling argument to the legislature, not here. Think about this being another alternative in addition to more transit. Keep doing the work.
- § In Missouri, I dealt with a lot of the same circumstances. I'm glad the FHWA and trucking is here. I drive the I-5 corridor every day, the biggest thing is: band aids never fix anything. The tolling idea will never fix anything. All it's going to do is push the traffic to the city streets, which are already congested. The City of Portland has accidents every day because of the traffic on city streets. You need another bridge – another corridor. The trucking industry is panicking. If you don't



build a new highway and another bridge, you're never going to get ahead. Also, with the federal government, you can get it done in five years. Have a vision for the future.

- § I think this is an awesome idea. I think congestion pricing is great and you're following the mandate of the Legislature. We have something called induced demand, which means if you build more lanes, more cars will fill the lanes. I would love to see I-5 a transit corridor. The PAC is doing a great job, so thank you.

Penny closed the public comment period by thanking the public for keeping their comments to 90 seconds and encouraging use of additional forms of participation, such as the online Open House.

Penny asked PAC members if they approved the Meeting #3 summary. Comments included:

- § One of the earlier public speakers summarized the meeting well, as far as discussion and lack of direction. We're steam rolling ahead and some of the comments made last meeting don't seem to be recognized. The minutes don't reflect that comment or concern. I'm not asking for edits, but I want to get this on record.

PAC Action: Meeting #2 summary was approved without change.

TOPIC: PUBLIC PARTICIPATION UPDATE

April deLeon-Galloway (Oregon Department of Transportation) and Alex Cousins (EnviroIssues) gave a presentation on the public participation process and results. To date, public participation included: 1,700 visitors to online open house; 3,500 views of the overview video; 260 people at 3 events; 2,100+ completed questionnaires; and 1,200 email and voicemail comments. April and Alex also provided a summary of the Title VI/Environmental Justice discussion groups, including who was involved and what feedback was provided. Key feedback included: congestion is a problem; pressures of population growth are putting a strain on existing road capacity; questions about the effectiveness of congestion pricing; and concerns about disproportionate impacts and affordability of tolling. Alex covered distinctions in March engagement compared to Winter engagement input. Title VI/Environmental Justice groups expressed a stronger reliance on I-5 and I-205; the housing crisis has pushed low income families further out; higher degrees of skepticism that value pricing will work; more uncertainty about impacts; more sensitivity to the financial burden of tolls and less flexibility to change travel times. Throughout the presentation PAC members were encouraged to ask questions and provide comments. PAC member discussion included:

**Responses are indented and italicized.*

- § Do we have access to the questionnaires?
○ *The appendices online include the questionnaire.*



- § Thank you to Judith Gray and her team for making presentations in Vancouver. We are looking forward to another.
- *There will be an Open House in Vancouver on April 30th, 2018.*

TOPIC: PAC WORK SESSION: BENEFITS AND STRATEGIES TO ADDRESS POTENTIAL IMPACTS (PAC DISCUSSION)

Penny transitioned the PAC to the mitigation workshop and discussion portion of the meeting.

David Ungemah (WSP) opened the work session by providing an overview of mitigation strategies to help PAC members with their small group discussions. David began by encouraging PAC members to think about the input environmental justice communities have; how benefits would be shared; what choices would exist and for whom; how impacts would be experienced; and what strategies can be done to better distribute benefits and mitigate impacts. In addition, David said that there are existing inequalities in transportation to consider. He then explained that mitigation pertains to certain rights defined by federal regulation, particularly Title VI of the Civil Rights Act of 1964. Title VI and Environmental Justice include: race, color, national origin, income and limited English proficiency (LEP). Mitigation strategies from other states include incentives and discounts, enhanced multi-modal investments and special access programs, in addition to traffic diversion strategies.

David encouraged the PAC to be creative in thinking of mitigation strategies. David concluded by emphasizing now is the time to think about mitigation techniques, so they can be applied to any pricing concepts that may move forward.

PAC members were divided into four small table groups, with a facilitator at each table. The groups discussed the key concerns heard to date, potential mitigation strategies to address these concerns, key considerations for each strategy and the concept most relevant to the concern. Groups were asked to focus on at least three issues. In addition, project staff circulated the room to answer technical questions. Penny walked the PAC through an example of the worksheet. During the PAC work session, audience members were given a similar version of the worksheet to complete.

**See appendices for PAC meeting materials.*

WORK SESSION: REPORT OUT

Penny led the table facilitators in reporting out on the PAC discussion groups. The following summarizes statements made during the report-out from these discussions.

**See appendices for a complete summary of workshop outcomes.*

Issue 1: Disproportionate impacts on low-income drivers.

Key points on mitigation strategies included:

- Providing a cash-based payment system.



- Providing a priced lane and providing free use of the general-purpose lane.
- Providing transit accessible to affordable housing.
- More affordable housing.
- Priority access to jobs for low-income residents – a job development aspect.
- Provide toll credits for people who take transit.
- Implement dynamic pricing: higher pricing when the roads are congested and a much lower rate when the roads are not congested.
- Focus on strategies for both Washington and Oregon residents.
- Provide transit incentives, discounts, and subsidies.
- Make using modes of transportation seamless.
- § Issues specific to geographic areas should be considered.

Issue 2: How do we know pricing will be effective?

Key points on mitigation strategies included:

- § One strategic consideration is the need for a long-term transportation plan. Given the growth our region is experiencing, we can't have performance measures that are a snapshot in time. We need a long-term metric of success that considers ongoing growth, a short-term metric of success, and to consider tools to employ next.
- § The effectiveness of pricing (issue 2) is tied to how the revenue will be used (issue 7).
- § How is effectiveness defined? Is it reducing congestion, is it raising revenue or some combination of the two?
- § Changing behavior might not work because the options are not currently available (e.g. transit, biking or walking).
- § Consider how to interpret the statute (the constitutional requirements regarding toll revenue and roadway spending)
- § Regarding data points about discretionary trips – there is a lack of clarity and source(s). This data might be outdated.
- § The evidence of success needs to be corridor- and system-wide, and not just focused on a small area.

Issue 3: Traffic diverting to local streets and neighborhoods.

Key points on mitigation strategies included:

- § Discourage traffic moving onto local streets.
- § Improve arterials.
- § Use dynamic pricing.
- § Consider looking at successes elsewhere to understand the history and understand how much diversion occurred.
- § Consider supply side strategy to address available land and transportation options.
- § Provide better and faster transit service.
- § Provide low-income transit fares.
- § Facilitate employer incentives for carpools in toll lanes.
- § People are already diverting onto local streets.
- § More study is needed to understand diversion.
- § Diversion depends on which Regional Transportation Plan (RTP) projects are built.



- § There are issues with transit currently, including unfair policing of low-income as well as low-income fare considerations.
- § Consider how apps like Waze and Google Maps might encourage people to divert onto local streets.

Issue 4: Priced lanes might be confusing and difficult to understand.
No comments.

Issue 5: Some communities and locations don't have other options to driving on the freeway.

Key points on mitigation strategies included:

- Deduct the price of tolls from Washington drivers' income taxes. That could also be a strategy for low-income drivers.
- Add capacity to provide more options while preserving unpriced general purpose lanes.
- Put more transit on the freeways.
- There might be legislative considerations for the income tax suggestion.
- The revenue for increasing capacity could be helpful, particularly for concept A and perhaps concepts C and D.
- People have limited options and low-income drivers need to be considered in a different way.

Issue 6: No transit, biking and walking options exist.

Key points on mitigation strategies included:

- § Increase the availability of transit.
- § Add more transit service or add transit in the first place.
- § All kinds of transit and transit choices should be considered: rail, bus, water, as well as access to those transit options through walking and biking.
- § Create partnerships with agencies to look at pairing investments.
- § Consider the stretch on I-205 with limited or no transit or bike options.
- § Strategies could include more alternative mode options.
- § The team should be looking at examples in other states.

Issue 7: How will toll revenue be used?

Key points on mitigation strategies included:

- § Suggest spending revenue on added capacity and improving infrastructure.
- § There is a disconnect regarding what the revenue can be spent on. There is desire to have that clarified.
- § A user-fee based model is most effective.
- § The PAC needs to look bigger picture for this process and projects, including looking beyond pricing applications on solely the I-5 and I-205 corridors.

Other concerns: Supporting unbanked populations

Key points on mitigation strategies included:

- § Provide a cash-based system in places where transit passes are sold.
- § Develop a universal pass for transit, tolling and bike share.



- § Concern with helping the unbanked population – 16% of non-white people don't have access to banks, while 5% of whites do not have access.
- § The bill by mail option might not work because individuals frequently move.
- § Paying the toll needs to be easy – with low barriers.
- § Undocumented individuals might have concerns with accessing the toll and banking systems.

Penny asked PAC members if they had additional comments on strategies developed at this workshop for the technical team to use for further consideration. PAC member feedback included:

**Responses are indented and italicized.*

- § In general, these are worthwhile strategies to approach the issues we've talked about. But I still question the ability to be specific when there are a lot of assumptions about what our road structure will look like in 2027. I'm concerned about having a realistic idea of what people will be driving on when congestion pricing is in effect. This is something we brought up last meeting, but I want to stress my desire to see more flexibility in the modeling – perhaps as projects are completed.
- § As we were discussing, we had a few realizations – there are some givens as to where this money is going in the short term and the long term. It would be nice to see the list of projects and how they are going to look out over the time line. If tolling is going to be paying for the projects in House Bill 2017 – what is the cost and when are they phased in?
 - *The use of the tolling revenue has not been identified for any particular project(s). This is an OTC decision. In the policy memo, this is addressed – there is a budget note on I-205 which sunsets at the end of the biennium. The PAC can weigh in on how toll revenue could be used. We do have constitutional restrictions and there are policy guidelines, but there isn't a presumption that the revenue will pay for specific projects. This is an area for the PAC to give a recommendation on.*
- § Let's include in our recommendation where revenue should go.
- § There are questions about the timing around conducting an analysis on Title VI. It would be good to have a discussion on how we can possibly speed up some of that analysis.
- § We didn't get to the third column of the worksheet, which applies these strategies to each concept. The objective is unknown: where we're going to spend the revenue, understanding we want to first reduce congestion. Not understanding where the revenue is going will impact our decision on concept A, B, C or D as well as what mitigation strategies we will select.
- § Today we've talked about concerns around tolling and mitigation strategies. A lot of what we've identified is technical and administrative. At a policy level, the point needs to be made that these strategies can't be looked at separately from the tolling plan. They need to be part of it. We should include the reduction of the three regional bottlenecks as part of the tolling program, not separately from it.



Penny asked the PAC members if there were any other last thoughts about the issues, strategies or considerations they wanted to share beyond the mitigation strategies that had been identified in the work session and opened the discussion to any remaining thoughts from the PAC. Member comments included:

- As the technical team goes forward and looks deeper into the options, there are a lot of conversations about transit. These two discussions need to be married in some way. [I sit on the \[House Bill 2017\] Transit Advisory Committee, too](#). How can we make tolling more successful based on where those transit investments should be made? I want to encourage collaboration between ODOT, TriMet and C-tran and the larger transit community. For a lot of these issues, transit is an option. The PAC should be clear with the OTC that you can't talk about one or the other, but you have to talk about both.
- I would like to hear more about how freight is addressed. In the presentation, we heard about how freight can't access the priced lanes, so I'm curious how that gets addressed.

TOPIC: NEXT STEPS

Penny outlined the next steps and provided a schedule for the remaining PAC meetings. Commissioner O'Hollaren closed the meeting by thanking the PAC for their engagement and time:

- This feedback is very meaningful. As a commissioner, what we've heard is hugely helpful.
- We ultimately have a mandate from the legislature to make a recommendation to the FHWA.
- We may need to look at this holistically – not just these two areas, but a whole loop around Portland. It's a three-tiered chess game: There are multiple levels, not all corridors have the same options – there are more viable options in some travel corridors. Can we create more transit options in other corridors?
- We all want to know – where is the money going? The legislature creates a congestion relief fund and leaves it to the commission. The congestion relief fund would go towards congestion relief projects for the corridor.
- Congestion pricing has a myriad of impacts – some change behavior, some incentivize people to look elsewhere to be more efficient. It's on us to create those alternatives and to thoroughly study the impacts.
- We recognize this isn't a crystal-clear process, but the intent is that we've embraced and heard different views and do the best possible job to make a decision. When we do make that decision, it won't address all the concerns, but this is nonetheless helpful for us to make our decision.
- I appreciate everyone's willingness to dive deep. Oregon has a history of being creative and innovative and learning from others – knowing it's not apples to apples. Our unique geography and situation means we can't take what others have done and implement it here. Our neighbors to the north, however, have implemented this and there's a lot to learn from them. Vancouver is part of our



community, and we must look at our broader community to figure out if we can do this holistically.

- We can't buy our way out of this problem: we are growing much faster than our ability to solve congestion. We have a lot to do with some options. We need to get moving and take some steps – there isn't a silver bullet that solves it all.

The meeting was adjourned at 4:20 pm.



Appendix: PAC Work Session Output

WHAT WE'VE HEARD	STRATEGIES	CONSIDERATIONS	CONCEPTS
<p>Pricing will have disproportionate impacts on people with low incomes or otherwise disadvantaged groups:</p> <ul style="list-style-type: none"> ∅ Toll discounts, subsidize rates and programming ∅ Helping unbanked populations ∅ Bi-state low income strategy ∅ Affordable housing ∅ Transit and transit incentives ∅ Dynamic variable pricing ∅ System technology 	<p>Toll discounts, subsidize rates and programming:</p> <ul style="list-style-type: none"> • For low income groups • For Environmental Justice groups • Carpool and a greater discount for more people in cars • Disabled and seniors should have access to free credit van programs • Enhanced ridesharing and vanpool programs especially in areas without good transit • Discount rates for carpools, and perhaps greater discount for more people in car • Improve arterials so people have a non-tolled option • Employer incentives for carpools and tolls • Credits for transit use 	<p>Toll discounts, subsidize rates and programming:</p> <ul style="list-style-type: none"> • Use existing programs to identify low income qualification • Low income to pay less if already in a qualifying program for low income people eg: snap program (food stamp program) • Environmental Justice communities are located along corridors • Unfair policing of transit fares • Connect decisions with demographic and job data • Some van programs for disabled and seniors should be free or have credits 	<p>Toll discounts, subsidize rates and programming:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> All concepts <input type="checkbox"/> Concept A: Northern I-5 Priced Lanes <input type="checkbox"/> Concept B: Priced Roadway between Going St./Alberta St. and Multnomah Blvd. <input type="checkbox"/> Concept C: Priced Roadway – Toll All Lanes <input type="checkbox"/> Concept D: I-205 Priced Lane – OR99E to Stafford Rd. <input type="checkbox"/> Concept E: Abernethy Bridge Priced Roadway
	<p>Supporting unbanked populations:</p> <ul style="list-style-type: none"> • Cash discounts • Cash-based system such as what is used in the L.A. system • Pass system for transit 	<p>Supporting unbanked populations</p> <ul style="list-style-type: none"> • 16% of nonwhite don't have access to banks • 5% white people don't access bank • Bills and payment by mail may not work because unbanked populations may move more often 	<p>Supporting unbanked populations:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> All concepts <input type="checkbox"/> Concept A: Northern I-5 Priced Lanes <input type="checkbox"/> Concept B: Priced Roadway between Going St./Alberta St. and Multnomah Blvd.



WHAT WE'VE HEARD	STRATEGIES	CONSIDERATIONS	CONCEPTS
		<ul style="list-style-type: none"> • Trouble accessing the systems • Need cash accessible options 	<ul style="list-style-type: none"> <input type="checkbox"/> Concept C: Priced Roadway – Toll All Lanes <input type="checkbox"/> Concept D: I-205 Priced Lane – OR99E to Stafford Rd. <input type="checkbox"/> Concept E: Abernethy Bridge Priced Roadway
	<p>Bi-state low income strategy:</p> <ul style="list-style-type: none"> • Must apply to both sides of the river. • Consider a Federal Program • Revenue sharing between states for low income strategies • Need reasonable choices as low income is a geographic issue too 	<p>Bi-state low income strategy:</p> <ul style="list-style-type: none"> • Will also have disproportionate impact on specific geographies, and this is linked to the concern that some communities and locations don't have another option to driving on the freeway • Revenue generated in Oregon also be used in Washington to support low-income drivers • These strategies need to be applicable to residents of Washington not just Oregon • HB 2017, 217/Rose Quarter/funded. 	<p>Bi-state low income strategy:</p> <ul style="list-style-type: none"> <input type="checkbox"/> All concepts <input checked="" type="checkbox"/> Concept A: Northern I-5 Priced Lanes <input type="checkbox"/> Concept B: Priced Roadway between Going St./Alberta St. and Multnomah Blvd. <input type="checkbox"/> Concept C: Priced Roadway – Toll All Lanes <input type="checkbox"/> Concept D: I-205 Priced Lane – OR99E to Stafford Rd. <input type="checkbox"/> Concept E: Abernethy Bridge Priced Roadway
	<p>Affordable housing:</p> <ul style="list-style-type: none"> • Housing near transit and near jobs • Priority for low income • Develop jobs in areas where people already live • Priority job access program for lower income 	<p>Affordable housing:</p> <ul style="list-style-type: none"> • Key groups, including low-income groups, may be pushed farther out of the metro area, which compounds low income effect. 	<p>Affordable housing:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> All concepts <input type="checkbox"/> Concept A: Northern I-5 Priced Lanes <input type="checkbox"/> Concept B: Priced Roadway between Going St./Alberta St.



WHAT WE'VE HEARD	STRATEGIES	CONSIDERATIONS	CONCEPTS
	<ul style="list-style-type: none"> Make reasonable choices for pricing, knowing what we are buying. 	<ul style="list-style-type: none"> Example of urban renewal impact tradeoff 	and Multnomah Blvd. <input type="checkbox"/> Concept C: Priced Roadway – Toll All Lanes <input type="checkbox"/> Concept D: I-205 Priced Lane – OR99E to Stafford Rd. <input type="checkbox"/> Concept E: Abernethy Bridge Priced Roadway
	Transit and transit incentives: <ul style="list-style-type: none"> Shoulder conversion for transit C-Tran services exempt from tolls Tri-Met services exempt from tolls Credits for transit use Transit credits Grow and expand transit options Employer strategies Mechanisms and models to make alternatives, such as the Hop Pass, transit, bike, C-Tran, seamless. Low-income fares for transit affordability Better transit options, more transit and more transit infrastructure 	Transit and transit incentives: <ul style="list-style-type: none"> Constitution: funds must be used back on the corridor itself for infrastructure improvements on the roadway Is there eligibility for funds to be spent on transit on parallel facilities? Can transit funding go to C-Tran and consider incentives for C-Tran use? Creates unfair stress on low income 	Transit and transit incentives: <ul style="list-style-type: none"> <input checked="" type="checkbox"/> All concepts <input type="checkbox"/> Concept A: Northern I-5 Priced Lanes <input type="checkbox"/> Concept B: Priced Roadway between Going St./Alberta St. and Multnomah Blvd. <input type="checkbox"/> Concept C: Priced Roadway – Toll All Lanes <input type="checkbox"/> Concept D: I-205 Priced Lane – OR99E to Stafford Rd. <input type="checkbox"/> Concept E: Abernethy Bridge Priced Roadway
	Dynamic variable pricing: <ul style="list-style-type: none"> Only apply tolls when congested A new priced lane and a new general-purpose lane 	Dynamic variable pricing: <ul style="list-style-type: none"> Difficult to budget with variable public toll rate 	Dynamic variable pricing: <ul style="list-style-type: none"> <input checked="" type="checkbox"/> All concepts <input checked="" type="checkbox"/> Concept A: Northern I-5 Priced Lanes



WHAT WE'VE HEARD	STRATEGIES	CONSIDERATIONS	CONCEPTS
	<ul style="list-style-type: none"> No tolls at certain times, and only apply toll when congested Variable price when roads are congested (<u>dynamic</u>) 		<ul style="list-style-type: none"> <input type="checkbox"/> Concept B: Priced Roadway between Going St./Alberta St. and Multnomah Blvd. <input type="checkbox"/> Concept C: Priced Roadway – Toll All Lanes <input type="checkbox"/> Concept D: I-205 Priced Lane – OR99E to Stafford Rd. <input type="checkbox"/> Concept E: Abernethy Bridge Priced Roadway
	<p>System technology:</p> <ul style="list-style-type: none"> Cash-based payment system for unbanked populations to access Mechanisms to make alternatives seamless such as the Hop Pass (transit, bike, C-Tran) Universal card 	<p>System technology:</p> <ul style="list-style-type: none"> Refunds and discounts Mechanisms for delivery such as the Tri-Met Hop fast pass Need data on the timing and use by Environmental Justice communities What are existing programs to identify low income qualification Data-based decision-making using demographic and job data 	<p>System technology:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> All concepts <input type="checkbox"/> Concept A: Northern I-5 Priced Lanes <input type="checkbox"/> Concept B: Priced Roadway between Going St./Alberta St. and Multnomah Blvd. <input type="checkbox"/> Concept C: Priced Roadway – Toll All Lanes <input type="checkbox"/> Concept D: I-205 Priced Lane – OR99E to Stafford Rd. <input type="checkbox"/> Concept E: Abernethy Bridge Priced Roadway
<p>How do we know pricing will be effective? <input type="checkbox"/> Behavior change</p>	<p>Behavior change:</p> <ul style="list-style-type: none"> Pricing a free resource may assist in changing behavior 	<p>Behavior change:</p> <ul style="list-style-type: none"> Need better data to know if discretionary trips are reduced. This drives the capacity question 	<p>Behavior change:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> All concepts <input type="checkbox"/> Concept A: Northern I-5 Priced Lanes



WHAT WE'VE HEARD	STRATEGIES	CONSIDERATIONS	CONCEPTS
<p>∅ Information and long term planning</p>	<ul style="list-style-type: none"> Changing behavior might not work if there are no other options eg. transit, bike, walk Many trips are discretionary 	<ul style="list-style-type: none"> Need to measure freeway impacts and drivers on routes parallel to the system Adjust based on performance measures and metrics Need to balance between revenue raising and pricing congestion, as what is the goal, to reduce congestion or to raise revenue 	<ul style="list-style-type: none"> <input type="checkbox"/> Concept B: Priced Roadway between Going St./Alberta St. and Multnomah Blvd. <input type="checkbox"/> Concept C: Priced Roadway – Toll All Lanes <input type="checkbox"/> Concept D: I-205 Priced Lane – OR99E to Stafford Rd. <input type="checkbox"/> Concept E: Abernethy Bridge Priced Roadway
	<p>Information and long-term planning:</p> <ul style="list-style-type: none"> Need comprehensive long-term transportation plan that defines short and long-term tools Congestion pricing to optimize existing resource. Goal is to reduce congestion 	<p>Information and planning:</p> <ul style="list-style-type: none"> Long-term planning and what is the next tool What are the short-term plan/goals? Monitoring and measuring plan Data is old, and this drives the capacity question; more information is needed Freight movement monitoring plan Consider how effectiveness is defined How will this system respond to growth? 	<p>Information and planning:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> All concepts <input type="checkbox"/> Concept A: Northern I-5 Priced Lanes <input type="checkbox"/> Concept B: Priced Roadway between Going St./Alberta St. and Multnomah Blvd. <input type="checkbox"/> Concept C: Priced Roadway – Toll All Lanes <input type="checkbox"/> Concept D: I-205 Priced Lane – OR99E to Stafford Rd. <input type="checkbox"/> Concept E: Abernethy Bridge Priced Roadway
	<p>Impact on freight:</p> <ul style="list-style-type: none"> Freight movement monitoring plan Need to account for system-wide impact analysis 	<p>Impact on freight:</p> <ul style="list-style-type: none"> Performance measures and metrics are required to understand how 	<p>Impact on freight:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> All concepts <input type="checkbox"/> Concept A: Northern I-5 Priced Lanes



WHAT WE'VE HEARD	STRATEGIES	CONSIDERATIONS	CONCEPTS
		to improve throughput of freight • Understand system response to growth • Metrics and monitoring needed	<input type="checkbox"/> Concept B: Priced Roadway between Going St./Alberta St. and Multnomah Blvd. <input type="checkbox"/> Concept C: Priced Roadway – Toll All Lanes <input type="checkbox"/> Concept D: I-205 Priced Lane – OR99E to Stafford Rd. <input type="checkbox"/> Concept E: Abernethy Bridge Priced Roadway
Traffic will divert onto local streets and into neighborhoods Ø <i>Neighborhood strategies</i> Ø <i>System capacity and quality</i>	Neighborhood strategies: <ul style="list-style-type: none"> • Traffic calming to discourage diversion • Maintain neighborhood streets • Advanced traffic management on local streets • Dynamic pricing • Limitations on Google maps alternative routes and Waze for where people are diverted • No heavy vehicles on some streets, specifically local streets • Education needed about diversion problems and impact • Leaving some lanes unpriced to give people choice 	Neighborhood strategies: <ul style="list-style-type: none"> • People are already diverting • Lots of success elsewhere to learn from • Safety and air quality issues in neighborhoods where diversion may occur • Air quality around I-5 • Diversion issues where pronounced in Portland on connected streets • Understand what would price sensitivity be to diversion more study • Traffic calming could strain Portland's existing under-capacity transportation infrastructure 	Neighborhood strategies: <ul style="list-style-type: none"> <input checked="" type="checkbox"/> All concepts <input type="checkbox"/> Concept A: Northern I-5 Priced Lanes <input type="checkbox"/> Concept B: Priced Roadway between Going St./Alberta St. and Multnomah Blvd. <input type="checkbox"/> Concept C: Priced Roadway – Toll All Lanes <input type="checkbox"/> Concept D: I-205 Priced Lane – OR99E to Stafford Rd. <input type="checkbox"/> Concept E: Abernethy Bridge Priced Roadway



WHAT WE'VE HEARD	STRATEGIES	CONSIDERATIONS	CONCEPTS
	<p>System capacity and quality:</p> <ul style="list-style-type: none"> • Diversion onto other state routes including SR-14 and 217, not just local streets • Supply strategy to address road and transit capacity to minimize diversion • Improve arterials specifically where people want to be • Improve arterials so people have a non-tolled option • Address road and transit capacity to minimize diversion • Faster transit service • Swifter transit and increased speed of transit 	<p>System capacity and quality:</p> <ul style="list-style-type: none"> • Maintaining unpriced lanes • Impact depends on which RTP projects are finished and when • Address road and transit capacity to minimize diversion • Diversion impacts need to be looked at as part of the tolling process, an integrated study 	<p>System capacity and quality:</p> <ul style="list-style-type: none"> <input type="checkbox"/> All concepts <input checked="" type="checkbox"/> Concept A: Northern I-5 Priced Lanes <input checked="" type="checkbox"/> Concept B: Priced Roadway between Going St./Alberta St. and Multnomah Blvd. <input checked="" type="checkbox"/> Concept C: Priced Roadway – Toll All Lanes <input checked="" type="checkbox"/> Concept D: I-205 Priced Lane – OR99E to Stafford Rd. <input type="checkbox"/> Concept E: Abernethy Bridge Priced Roadway
<p>Some communities and locations don't have another option to driving on the freeway ∅ Geographic constraints</p>	<p>Geographic constraints:</p> <ul style="list-style-type: none"> • Reducing income tax to compensate for cost of tolls for low income or for all (differing preferences) • Provide geographic incentives for people who are more limited non-freeway options • Enhance transit capacity • Transit where limited options • Transit potentiality, even on freeway • If there is an isolated community, lessen the impact 	<p>Geographic constraints:</p> <ul style="list-style-type: none"> • Not sure this is a problem in Portland Metro Area • Clark County doesn't have other options to cross the river • Legislative changes • Disproportionate impact on no transit areas – need own solution • Don't want to undermine the effectiveness of congestion pricing • Deal with the disproportionate impact in other ways, especially for isolated communities 	<p>Geographic constraints:</p> <ul style="list-style-type: none"> <input type="checkbox"/> All concepts <input checked="" type="checkbox"/> Concept A: Northern I-5 Priced Lanes <input type="checkbox"/> Concept B: Priced Roadway between Going St./Alberta St. and Multnomah Blvd. <input checked="" type="checkbox"/> Concept C: Priced Roadway – Toll All Lanes <input checked="" type="checkbox"/> Concept D: I-205 Priced Lane – OR99E to Stafford Rd. <input checked="" type="checkbox"/> Concept E: Abernethy Bridge Priced Roadway



WHAT WE'VE HEARD	STRATEGIES	CONSIDERATIONS	CONCEPTS
	<ul style="list-style-type: none"> • Improve non-tolled arterial options • Use revenue from tolling to pay for new lanes, capacity and transit supply 		
<p>No alternative transit, bike or walking options exist</p> <p>Ø <i>Capacity of alternatives modes</i></p>	<p>Capacity of alternatives modes:</p> <ul style="list-style-type: none"> • Improved transit access due to lack of transit alternatives • Increase availability and frequency of transit services, carpool and vanpool including BRT, LRT and Express busses • Add transit where no options • Create partnerships between ODOT, TriMet, BARD (or another source) to pair these methods CTRAN on shoulders for reliability benefit • More options for I-205 • Build capacity • Linked to how toll revenue will be used. 	<p>Capacity of alternatives modes:</p> <ul style="list-style-type: none"> • Other examples in other states • What most effective alternatives will be • On I-205 there are a lot of miles with no other options (12, 13 miles) and need to expand options • Consider Clark County • All transit options should be considered including bus, light rail, walking, bike, ferry • This should be a decision-making criterion -- current transit access. 	<p>Capacity of alternatives modes:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> All concepts <input type="checkbox"/> Concept A: Northern I-5 Priced Lanes <input type="checkbox"/> Concept B: Priced Roadway between Going St./Alberta St. and Multnomah Blvd. <input type="checkbox"/> Concept C: Priced Roadway – Toll All Lanes <input type="checkbox"/> Concept D: I-205 Priced Lane – OR99E to Stafford Rd. <input type="checkbox"/> Concept E: Abernethy Bridge Priced Roadway
<p>How will the revenue be used?</p> <p>Ø <i>Revenue proposals</i></p>	<p>Revenue proposals:</p> <ul style="list-style-type: none"> • Capacity • Columbia River Crossing I-5 bridge replacement • Expanding BRT, LRT, Express buses • Clarify projects listed, can't be hidden, remove disconnect in understanding 	<p>Revenue proposals:</p> <ul style="list-style-type: none"> • There is a current disconnect in understanding • Need projects listed – can't be hidden, needs to be clarified. • Need clarity on how to interpret the statute consistent 	<p>Revenue proposals:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> All concepts <input type="checkbox"/> Concept A: Northern I-5 Priced Lanes <input type="checkbox"/> Concept B: Priced Roadway between Going St./Alberta St.



WHAT WE'VE HEARD	STRATEGIES	CONSIDERATIONS	CONCEPTS
	<ul style="list-style-type: none"> • Improve safety and fix infrastructure • I-5 bridge operation • Need clarity • Use the income where collected • User-fee based model • Congestion mitigation • Low-income mitigation strategies such as cash discounts and free passes 	<ul style="list-style-type: none"> with HB 2017 and the "State Line" • Look bigger picture and look at L.A. for examples • Round One Concept 4 previously not being considered due to cost; but why when we are still deciding where to spend the revenue. • OTC decides where revenue will be spent • Revenue should be used for roadway infrastructure Improvements and back into the corridor itself • Is there eligibility for funds to be spent on transit on parallel facilities • I-5 and 217 are earmarked • Linked to no alternative transit, bike or walking options exist 	<p>and Multnomah Blvd.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Concept C: Priced Roadway – Toll All Lanes <input type="checkbox"/> Concept D: I-205 Priced Lane – OR99E to Stafford Rd. <input type="checkbox"/> Concept E: Abernethy Bridge Priced Roadway
A priced lane may be confusing and hard to understand for some drivers	No strategies listed.	No strategies listed.	No strategies listed.



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ATTACHMENT D: PRICING CONCEPT INFORMATION

- D1. Pricing concept summary sheets and themes from PAC meeting 5
- D2. Summary of PAC discussion at PAC meeting 5, May 14, 2018



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D1. Pricing concept summary sheets and themes from PAC meeting 5

Advance Concept B forward for further analysis



Concept description
 § Convert all I-5 lanes to a priced roadway between NE Going Street/Alberta Street and SW Multnomah Boulevard

Location
 § I-5 through downtown Portland

Type
 § Priced roadway (toll all lanes in both directions)

Federal pricing program
 § Value Pricing Pilot Program

PAC support
 § Multiple PAC members indicated verbal support of this concept as a pilot project for congestion pricing in the Portland metro area.

§ There is good availability of public transportation and active transportation options in the corridor. Additional study and implementation of improved travel options was cited by PAC members as necessary for success of this concept.

§ Pricing all lanes allows all trucks carrying freight to benefit from congestion relief.

Considerations
 § The termini for this concept should be evaluated in future analysis.
 § Consider Concept B a pilot project, coupled with performance monitoring to evaluate success.
 § Consider how I-405 and I-84 would be affected through implementation of Concept B.
 § More precise origin and destination analysis is needed to better understand diversion to local roadway network and mitigation needs.

Additional PAC comment on Concept B

- § Multiple PAC members indicated they would prefer Concept B as a first step to a larger system-wide congestion pricing strategy for the Portland metro area.
- § Several PAC members indicated that Concept B should be the first step toward implementing Concept C.
- § Several PAC members noted that to move forward with any pricing concept there needs to be more certainty that there will be investments made in public transportation, carpool/vanpool and bicycle and pedestrian infrastructure to provide alternative transportation choices.
- § Project team confirmed that the I-5 Rose Quarter Improvement Project was included in the modeling analysis conducted for all concepts.
- § Traffic diversion to local high-crash corridors must be considered in future analysis of all concepts.



Advance Concept E forward for further analysis



Concept description
 § Convert all I-205 lanes to a priced roadway on the Abernethy Bridge, including additional lanes to be constructed as part of the planned bridge widening. The primary purpose of this concept is to raise revenue to pay for part or all of the I-205 widening project

Location
 § I-205 Abernethy Bridge

Type
 § Priced roadway (toll all lanes in both directions)

Federal pricing program
 § Value Pricing Pilot Program or Section 129 of U.S. Title 23

PAC support
 § Concept E paired with Concept B provides for management of both the I-5 and I-205 corridors.
 § Would raise enough revenue to fund a bottleneck relief project that would widen the Abernethy Bridge.
 § Revenue may be sufficient to cover part of the cost of additional lanes on I-205 between OR99E and Stafford Road. Fixing these bottlenecks would help address congestion in this area.
 § Pricing all lanes allows all trucks carrying freight to benefit from congestion relief.

Considerations
 § The termini for this concept should be evaluated in future analysis. Seek design variations to ensure greatest effectiveness and to minimize traffic diversion to the local roadway.
 § Variable toll rates could be used to get some congestion management benefits.
 § Consider extending western terminus toward Stafford Road.
 § Consider when to implement tolling – whether it is before the bridge is widened and during construction or only after bridge widening has been completed.
 § There are limited public transportation and active transportation options adjacent to this concept and strategic investments in multimodal transportation would be needed to ensure success of this concept.

Additional PAC comment on Concept E

- § The overarching principle of congestion pricing as a tool should be to manage traffic demand, not generate revenue.
- § Consider population and employment growth to determine when system capacity is needed.



Seek implementation of Concept C as part of a system-wide solution after pilot project performance evaluation OR move forward with Concept C as the top priority concept



Concept description
 § Convert all lanes on I-5 and I-205 to a priced roadway from the Washington/ Oregon state line to the I-5/I-205 interchange near Tualatin

Location
 § All lanes of I-5 and I-205 in the study corridor

Type
 § Priced roadway (toll all lanes in both directions)

Federal pricing program
 § Value Pricing Pilot Program

PAC support
 § Multiple PAC members indicated they would support Concept C as part of a larger system-wide (beyond I-5 and I-205) congestion pricing strategy for the Portland metro area.

§ Other PAC members indicated that they would prefer implementing C first instead of a phased approach.

Considerations
 § The termini for this concept should be evaluated in future analysis. When considering the termini, evaluate the potential of traffic diversion to the local street network.

§ Availability of public transportation and active transportation options vary widely throughout the region and strategic investments in multimodal transportation would be needed to ensure success of a region-wide congestion pricing solution.

Additional PAC comment on Concept C

- § Several PAC members noted there needs to be more certainty that there will be investments made in public transportation, carpool/vanpool and bicycle and pedestrian infrastructure to move forward with any pricing concept.
- § Several PAC members commented that Concept C has the greatest impacts to safety on local roads and to low-income communities.
- § A comment was made to bring back "Option 4" for consideration. This was a reference to the round 1 evaluation concept that looked at adding new priced lanes (a fourth lane) the length of I-5 and I-205 between the state line and the I-5/I-205 interchange.
- § Public acceptance appears weak for residents in Southwest Washington.



Do not advance Concept D forward for as a standalone concept



Concept description
 § Price future additional third lanes in each direction currently planned but not funded for construction on I-205 from OR99E to Stafford Road, including widening of the Abernethy Bridge

Location
 § A single lane in both the eastbound and westbound directions of I-205 between OR99E to Stafford Road

Type
 § Priced lane (toll a single lane in each direction)

Federal pricing program
 § Section 129 of U.S. Title 23 or Value Pricing Pilot Program

PAC support
 § Multiple PAC members recommended Concept E be considered and evaluated with possible start and end points along the D corridor (See Concept E recommendation, page Error! Bookmark not defined..)

§ Freight reps noted concern that pricing a single lane prevents freight trucks over 10,000 pounds from benefiting from congestion relief in the tolled lane.

Considerations
 § Per vehicle toll price is noticeably higher than a toll- all-lanes concept.
 § Concept D would not provide sufficient tolling revenue to fund the planned third lane of I-205 between Stafford Road and OR99E, including the Abernethy Bridge widening.

Additional PAC comment on Concept D

- § The priced lane option, as opposed to priced roadway, provides a choice for motorists that do not want to pay a toll and allows them to remain on the highway.
- § Does not generate enough revenue to pay for corridor widening based on estimated revenue.



Do not advance Concept A forward



Concept description
 § Convert an existing general purpose lane in the southbound direction, and the existing HOV lane in the northbound direction to a priced lane

Location
 § A single lane in both the northbound and southbound directions of I-5 between NE Marine Drive and NE Going Street

Type
 § Priced lane (toll a single lane in both directions)

Federal pricing program
 § Northbound lane: HOV/HOT Lane Program (Section 166);
 § Southbound lane: Value Pricing Pilot Program

PAC support
 § No PAC members requested to keep Concept A for further consideration.
 § Freight reps noted concern that pricing a single lane prevents freight trucks over 10,000 pounds from benefiting from congestion relief in the tolled lane.

Considerations
 § Concept provided minimal congestion reduction.
 § Per vehicle toll price is noticeably higher than a "toll all lanes" concept.
 § Under existing state law, freight is prohibited from using the left-most lane, and as such would be excluded from the priced lane concept.

Additional PAC comment on Concept A

§ The priced lane option, as opposed to priced roadway, provides a choice for motorists that do not want to pay a toll and allows them to remain on the highway.



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D2. Summary of PAC discussion from PAC meeting 5

FINAL Meeting Summary: Policy Advisory Committee Meeting 5

DATE: May 14, 2018

LOCATION: ODOT Region 1, 123 NW Flanders Street, Portland; Conference Room A/B

TIME: 9:00 am – 12:00 pm

MEETING OBJECTIVE

- Shared understanding of the remaining Policy Advisory Committee (PAC) recommendation process
- Review and discussion of themes and priorities from PAC 4 and public outreach
- Review and discussion of findings from Round 2 concept evaluation
- Discuss initial draft PAC recommendation framework

ATTENDANCE

Bernie Bottomly (TriMet), Brendan Finn (City of Portland), Tony DeFalco (Verde), Craig Dirksen (Metro), Phil Ditzler (Federal Highway Administration), Marie Dodds (AAA Oregon Idaho), Marion Haynes (Portland Business Alliance), Jana Jarvis (Oregon Trucking Associations), Gerik Kransky (The Street Trust), Anne McEnery-Ogle (City of Vancouver), Sean O'Hollaren (Oregon Transportation Commission), Eileen Quiring (Clark County), Curtis Robinhold (Port of Portland), Roy Rogers (Washington County), Vivian Satterfield (OPAL Environmental Justice Oregon), Paul Savas (Clackamas County), Alando Simpson (Oregon Transportation Commission), Kris Strickler (Washington Department of Transportation), Pam Treece (Westside Economic Alliance), Jessica Vega Pederson (Multnomah County), Rian Windsheimer (Oregon Department of Transportation), Park Woodworth (Ride Connection).

AGENDA ITEMS AND SUMMARY

TOPIC: WELCOME AND AGENDA REVIEW

Facilitator Penny Mabie (EnviroIssues) led introductions and reviewed the Portland Metro Area Value Pricing Feasibility Analysis timeline, meeting agenda and meeting materials. She notified the PAC she would be calling on all members during the meeting discussion to make sure all voices were heard. Penny asked PAC members if they had any concerns regarding the meeting minutes.

PAC Action: Meeting #4 summary was approved without change.



Penny made a brief process note regarding the end of the PAC meeting 3 and the five concepts that were selected for the round 2 evaluation. At the end of meeting 3, Penny made note that there was not a consensus, which was to be expected as the PAC is not a consensus group. She then turned to Judith Gray, (Project Manager, Oregon Department of Transportation), and asked if she had received the necessary information to bring back to the technical team to inform the round 2 analysis. The intent of this question was to ensure Judith had the necessary input from PAC to allow the project team to move forward. Penny noted the PAC's input was heard throughout the PAC meetings and included in the selection process of the five concepts.

Penny introduced Judith Gray to provide an overview of the meeting process. Judith informed the committee that between PAC Meeting 5 and the final PAC meeting in June, the Oregon Department of Transportation (ODOT) staff's priority is to support the PAC and help inform their deliberations as the PAC comes to a recommendation. Judith outlined a framework for the PAC's recommendation: 1) recommendation context, 2) pricing recommendations (type and location) 3) priority mitigation strategies for further consideration, 4) other topics important to the PAC and 5) individual PAC member comments, which will be attached to the PAC recommendation without modification.

TOPIC: COMMENTS FROM PAC CO-CHAIRS

- Thank you to the PAC members for their participation. There is a lot of passion on this issue; some are passionate with few words and others take more. The written option is there to encourage further participation and we will follow-up and look forward to hearing from everyone.
- This is a very important conversation. It is consuming a lot of time and there is a lot of energy, focus and attention on it. The Oregon Transportation Commission (OTC) and ODOT are making concerted efforts to keep many people informed and provide feedback on this process and how we move forward.
- The key is to be open at the table and keep the conversation flowing, which will hopefully carry onto more suggestions and input for the OTC meeting this Thursday, May 17.

TOPIC: PUBLIC COMMENT

Penny opened public comment and requested 90 seconds per comment. She noted audience members are not required to make public comment; they can send emails to the PAC or submit a comment card in writing or online. Public comments included:

- Thank you for this time. I went to the open forums, which were informative, but they were not a place where we had an opportunity to speak. I'm taking time off to come here today and 90 seconds is not enough time to hear from the public. For me, congestion pricing is a burden shift to the people who have the least to give and those who live in the outskirts. These people are the ones who have the least control of when and what time they can drive. They will be the most affected. Second, congestion pricing does not solve traffic congestion. The



PAC should focus on educating drivers about behavior, such as tailgating and technologies like cruise control. Ultimately, this should be a focus on looking at mass transit, instead of adding lanes or reducing the number of cars. Also, the Westside Bypass would help.

- The North Clackamas Chamber of Commerce is generally in support of the concepts being talked about here. Traffic is an impediment to business in Clackamas County. Regarding the proposals, tolling all lanes on I-5 and I-205 is not the favored concept because it would shift traffic to alternative routes and surface streets to the detriment of the community. Pricing by hours and lanes seems to be the preferred avenue. All of this is clearly a means to get better capacity out of the system we have. Whatever funds are raised need to be designated to the additional lane on I-205.
- We are having this discussion because Oregon needed economic recovery in the 1980s. A Western Arterial Highway is the most sensible and effective solution when we look at the money dumped into tolling and adding lanes. HB 2017 mandated the OTC look at proposals for cost effectiveness, so I urge you to look at this and its cost effectiveness. Public transit could use this facility, as it would make connections. We could even do something like a Western Arterial Highway on the Eastside. We need to get this studied.
- I cannot support plans to toll all lanes on I-5 and I-205. In Seattle, the tolling cost is \$6.00 with a \$2.00 discount for those with a transponder. How much of this toll will go to the private tolling company? According to the Washington State Transportation Commission, they estimate 35 percent. According to Mandy Putney (ODOT): "Some of these scenarios might not raise much more than the cost to cover the operations of the tolling system." Then what is the point? Adding a tolled lane on I-5 and I-205 is the only option to relieve congestion, but option 4 (add a lane to I-5 and I-205) has been eliminated by staff. I urge the PAC to support option 4.
- How many cars need to be removed from I-5 and I-205? You haven't told us: why not? ODOT's Don Hamilton has been telling citizens this is about behavior modification. Let's have all public servant government employees modify their behavior. I'd like to see the 25 PAC members take a bold step and demand option 4 be added back. Abandon your Band-Aid and begin fixing the problem. Jana Jarvis said the trucking industry was promised added lanes. Do not kick the can down the road – the PAC is the one in charge. Band-Aids and behavior modification will not fix the issue.
- The North Clackamas County Chamber of Commerce has had numerous conversations about congestion pricing. Our organization supports the business community and our citizens. Adding a tolled lane is the solution to decrease congestion. Taking a shoulder for transit does not make common sense. The toll revenue needs to stay within the roadway that is tolled. Transparency, honesty and respect are important. We need to distinguish tolling versus congestion pricing. Last, the chamber is concerned about diversion safety.
- The only action to reduce congestion is congestion pricing. Freeway widening will work for a few years, but induced demand will take over. Please institute congestion pricing on our freeways, but it must be implemented equitably. Low-income mitigation must be included in the package, and we need better transit.



The funds need to be invested in better transit service to encourage a safe and convenient economic system. Oregon Goal 12 says a transportation plan must minimize adverse social and environmental impacts. Dedicating the funds to transit will accomplish that.

- The Association of Oregon Rail and Transit Advocates supports congestion pricing. However, we think the equity issue has not been addressed the right way. There is no bus service on I-205, but it is needed. Increased capacity should be in bus seats, not additional vehicles. ODOT should be paying for bus services because TriMet only has one line on the freeway; there is no all-day, 7-day a week service. Buses on the freeway could connect suburbs and benefit those too old to drive or who cannot afford to drive – and that’s an equity issue.
- Regarding the materials for today, some PAC members might think the impacts are not as bad as expected, some might think they are worse, some might not understand the analysis and some might not trust the analysis. I hope that you [the PAC] will continue the process and not give up because you do not understand it right now. We’ve tried all the tools, ODOT and WSDOT [Washington Department of Transportation] and others have added a great deal of capacity in these corridors and a lot of transit service and bike connections. We need to test this tool [congestion pricing] just like our peers have.
- From the Oregon Environmental Council, thank you for your hard work. Congestion has impacts on quality of life, our economy and the environment. It is a hidden tax on the economy. Many neighborhoods were destroyed by freeways. We all pay for freeways whether we use them or not. The Policy Advisory Committee must seek the best outcome for our most vulnerable communities. The most equitable and sustainable solution is putting a price on roadways during peak hours. Reducing congestion will clean our air, reduce our carbon footprint and keep our economies growing. Congestion pricing must also be accompanied by significant improvements on transit.
- The No More Freeway Expansion organization believes this work is the only way we will ever solve congestion. Expanding freeways has never worked. We should invest in decongestion pricing with the revenues put into transit investments. Our letter was signed by 250 people across the region. Folks are interested in air quality, climate justice and improving public health. ODOT is considering expanding freeways. This is an intergenerational theft issue. It may be difficult to tell your constituents but look to decongestion pricing in other cities. As soon as it was implemented, it had massive approval. This is one of many issues in the next few years. Thank you.
- Climate Solutions imagines an equitable northwest powered by clean energy. That’s why we are strongly supportive of this process and value pricing. Expanding capacity does not work. It did not work in Houston and Los Angeles. It is bad for drivers and the environment. Transportation is the single largest source of pollution in Oregon at 40 percent. Congestion pricing is an effective tool to reduce pollution. We encourage Oregon to be bold like those in Stockholm and London. We encourage the PAC to design solutions that prioritize communities of color and other historically marginalized groups. This is possible while also moving with urgency. The federal government is undoing emission standards and we



need the west coast to step up. Congestion pricing has the ability to improve lives by getting people out of traffic. Thank you for your efforts.

TOPIC: PUBLIC PARTICIPATION UPDATE

Anne Pressentin (EnviroIssues) provided an update on public participation. There has been extensive outreach since PAC meeting 4 to inform and engage the public. More than 180 people attended 5 recent open houses (bringing the total to 8) and more than 6,500 visited the online open house. In addition, there was social media, news coverage and opportunity to comment via email. Results show similar themes to the winter engagement in January 2018. One theme is that congestion is a problem but there is disagreement about what to do about it: over half of the people who participated are already changing their travel patterns to avoid congestion. Most people who responded to the survey said they would try to find an unpriced route if roadways were tolled. Concepts that maintain an unpriced lane had generally more support than those that did not. Note that this survey is not statistically representative of the entire community. The full report is online and printed as part of the PAC member materials.

TOPIC: MITIGATION STRATEGIES AND PRIORITIES

Penny introduced Kirsten Pennington (WSP) and David Ungemah (WSP) to present on mitigation strategies and priorities.

Kirsten outlined major mitigation themes from the PAC: special provisions for the low-income population, such as discounts, subsidies and cash-based options; improved transit access, affordability and availability – a change in behavior requires travel options; diversion strategies; and skepticism – the importance of demonstrating value and the need to monitor and evaluate the program post-implementation. Other issues include connecting revenue with congestion relief and transportation system improvements; regional congestion pricing analysis; planning for growth (by providing both transit and roadway capacity); and ensuring congestion pricing is designed for all users including those who may not speak English as their first language. PAC comments included:

- Add: We are looking to distribute benefits to the entire area that is impacted.
- Carpooling has been mentioned in several places but did not make it into the general description. I suggest adding one sentence on page 3, which says carpool and vanpool be expanded when transit cannot appropriately serve the commuter.
- Regarding the I-205 section: the mitigation language in the packet is quite vague as it relates to solutions. As someone who knows the geography and the landscape, we need to think ahead as the population changes and grows.
- Expanding capacity was mentioned on several occasions. Mitigating the surrounding communities for what they actually pay in tolls is a wise choice.
- First, mitigation for transit: add investments as well as new routes and services. Investing in transit infrastructure is important to clarify; those are the types of



investments we would like to see. Second, there is still confusion with adding lanes. In the models, there are projects assumed to be completed, including the I-5 Rose Quarter Improvement Project and the Abernethy Bridge widening (from Stafford Road to OR99E). That needs to be crystal clear. We are not talking about the roads as they stand today but as they stand in the Regional Transportation Plan (RTP). This includes transit investments, such as the Southwest Corridor LRT Project.

- Without increasing roadway capacity, there is very little value to Washington County. I appreciate the work but not adding [roadway] capacity is a nonstarter. The Rose Quarter, I-205 and Abernethy Bridge widening are critical to Washington County. If we are going to toll, what is going to happen with the tolls revenue? Without adding capacity all we can say is that this has been a wonderful educational experience.
- We might consider having free lanes during less congested times as a mitigation strategy for diversion. A key issue around the table is transparency; being very clear about what we are doing and where the revenues are going. Make sure a regional congestion pricing analysis is continuing and discussion about how we can potentially move that forward.
- I want to emphasize what I heard from public comment regarding the education needed for drivers, especially limited-English speaking populations.

Kirsten emphasized that PAC member comments have been consistent with public comments and input. Key themes from the public include: provisions for low-income communities; skepticism about whether pricing works; ideas about how and where to spend revenue; transportation capacity not keeping up with growth; and fairness is key.

David Ungemah (WSP) presented on potential mitigation strategies that align with themes from the PAC and the public. He began with a roadmap, which emphasized that the project is just beginning and there are mitigation considerations at numerous stages from a region and statewide planning process, and there are several places along the roadmap where a decision to not proceed with a pricing concept may be made. PAC member discussion included:

Project team clarification and responses are indented and italicized.

- [Regarding the roadmap] is it possible to do a budget projection for all the exit points [“off-ramps” from implementing pricing]? This would have been helpful for the Columbia River Crossing project.
 - *That is difficult to estimate at this point in time, because it depends upon the scale and scope of the project. For example, if you are looking at using bonds, that takes high-level financial advisement and costly studies. Under this example, the answer is a few million dollars. Notably, at each of these stages the region can change direction and continue forward on a different path. For example, during the National Environmental Policy Act (NEPA) process, the region might come up with different alternatives that are equally desirable to the community. Even if this does not have a pricing component, the project can still advance.*



- If the PAC recommends a bistate solution, where would the constitutional limitations be addressed in the roadmap?
 - *The first place would be in the application to the FHWA. The value pricing team at FHWA headquarters has experience with this. For example, congestion pricing in Virginia is right at the Maryland border [Constitutional limitations would ultimately be addressed following the application to FHWA.]*
- Is Virginia the only cross-state example?
 - *North Carolina's program currently under construction is close to the South Carolina border.*
- [Regarding Technical Memorandum 4] where does the origin-destination data come from?
 - *Metro's regional travel demand forecast model, which Chris Swenson (WSP) will expand on when he presents the round 2 concept evaluation results.*

To address the first theme, "special provisions for low-income populations," David explained options including discounts, credits, subsidies and/or rebates on tolls; lifeline tolling registration, universal accounts; and cash-based accounts. PAC member discussion included:

Project team clarification and responses are indented and italicized.

- Regarding the mitigation strategy to provide \$25 toll credits to those making over \$49,200: Can you explain these numbers?
 - *The example comes from Los Angeles, which has two facilities that feed into downtown and cross through communities with low-income populations. The Los Angeles board convened focus groups, and learned the initial seed money for a debit-based account was a burden for the unbanked population. The \$25 credit covers that initial cost. The \$49,200 number represents an income threshold to obtain credits for different households and income levels. In Los Angeles, a household with 4 people making less than \$49,200 qualifies for the one-time \$25 credit. In addition, riding transit also builds toll credits. This is a great way to encourage individuals to ride the bus when they can, but when they need to jump on the tolled system, they have credit.*

To address the theme, "improved transit access and availability," David explained options including new transit routes/services on priced roads; new/expanded Park & Ride locations; free High-Occupancy Vehicle (HOV) 2+ or 3+ use; more frequent bus service; transit rewards incentive program; benchmark peak period tolls with transit fares; and universal pass – link toll accounts with TriMet accounts.

To address the theme, "diversion strategies," David explained options including design to minimize unwanted diversion; traffic calming on impacted arterials and neighborhood streets; advanced traffic management; bans on heavy vehicles from



neighborhood streets; and improvements for transit, pedestrian and bike infrastructure. PAC member discussion included:

Project team clarification and responses are indented and italicized.

- When diversion is discussed, I never get a very good sense of the extent of diversion. I heard the comment that people divert because of congestion. There are also apps with a system telling individuals about tolls and how to avoid them. It seems the potential for diversion is significant. Understanding the extent of diversion would be helpful.
 - *In terms of diversion, there are positive and negative diversions. Less desirable is route diversion. The definition of diversion changes throughout the process. At this point, diversion refers to route diversion, which requires detailed data analysis to fully understand. During the NEPA scoping process, a refined understanding of diversion would help us understand how travelers are traveling through and within the network.*
- All pricing strategies will be refined during NEPA, but a better understanding of diversion would be helpful. We need to appreciate the opportunities that exist under value pricing through tolling to generate revenues. I don't know if the group understands this opportunity.

To address the theme "other considerations: connecting revenue with congestion relief and system improvements," David explained options including infrastructure trust fund – e.g. expand capacity, in-line bus stations, Park & Rides, arterial enhancements, multi-modal/multi-use, active traffic control, demand management and shared mobility services); and user-oriented policies, such as revenue dividends and FAIR lane distributions.

To address the theme "other considerations: making sure pricing works," David explained skepticism often increases until congestion pricing projects are implemented and can demonstrate success and transparency. He provided options including trial/pilot systems, performance standards, monitoring and reporting and partner coordination.

TOPIC: KEY FINDINGS FROM ROUND 2 CONCEPT EVALUATION

Penny introduced David Ungemah (WSP) and Chris Swenson (WSP) to present key findings on the five concepts from the round 2 concept evaluation. David explained these concepts were selected because they have positive levels of cost effectiveness. Note that they have different effects. Concepts A through D are meant to relieve congestion. While Concept E has the benefit of relieving congestion, it was tested for revenue potential and provides a perspective on how to complete the system in terms of what has been funded.

Chris Swenson (WSP) explained key findings and considerations for each concept.

Concept A: Northern I-5 Priced Lanes



Key findings include: minimal congestion reduction; limited diversion; revenue and capital costs are relatively low; maintains two unpriced lanes in each direction but has the highest toll amount per vehicle. In the model, the average toll per mile is \$1.45 in the AM peak, \$1.05 in the PM peak and \$0.34 daily. Per trip modeled toll rates were around \$5.00 in the AM, and about \$3.60 in the PM. It is critical to remember that these toll prices are not proposed toll rates, rather they are used to compare the concepts in the model. The toll price also reflects that pricing only one lane makes the per vehicle toll higher. Considerations include: mitigation strategies for land locked areas; FHWA HOV/HOT lane program for the northbound lane and FHWA Value Pricing Pilot Program for the southbound lane. PAC member discussion included:

Project team clarification and responses are indented and italicized.

- When we talk about the toll prices, this is not what is being proposed. This is what is being used in the models and used to evaluate the concepts.
 - *That is correct.*

Concept B: I-5 Priced Lanes – Toll All Lanes between Going St./Alberta St. and Multnomah Blvd.

Key findings include: congestion reduction and time savings; travel time savings to area Title VI/Environmental Justice communities; modest diversion with increased vehicles per lane per hour on I-5; and a dense network of transit and multi-modal facilities.

Considerations include: mitigation strategies could include increased transit service, low-income toll rates and other strategies; and FHWA Value Pricing Program. In the model, the average AM peak hour toll per trip for Concept A is about \$5.00 whereas for Concept B the average AM peak hour toll per trip is \$2.02. For Concept B, the average PM peak hour toll per trip is \$1.55 and the average daily toll per trip is \$0.78; the daily average toll per mile is \$0.34.¹ These toll prices are not proposed toll rates, rather they are used to compare the concepts in the model. The potential annual gross toll revenue estimate for Concept B is \$50 million (in 2017 dollars).² PAC member discussion included:

Project team clarification and responses are indented and italicized.

- Comparing Concept A to Concept B, it seems the cost is higher because the administration cost is the challenge. What is the administrative cost and how is that evaluated – on a per mile or per area? Is there some kind of scale?
 - *At this point, we are not deciding how this could be implemented, so we do not know the exact cost. In general, the more tolling transactions you have, the less each transaction will be. For example, if you go from tolling 10,000 to 100,000 vehicles, the per vehicle transaction cost will drop. However, the overall administration costs will increase.*

¹ This was a misstatement. The modeled daily average toll per mile for Concept B is \$0.10. Concept A has a modeled daily average toll per mile of \$0.34.

² Portland Metro Area Value Pricing Feasibility Analysis, Round 2 Concept Evaluation: Technical Memorandum 4



- Can you tell us how the model evaluates travel time savings?
 - *The model looks at time savings by area. The project team generated a heat map, which shows travel time savings. Metro uses a MCE (Multi-Criteria Evaluation) tool that makes specific evaluations of areas that have higher average concentrations of Title IV and low-income residences than the metro-area.*
- Was I-405 considered in the modeling? I'm thinking about the impacts of diversion and how it might breakdown the system in downtown Portland.
 - *No. However, because we saw traffic increases on I-5 compared to the baseline, I'm not positive that indicates we will have a major diversion issue.*
- The tolling is proposed to start on Going Street, so a lot of the diversion could clog up I-405 north of I-5.
 - *To your point, trips would only be avoiding one toll collection point.*
- The diversion would be outside of the toll area.
- The assumed toll price for each concept except for Concept E is a per mile toll, correct?
 - *Yes, there is not a cordon toll in the models. For Concept B: the per mile toll in the model is much lower than in Concept A.*

Concept C: I-5 and I-205 Priced Roadway – Toll All Lanes

Concept C is much more complex than Concept B. Performance metrics would be used to tune the system to have the desired effect. Key findings include: greatest regional congestion reduction and travel time savings; enhanced jobs access for Title VI/Environmental Justice communities; high probability of diversion, which could be minimized with dynamic tolling; and transit and multi-modal facilities can serve as alternatives, though accessibility varies. Considerations include a phased implementation; mitigation strategies could include increased transit service, low-income toll rates and other strategies; and generates the largest amount of revenue compared to other concepts. Overall, under Concept C the system is operating much more efficiently than currently and would continue into 2027. In the model, the average toll per trip is about \$3.25 in the AM peak, \$3.15 in the PM peak and \$1.39 daily; the average toll per mile is \$0.38 in the AM peak, \$0.37 in the PM peak and \$0.17 daily. These toll prices are not proposed toll rates, rather they are used to compare the concepts in the model. PAC member discussion included:

Project team clarification and responses are indented and italicized.

- Which routes would be most impacted by those trying to divert around the tolls?
 - *That is difficult to say because at this time the modeling only details net diversion. The model is showing us three to five percent net diversion. Diversion would logically impact the parallel routes closest to the tolled facilities. We cannot tell you which route will have the most significant impact. Overall, we are looking at significant reduction in hours traveled and we should have a much better performing network than we do today.*



- Why is the impact on freight throughput so modest in all concepts? There is a surprising difference between freight and vehicle throughput. Travel times for freight is greatly reduced, but throughput increase is modest.
 - *We are seeing a normal balance between tolls and decreased travel times. We are trying to balance the cost of a toll and the value of travel time savings. In addition, the model has a set number of trips, so that creates limitations.*
- With Concept A, you are not seeing an increase of C-TRAN travel trips.
 - *Correct.*
- When you looked at diversion, did you do an analysis of how diversion would impact existing transit?
 - *The modeling is a high-level analysis. The model does not go into the detailed level of route assignments. That detailed level of modeling, which goes from macro to micro level and microscopic analysis, would be very appropriate in the next step of the (NEPA) analysis. At this broad level, we ask, how would this work as a system? Then we can get into the details during subsequent steps.*
- Regarding the three to five percent diversion - under this option, the round 1 evaluation showed 80,000 trips diverted: is that 80,000 option part of the three to five percent?
 - *We would take a deeper look at diversion in future planning phases.*
- In defining "good" and "bad" diversion, can you explain what definition you are using?
 - *In this context, diversion means "net diversion," in terms of the amount the throughput is dropping in that segment.*

Concept D: I-205 Priced Lane – OR99E to Stafford Road

Key findings include: minimal congestion reduction; minimal diversion; few transit and multimodal travel options; and maintains two unpriced lanes in each direction, but toll amount per user would be higher. Considerations include FHWA allows tolling outright due to added capacity. In the model, the average toll per trip is about \$5 in the AM peak, about \$2.75 in the PM peak and \$1.21 daily; the average toll per mile is \$1.05 in the AM peak, a little over \$0.50 in the PM peak and about \$0.15 daily. It would raise an estimated \$20 million in annual revenue, which would cover its toll collection costs only. These toll prices are not proposed toll rates, rather they are used to compare the concepts in the model. PAC member discussion included:

Project team clarification and responses are indented and italicized.

- Would the toll support construction of the third lane?
 - *The \$20 million is the total gross revenue. It would not support construction.*
- The toll price is what the model is showing relative to the other concepts. This is not the proposed toll.
 - *Correct.*

Concept E: Abernethy Bridge Priced Roadway (tested for revenue potential)



Key findings include congestion reduction and travel time savings for drivers on I-205; some traffic diversion to I-5, particularly freight; and probability of diversion to local facilities. Considerations include mitigation strategies needed, such as increased transit service, low-income toll rates and others. The concept would likely generate sufficient Abernethy Bridge project funding and a portion of the funding for the planned third lane on I-205. Concept E would generate about \$50M per year which, if bonded, would potentially cover the construction expense for the Abernethy Bridge rehabilitation and bridge widening as well as some, probably not all, of the new lane on I-205 between Stafford Road and the eastern terminus of the bridge. These revenues are not based on proposed toll rates, rather they are used to compare the concepts in the model. PAC member discussion included:

Project team clarification and responses are indented and italicized.

- I was a little disappointed in this because of the way this model had to be done. The freeway has two lanes today and the model makes it three. The report is a little misleading, but the revenue generation piece was very informative. Did you consider looking at this with something like the Rose Quarter to manage both corridors?
 - *No, a comparable revenue analysis was not done for the Rose Quarter.*
- I struggled with Concept D and Concept E. These seem to be revenue generating concepts. That piece is needed for revenue generation, not for congestion pricing.

The consultant team provided the following recommendation:

- Concepts A and D not move forward in analysis.
- Initial implementation of Concept B as pilot pricing program, coupled with performance monitoring to evaluate success and scalability;
- Consider implementation of Concept E concurrent with Concept B to balance the system;
- After assessing performance of initial pricing project (assuming successful evaluation), consider implementation of Concept C in phases with comprehensive system analysis; and
- Develop mitigation strategies for low-income and adjacent communities.

TOPIC: PAC INITIAL RECOMMENDATION(S) DISCUSSION

Penny facilitated the discussion, walking the PAC through each piece of the consultant team's recommendation. She noted that it is ultimately the PAC's recommendation that will be forwarded to the OTC, but that the consultant recommendation would be used as a starting point for discussion. Chris Swenson (WSP), David Ungemah (WSP) and Kirsten Pennington (WSP) provided answers to clarifying questions throughout discussion.

**See attachment for a transcription of flip-chart notes taken during the meeting.*



Recommendation topic: Do not implement concept A or D. PAC member discussion included:

Project team clarification and responses are indented and italicized.

- I am comfortable not implementing A or D. However, don't lose the thought of looking at Concept D tolling limits with Concept E.
- When we looked at Concept E, we talked about paying for the bridge. I need to understand what part of the bridge we are paying for.
 - *We would get to that further in the process. Again, all the toll prices will change. These prices and the revenue they generate are used in the modeling to compare concepts.*
- If we are going to build a new bridge, we need to add a third lane.
- I would like to see Concept D and Concept E together.
- I do not want to discard A or D, nor am I proponent of A or D. However, I do not want to take a priced lane concept off the table. In concept C, we are creating the problem of diversion by tolling all lanes.
- It seems Concept A and D address a supply-side issue. This issue exists in A or D, and not in the other concepts.
- I support removing A or D.
- I support not implementing Concept A, but agree with the previous comments regarding Concept D.

Judith Gray (Project Manager, ODOT) requested PAC members display thumbs-up in support of or thumbs-down in opposition to the consultant recommendation, "do not implement Concepts A or D." Of those PAC members who participated, many were supportive of the consultant recommendation, "do not implement Concepts A or D." However, many of the comments bulleted above to retain Concept D when considering Concept E were made after the thumbs-up/thumbs-down assessment was made.

Recommendation topic: Initial implementation of Concept B as pilot pricing program, coupled with performance monitoring to evaluate success. PAC member discussion included:

Project team clarification and responses are indented and italicized.

- Concept C has strong performance. If we move towards Concept B, I'm curious to see the connection between a successful pilot in Concept B and Concept C.
- I would like to see the modeling on origin-destination data on Concept B.
- Does the initial implementation of Concept B mean that Concept C would not be further modeled?
 - *Concept C could still exist in a regional system plan. In terms of the NEPA analysis and next steps, Concept B would be the only concept moving forward in the consultant recommendation.*



- Moving forward with Concept B: we have heard loud and clear there is a strong interest in considering planning efforts for an expanded model, not just Concept C, but region-wide. That concurrent effort is going to be something we are doing moving forward.
- One consideration is to look at the diversion on N Lombard Street, and whether you could extend the starting point further north.
 - *As we get into more detailed travel demand modeling that would be an appropriate time to analyze extending the starting point.*
 - *It is very useful to hear this type of idea from the PAC. The discussion the PAC has now will inform the recommendation to the OTC, even though this topic will be dealt with at a further stage in the process.*
- Relative to Concept B and more generally: I am getting nervous about the lack of clarity and certainty in terms of reinvestment in transit. I'm hearing a lot about how the model looks at existing transit. In my mind, none of these concepts can go forward without the certainty of investments in transit. Second, I appreciate the efforts of staff to hear the mitigation strategies in terms of low-income. I want to go further than mitigation and create a system that inflicts no harm.
- I want to clarify that HB 2017 called for expansion of I-5 through the Rose Quarter.
 - *Correct. The I-5 Rose Quarter Improvement Project is included in the model.*
- I question the transit capacity to take any additional trips. I am also concerned about the diversion onto I-205. For Concept B to move forward, I would want some sort of tolling on I-205 to be considered.
- From a Port of Portland context, we like to look at the long game: Concept B should be considered as just a piece of how you get to Concept C. We want to look at the 20- or 30-year vision.
- My communities largely reside east of I-205. While I do agree that the long game is necessary, I also think we need to note the high crash corridors near I-205. The transit does not exist around I-205. In speaking for my constituency, I do support Concept B due to the transit options in that area, although I am supportive of Concept C as we move forward.
- In Concept B, there is dense transit. I want to make sure we are not only relying on the anticipated transit in 20 years in the RTP but considering what is required to implement congestion pricing.
- On the west side of the Willamette, the Southwest Corridor light rail planning will be a huge opportunity to give people alternatives.
- Point of clarification: the way the bullet is written looks like you are planning to bypass the operational analysis and go straight to the implementation pilot.
 - *That is due to poor language in the slide. All the steps in the roadmap – with changes depending on the level of complexity – will be followed.*
- It looks like Concept B may cause diversion from I-205 to the I-5 corridor because I-5 performs better. What is the scale of that and how can we address it?
 - *In terms of scale: a couple percentage points. This diversion caught me by surprise as well, until I considered the details. Relieving congestion on I-5 encourages people to divert from I-205 to I-5, especially since the I-205 corridor is a longer route for many trips.*



Recommendation topic: Consider implementation of Concept E concurrent with Concept B. PAC member discussion included:

Project team clarification and responses are indented and italicized.

- From a system management concept, I like the idea of being able to manage both corridors. ODOT does that today with variable message signage, which provides information on which route will be the fastest. I like the idea of continuing this strategy.
- As I understand Concept E, it is meant to generate revenue and build infrastructure. One thing I highly value is talking about congestion pricing as a tool to manage congestion on the roads. I do not want to see our region getting into the habit of using tolling to widen freeways. I am not supportive of moving forward with Concept E.
- I am supportive. We cannot think our population is static, as well as our business community. If things are static, no added capacity is merited.
- When we discuss and analyze priced lanes, we are looking at a restriction for freight. My concern is that congestion pricing should not increase the throughput of I-5 and I-205 with a priced lane that excludes freight.

Recommendation topic: After assessing performance of initial pricing project (assuming successful evaluation), consider implementation of Concept C in phases with comprehensive system analysis. PAC member discussion included:

- I like the idea of considering Concept C, but I would prefer to look at a larger area than Concept C. What about diversion to OR 217? We should be having that conversation.
- I realize Concept C is beyond the limits of what we can do this year. There needs to be a larger analysis. I also appreciate the roadmap that David provided, which shows how long the road is going to be before we get to tolling. I am very supportive of a larger analysis. I would like the language to be modified to indicate that this would be a region-wide system analysis. This analysis would be after the recommendation to the FHWA but before tolling is implemented.
- Concept C has the greatest impacts to safety on local roads and to low-income communities. The goal is to reduce congestion. I support bringing back option 4 (from the round 1 evaluation – add new priced lanes the length of I-5 and I-205 between the state line and the I-5/I-205 interchange) for consideration, because it has the most promise for congestion relief.

Recommendation topic: Develop mitigation strategies for low-income and adjacent communities. PAC member discussion included:

Project team clarification and responses are indented and italicized.

- I have been very pleased to hear conversations around the table on this topic. I would like to emphasize to the PAC that increased transit has to be part of the



package. This cannot just be a mitigation strategy; it has to be part of the package.

- I strongly agree with the support of enhanced transit as long as it includes carpools and vanpools.
- I would like to have on the record that we need to look at mitigation strategies for the entire region.
- Will we have time to add to and adjust these mitigation strategies?
 - *Yes. The purpose of today's meeting is to discuss ideas on mitigation strategies and discuss an initial recommendation, both of which we can bring back to the next PAC meeting for discussion.*
- Looking at where Concept B would start and stop (termini): I remain concerned about diversion on local roads, including SW Barbur Boulevard and NE Martin Luther King Boulevard. At this point, I have a hard time understanding how diversion is mitigated. There is a fair amount of transit. I support moving forward with this, but the devil is in the details.
- TriMet is in the midst of doing outreach for HB 2017. That legislation points towards a concentration of new services for low-income and minority communities where they live, which is not exactly in line with tolling mitigation. It is a different lens, even though we want to mitigate the impacts of tolling on low-income and minority communities. We are not looking at corridors that parallel these toll corridors. That would have to be another conversation.
- Since I am not going to be at the next meeting, I would like to know how you are going to solicit PAC opinions and recommendations for the next meeting. Should we provide something in writing?
 - *ODOT staff will be in touch with PAC members to decide what will be best for the PAC. That is how we structure these meetings - to allow for PAC discussion. We will continue to do that and that is our priority. We are here to help the PAC receive the necessary input to make a recommendation to the OTC.*

Recommendation topic: Other issues important to the PAC, including the need for future system-wide pricing analysis; need tolled freeway capacity (transit and roadways); and specified use of revenues. PAC member discussion included:

Project team clarification and responses are indented and italicized.

- All the transportation systems need to grow: bicycle, pedestrian, transit and vehicle. We need to look at our entire transit system and the economics in a growing economy with a growing population.
- We need to increase transit on our freeways and increase transit in the corridors. This does not fall under freeway capacity, but rather a different approach.
- Regarding the need for a system wide analysis, we need to identify that we are not just interested in money, but rather system wide operations. To make it clear to everyone, we need to express how we want to make the system better.
- When we do the analysis on value pricing, we need to look at the most impacted areas to identify specific projects and work with our partners to prioritize projects to mitigate diversion.



- I agree with the three issues that have been identified as “important to the PAC.” We have heard about a system-wide approach from Washington residents. Concept C is a more directed analysis.
- On the point about capacity, it is about system capacity.
 - *As a project team, we agree that capacity is about system capacity, not just freeway capacity.*
- The I-5 bridge needs to be part of the analysis.
- As part of the process, we need to make sure we continuously get public input.
- As one of three PAC members from north of the Columbia River, I want to say that 70,000 people commute from SW Washington on these freeways, and they pay Oregon income tax. I would like to add that we need some sort of mitigation for those commuters. Even if it is not total compensation, they need some ability to be compensated for that additional cost.
- When we look at future pricing and dig deeper into Concept B, are we also taking into account statewide growth and freight movement outside of this region? When the Joint Transportation Committee traveled the state before HB 2017 passed, they found that Portland area congestion was a concern statewide.
 - *We will look into the modeling results and if there is information about statewide freight movements under each concept, we will bring the information back to the next PAC meeting.*

TOPIC: NEXT STEPS

Penny concluded PAC 5 by outlining the next and final PAC meeting on June 25, when PAC members will be receiving draft recommendations based on discussion from this meeting. At PAC 6, recommendations to the OTC will then be finalized after PAC discussion. Commissioner O’Hollaren and Commissioner Simpson closed the meeting with final comments:

- Thank you to everyone. A lot of voices have been heard and there are a lot of options. We need to consider the impacts and do our best to be prepared for the unintended impacts. Transit and carpooling and creating options is important so that we aren’t discriminating geographically and focusing on Title IV and low-income.
- All of this does not come cheaply. All of it costs money and investment. It should be a user-based system, where those who use the facilities pay.
- The OTC will be looking bigger picture to understand where we want to go in the long-run.
- No option is easy, nor is it inexpensive. No matter what we do, we will not have enough money to pay our way out of congestion given our population growth.
- I appreciate the input, time, consideration and different points of views.
- Lastly, it has been great working with Brendon from the City and we look forward to working with him in his new capacity in the Governor’s office.
- Capacity and diversion will be ongoing conversations given our growth rate and current constraints. We never planned for this type of population to exist in our urban environment. The key is to come up with pragmatic solutions.



- This is the first mile to a marathon. We have a lot more work.
- I want to circle back to the comment about the Band-Aid. This is not solely a Band-Aid to transportation alone, but also housing, jobs, education, products and services. As easy as it is for us to advocate for our own goals, aspirations or constituents, we have to keep a broader lens on how this region impacts those factors to create an equitable and prosperous ecosystem that we share.

The meeting was adjourned at 12:00 pm.



Attachment: PAC 5 flip-chart notes – discussion of consultant recommendation

Consultant recommendation: Do not implement Concepts A or D:

- As you move forward with Concept E should also consider Concept D in the future
 - The PAC noted two different ideas: (a) consider tolling all lanes the length of Concept D instead of just on the Abernethy Bridge; (b) consider tolling just one lane the length of Concept D to offer choice
- If we are going to build a new bridge, need to add third lane
- Not comfortable with discarding the priced lane option (e.g. Concept D) – due to lower impacts to low income populations and diversion to local streets
- Concepts A and D address the supply side more than others, whereas Concept E adds capacity
- Agree with not implementing Concept A but need to consider Concept D in future
- Many thumbs up on agreeing with this recommendation

Consultant recommendation: Initial implementation of Concept B as pilot pricing program, coupled with performance monitoring to evaluate success:

- Needs model origin / destination of travelers for Concept B
- Consider broader planning (beyond I-5 and I-205)
- Consider diversion near Columbia/Lombard during future analysis
- Lack of clarity and uncertainty about investment in transit or where the revenue goes, need this certainty before this Concept goes forward
- Go further than mitigation for low-income, need to adopt a comprehensive no-harm approach and there need to be benefits
- This assumes the additional capacity at Rose Quarter
- Capacity issues with transit already
- For Concept B to move forward, need to consider some form of tolling on I-205
- Starting with Concept B then moving to Concepts E and C seems reverse/backwards, need to determine longer-term goal and then look at these pieces as stepping stones to achieve longer-term goal
- Agree long-term goal is important. I-205 is a high crash corridor, without additional transit there is a danger on local streets from diverting highway traffic. Supportive of Concept B but need to consider Concept C
- Need to consider diversion increases -- good and bad in this context
- Southwest Corridor Light Rail Transit planning was considered in conjunction with all concepts
- What is the scale of diversion back to I-5?
- Where would you start or stop on this option (termini)?
- Must consider diversion, i.e. onto MLK where there are few redundancies in the system. Must consider transit and transportation options



Consultant recommendation: Consider implementation of Concept E concurrent with Concept B:

- This provides for system management across both corridors and is an opportunity as well to complete a needed project
- Congestion pricing is a tool to manage demand and demand management should be the overarching principle. Therefore, not supportive of this approach, as it is a revenue-generating option, not demand management
- The population is not static, need to think about long term growth and the long-game, and the goal is reducing congestion
- Pay attention to whether traffic being diverted, and low-income impacts can be avoided
- Should keep a priced lane option on the table instead of just tolling all lanes in this area
- Priced lanes often exclude freight – cannot make freight impact worse with a priced lane option

Consultant recommendation: After assessing performance of initial pricing project (assuming successful evaluation), consider implementation of Concept C in phases with comprehensive system analysis:

- Need a more comprehensive look at the entire system, a need to look at the broader system in this recommendation
- Continue a larger regional-area study, post-December 2018 and before regional implementation of tolling
- Greatest impact on diversion and safety impacts on local roads and low income; need to pay attention to these impacts

Consultant recommendation: Develop mitigation strategies for low-income and adjacent communities

- Emphasize to OTC that increased transit service and access be a key recommendation (should be included as part of project scope)
- Strongly agree with increasing transit – as long as it includes vanpools and carpools
- Need to consider communities and benefits to transit north of the Columbia River
- Constitutional limitations must be addressed, especially for transit benefits
- HB 2017 resource for transit, and mitigations for low income is not being looked at in parallel with tolling. This needs to be separate work
- Details matter

Other topics:

- Agree with slide content
- Population is continuing to grow, need to consider the system, some people will always drive, need to consider the economics of growing population
- Increase transit on freeways, also increase overall transit on local streets
- System wide operations analysis is needed – how to make operations better at an entire system level; I-5 bridge replacement should be part of this analysis
- Should identify projects and prioritize funding for the entire system



- Look at areas most impacted, work regionally and systemically to manage impacts through funding, infrastructure, and transit
- Washington residents would want to know why Concept C, will need a system-wide analysis to answer
- Need more system capacity in many forms, not just freeways; need transit and all modes
- Public participation and transparency must be included
- Oregon income tax is paid by Washington residents and financial mitigations should be considered for those in Washington
- Taking into account growth outside of this regional area. Traffic from other parts of the state/region all have to travel through this area, this study needs to consider interstate travel



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ATTACHMENT E: SUMMARY OF PAC DISCUSSION AT PAC MEETING 6



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The draft meeting summary for the sixth PAC was transmitted to PAC members via email on July 27 with the request for comments or proposed edits by noon on July 29. Comments and proposed edits were received from a few PAC members and the meeting notes were revised as necessary.

FINAL Meeting Summary: Policy Advisory Committee Meeting 6

DATE: June 25, 2018

LOCATION: ODOT Region 1, 123 NW Flanders Street, Portland; Conference Room A/B

TIME: 9:00 am – 12:00 pm

MEETING OBJECTIVES

- Finalize PAC recommendation regarding concepts, mitigation measures, and other issues for inclusion in PAC recommendation to Oregon Transportation Commission
- Recognize conclusion of the PAC's charge

ATTENDANCE

Bernie Bottomly (TriMet), Craig Dirksen (Metro), Phil Ditzler (Federal Highway Administration), Marie Dodds (AAA Oregon Idaho), Matt Grumm (City of Portland), Chris Hagerbaumer (Oregon Environmental Council), Marion Haynes (Portland Business Alliance), Jana Jarvis (Oregon Trucking Associations), Gerik Kransky (The Street Trust), Anne McEnery-Ogle (City of Vancouver), Sean O'Hollaren (Oregon Transportation Commission), Eileen Quiring (Clark County), Roy Rogers (Washington County), Paul Savas (Clackamas County), Alando Simpson (Oregon Transportation Commission), Kris Strickler (Washington Department of Transportation), Pam Treece (Westside Economic Alliance), Jessica Vega Pederson (Multnomah County), Rian Windsheimer (Oregon Department of Transportation), Park Woodworth (Ride Connection)

AGENDA ITEMS AND SUMMARY

TOPIC: WELCOME AND AGENDA REVIEW

Penny Mabie (Facilitator, EnviroIssues) welcomed the Policy Advisory Committee (PAC) to the sixth and final Value Pricing Feasibility Analysis PAC meeting. Penny outlined the meeting materials, led introductions, and reviewed the meeting agenda and Value Pricing Feasibility Analysis timeline. She asked the PAC members if they had any changes to the meeting #5 summary.

PAC Action: Meeting #5 summary was approved without change.



TOPIC: COMMENTS FROM PAC CO-CHAIRS

- Thank you for your time and engagement. We look forward to listening and engaging with you all today.
- Please provide as much time as possible for public comment.

TOPIC: PUBLIC COMMENT

Penny welcomed public comment and asked that commenters limit their comment to two minutes. Public comments included:

- Portland has the worst congestion in the nation and 35 bottlenecks. You have not told us how ODOT will fix this. We have congestion because we have not increased capacity and our population growth has doubled. Tolling will cause diversion and accidents in the neighborhoods and I feel this entire process has been a sham.
- I have been a longtime (30 years) proponent of congestion pricing. I hope the goal is to maximize vehicle throughput of existing lanes not to maximize revenue; toll rates should be set to do that. Second, I suggest a different option: price all of I-205 from the river to Wilsonville because it is long enough to generate evidence that congestion pricing works and it would leave I-5 unpriced.
- Thank you for your time on this project – it is great work. Another idea: rather than recommending Concept B as an implementation path, look at a variety of ways by starting with an initial subset of entrance ramps. That idea could be expanded and then converted to a mileage-based system. This would be efficient and publicly acceptable. I agree with tolling for operation rather than revenue.
- There is no option to price the entirety of I-205. I live in the I-205 corridor, and think this pilot project would benefit the rampant congestion in the area. You would also give tolling authority to end the program if it does not provide results. When people see how well tolling I-205 works, they will be more willing to see it implemented elsewhere in Portland.
- I want to draw your attention to an aspect of congestion pricing: how value priced roads would benefit the poor. People say it is unfair to make people pay for roads that were once free. However, there are several aspects of the current system that are unfair: the cost of congestion makes a larger dent in a smaller paycheck. Congestion pricing would result in faster commute times for the poor who take transit, and save time and money and reduce auto emissions for those living close to the freeway.
- I am generally opposed to tolling because the alternatives do not pay their way and motorists subsidize them. The revenue should go to capacity. We need to make the bicyclists pay, and if that includes tolling bicycle lanes, let us do that. We cannot build our way out of this growth. Maybe we ought to look at what Trump is doing and build a wall around Portland or at least divert I-5 around Oregon.



- Increased capacity could meet our freight needs. Freight is expected to increase by 75 percent by 2030. Population growth is real, too. We do not need a dilemma between capacity and transit. The Western Arterial Route is well studied, would have advantages for freight, commuters and transit and is affordable and provides choices.
- We have serious concerns about diversion into the Overlook neighborhood associated with Concept B. North Portland has higher rates of young, diverse (race and ethnicity), lower income and car-dependent households. Without mitigation, Concept B would place costs on households in the neighborhood and cause safety issues. We are not opposed to tolling, but we are opposed to creating a situation that will cause people to divert into Overlook and North Portland.
- Thank you for your work; West Linn recently had multiple presentations from ODOT. West Linn is going to be greatly impacted. At the ODOT Open House, I got different answers to my question about when and how widening will be paid for. This is a dilemma. I am not anti-tolling, but the PAC needs to put a lot of thought into this and please consider West Linn in the process.
- I am in favor of congestion pricing, although I have concerns about diversion, as a bicyclist. I would like the revenue to go to bus connections, neighborhoods and alternative mode commute routes, which would help alleviate diversion and reduce congestion. In Washington County, renters who are car free must pay for a parking spot and road widenings, which do not benefit them and preserve our climate for future generations.
- I cross the bridge and get on the MAX to get to work in Hillsboro from Vancouver. If you toll the bridge, I would have to pay a toll to ride the MAX. A long-term solution is to build another bridge. I do not think big Portland clients – Nike, Intel, banks, trucking – want a toll on federal bridges. Billions of dollars come across that bridge, and tolling will take money away.

TOPIC: DRAFT PAC RECOMMENDATION TO THE OTC (*DISCUSSION/DIRECTION*)

Penny outlined the next agenda item. Penny said that this portion of the meeting will begin with a presentation from Kirsten Pennington (WSP) to introduce the Draft PAC Recommendation to the Oregon Transportation Commission (OTC) discussion. After that, Penny said she will lead the PAC in a discussion on the Draft PAC Recommendation to the OTC.

Part 1 – TOPIC: DRAFT PAC RECOMMENDATION TO THE OTC (*DISCUSSION/DIRECTION*)

Penny introduced Kirsten Pennington to outline the Draft PAC Recommendation to the OTC by section. The Draft PAC Recommendation to the OTC does not yet reflect the PAC's meeting 6 (June 25, 2018) discussion and will be revised to incorporate that discussion. The Draft Recommendation to the OTC represents what the project team has heard from the PAC thus far, especially during PAC meeting #4, when the PAC discussed mitigation strategies, as well as PAC meeting #5, when the PAC began forming a recommendation for OTC consideration.



Section 1: Context of the recommendation to the OTC. Key components include:

- The legislation requires the OTC to submit the proposal to the Federal Highway Administration (FHWA) by the end of 2018. The role of the PAC is advisory to the OTC.
- The OTC does not require PAC consensus. Minority opinions are welcomed and will be captured and given to the OTC.
- Further planning, analysis, mitigation development and public engagement will be conducted. There is a lot to come in terms of specificity in the mitigation discussion.
- This recommendation is the first milestone in a longer-term process.

Section 2: Mitigation priorities. This was part of the PAC charter. Key priorities heard from PAC members and the public include:

- Improved public transportation and other transportation options are essential strategies for equity and mobility. Overall, congestion pricing is intended to improve mobility and provide benefits.
- There is more work needed to identify specific strategies to mitigate impacts. Special provisions need to be considered for Environmental Justice (EJ) populations, including low-income communities.
- Diversion strategies should be designed to minimize and mitigate negative impacts where necessary.

Section 3: Recommended pricing concepts. This was part of the PAC charter. Key components include:

- The consultant team provided a recommendation to the PAC at PAC meeting #5, which included 3 components for pricing concepts that warrant further traffic revenue, public involvement and environmental analysis: initial implementation of Concept B (pricing all lanes on I-5 between Going to the Sun and Multnomah) and Concept E (pricing all lanes on I-205 on the Abernethy Bridge, including the planned future additional lane in each direction); longer-term implementation of Concept C (pricing all lanes on I-5 and I-205 from the state line to their interchange near Tualatin) as part of a larger pricing analysis; and ensuring that the initial implementation is in conjunction with mitigation strategies.
- The PAC members provided some comments at PAC 5 on the consultant recommendation, including: pricing is a way to add capacity; pricing is a way to avoid adding capacity; support Concept C as a vision and identify Concept B and/or E as first step; support for Concept C as an initial project; and modify E to ensure it addresses the planned third lane on I-205 (Stafford Road to OR99E) in addition to the Abernethy Bridge replacement.
- The team revised the consultant recommendation that was presented at PAC 5 based on the committee's discussion at that meeting. The nature of the recommendation is what will warrant further traffic revenue, and environmental analysis. The revised recommendation was the same as the consultant recommendation provided at PAC 5 (see above) with the change clarifying that Concept E was intended to address the planned third lane on I-205 (Stafford Road to OR99E) in addition to the Abernethy Bridge replacement.



Section 4: PAC input on other topics. This was not a required part of the PAC's charter, but this section reflects issues for consideration by the TOC that the project team has heard from the PAC. Key components include:

- Pricing analysis and planning are needed for the regional freeway system: I-5, I-205, I-84, I-405, US 26 and Hwy 217.
- As the region grows, we need to plan for adding roadway and public transportation capacity in a pricing environment.
- Revenue should be used to relieve traffic congestion within the region.

Section 5: PAC member written comment. This section will include individual, unedited written comment from PAC members, which are due to Penny on June 29, 2018. The project team recognizes there is a diversity of opinions around the table and this is meant to ensure all PAC member voices are heard.

PAC member comments and questions regarding the overview of the Draft PAC Recommendation to the OTC included:

**Responses are indented and italicized.*

- The recommendation for longer term study of pricing mentions looking at all Portland area highways – I assume that includes I-5, I-205, I-84, I-405, US 26 and Hwy 217. But this is not written down or on the map. Did you mean to put all Portland area highways in the recommendation?
 - *We have heard those highways mentioned by the PAC in terms of future study. We can reflect this level of specificity in the report if that is what the PAC wants to recommend.*
- This might be a question for the PAC co-chairs. In the process, we are talking about a first milestone and then a longer-term process. I know the OTC did not put this forward (it was the Legislature). We have also been having dialogue with some of our legislators. Some are against tolling; some are open to it. What, if anything, has the OTC talked about? What, if anything, do you think will happen with OTC after this process?
 - *This PAC meeting is structured to make the most of the time we have today. We are trying to capture the larger themes, while still listening to minority opinions. We will be presenting this discussion to the OTC on July 12, 2018. Then, we will go back to them and ask for input. Many of the questions that have been raised by the PAC can be addressed once we know what concept we are moving forward with. That is why we are asking you specific questions. If the conversation goes another way, that is okay.*
 - *We [the OTC] are not looking for a consensus. The commission will have a deeper discussion, which may or may not embrace everything that comes out of this. We want to be sensitive and consider minority points of view. We are looking for the broader perspective.*
- I am not saying we have a minority opinion. I am just hoping to clarify - What does "longer-term process" mean?



- *This process is meant to get points of view for major stakeholders and to allow the public to provide input and submit arguments that allow us to get smarter on what congestion pricing in Portland could look like, if it can work and how we can mitigate the unintended consequences. Hopefully we will come away with a process that embraces many points of view. Ultimately, it is to inform the OTC so we can decide with the greatest amount of information possible.*
- I appreciate the clarification. There is confusion – reading some of the letters and comments – about how this process influences funding infrastructure improvements. Our legislators met twice in Salem and voiced individually and collectively that they are relying upon tolling to pay for improvements. My question is: going forward today, how will these projects be funded? If we are supposed to give our points of view, we need to know how it is going to be funded.
 - *The OTC has not made that decision yet. The legislature made it clear that there will be a fund for congestion pricing revenue, but there is no indication of how that money will be spent. We have a massive volume of infrastructure needs and a shortfall in revenue. I cannot imagine we would come to a point where the revenue should not be used for investing in the system. This body is free to recommend whatever it wants, and the OTC will consider it.*
 - *We are in the process of making the PAC recommendation, which will be important for the OTC moving forward. It looks like there are some questions on the white board that show we will have a chance to provide input on this.*

Part 2 – TOPIC: DRAFT PAC RECOMMENDATION TO THE OTC (DISCUSSION/DIRECTION)

Penny transitioned the PAC to the discussion on the Draft PAC Recommendation to the OTC. The project team developed six questions pertaining to sections 2, 3 and 4 of the Draft Recommendation to the OTC (see appendices for PAC 6 Deliberation Questions). For each question, the PAC will weigh in on whether it is the right question, provide comments on the topic/question and ask clarifying questions. Once the question has been established, the PAC members will be asked to vote on the question, signaling if they “support,” “accept,” or “oppose” what is in the Draft PAC Recommendation to the OTC (see appendices for PAC 6 Deliberation Questions - Results). “Accepting” means, “I can go along with it, I will not fight against it, but I am not saying I support it.” The vote will be done by a show of hands and the report will reflect the outcome. Individual PAC member’s votes will not be identified in the notes. If PAC members want to comment specifically on one of the questions or express their position, they can do that in their individual comment letters. PAC member comments and questions included:

- All of that extra white space under each question on the flip charts – do we write our “but” statements?
 - *The project team will capture the PAC discussion on the flip charts.*



- *Not every comment will be included in the recommendation. If ideas need to be put into the recommendation, I will ask "shall we include those?" So, the PAC is building the recommendation as we go, recognizing that we have captured many sentiments in the summaries and they will be attached to the report.*
- Under section 2.1, the report states that travel times and travel speeds will be primary metrics. The lack of identifying public transportation as a metric strikes me as an oversight that should be addressed. Public transportation should be a metric of success.
 - *The team will note this concern to ensure that appropriate metrics are used in future phases of study. [Staff Note: the availability of public transportation was analyzed along the I-5 and I-205 corridors as part of this study.]*

Penny transitioned the group from clarifying comments and questions to discussion about the questions. PAC member comments and questions are summarized below. Project staff responses are indented and italicized and direction from Penny is italicized.

Mitigation priorities

Refer to Section 2.2 starting on page 2-3 of the DRAFT recommendation report.

Mitigation Priorities Question (PAC question 1 of 6): Do PAC members support a recommendation to the OTC that identifies these priorities for mitigation strategies that should be more fully developed as part of congestion pricing?

- What does "public transportation options" mean? Normally we are talking about various modes under "options."
 - *We have often used the word "transit." It was requested we be more inclusive of carpooling, so we wanted to use a broader term. It is not all inclusive or exclusive at this point.*
- In the section about improving public transportation, it says "carpool/Ride Share." Uber and Lyft have taken over the Ride Share term. Replace "ride share" with "Vanpool."

Penny asked the PAC about this change, and heard no opposition to including the change in the report.

- Metro Council feels we need to take one step forward so that transit access is not just a mitigation strategy, but a part of the package. To truly understand how a program will work, we need to increase transit access from the very beginning. Transit should not be a mitigation strategy, but it should be part of the program itself. If ODOT studies congestion pricing without increased transit, ODOT's analysis will demonstrate what we already know: it is hard to price people when you do not provide them with other options.

Penny asked the PAC to respond to the above comment.



- From a Clackamas County perspective, along the 14-mile stretch from Sunnyside to Wilsonville, it is imperative that transit be in place before tolling.
- I think the Environmental Justice communities feel hesitation towards a process when it is not broadened as early as possible. What we are looking for is to bake it in as early as possible, that whatever we develop, it is early in the process.
- The City of Portland strongly supports that. We should model above and beyond what is in the 2027 RTP because we are adding transit to our system.
- I want to add my support to that comment. If we are talking about choices and giving people options, we need to have transit baked into the plan.
- I strongly support Councilor Dirksen's comment about integrating transit as a foundational element of the program.

Penny asked if the PAC would like to take transit out of the mitigation strategies and make it a condition of the concept recommendation.

- I do not know that we want to take it out, but add a section that takes transit improvements beyond a mitigation strategy as part of the program. The language needs to reflect that.
- I think there are sections of the interstates right now where there is adequate transit to do a pilot. I want to make sure the sections where there are no alternatives, that it not be implemented until then.
- I am not sure that the other two are not the same – transit as a mitigation strategy and transit as part of the recommendation package. I think the idea is that as you move forward with a strategy, we need to make sure we address all three of the mitigation strategies before the program gets implemented, so that the program incorporates a variety of mitigation strategies, including transit. All of the mitigation strategies need to be a part of the program development.
- I agree, but we need to state it stronger in the report than how it is laid out currently – that these are essentials.

PAC agreement was reached to retain public transportation in the mitigation priorities section and make a stronger statement to implement public transportation strategies in the PAC Recommendation to the OTC.

- "Bad" diversion is a negative we want to address, but there are times you would like to divert local trips from freeways to local streets by giving them a better option. Some diversion is not bad and we would encourage some diversion. The term in the recommendation refers to "parallel" arterials – "impacted" is better. Because we anticipate impacts, safety improvements need to be considered as part of the program, so that arterials are prepared to accept the diversion. I suggest adding "safety improvements to arterials."

Penny asked for PAC members to respond to the above comment.

- "Arterials" is way too broad. The Rose Quarter is a priority for us. From a Washington County perspective, I certainly do not have problems with mitigation on some arterials.

Penny asked - Is there a way to add this comment but not have it that broad?

- Recognizing safety to arterials that will be impacted by diversion needs to be given a priority consideration for local trips.
- Can parallel be included as well? It is imperative to the I-205 section.
 - Yes.



Penny asked the PAC if they had further comments about the mitigation priorities.

- Under the second mitigation strategy we appreciate the statement “regardless of state of residence.” Would the PAC consider using the phrase “entire regional bi-state system?” This phrase would work with all of these, reminding folks that C-Tran is the only provider of interstate transit. I would put it in the paragraph before “Draft Mitigation Strategies” paragraph.

Penny asked the PAC about this comment, and the PAC had no objections.

- With some of these, we may have some regulatory barriers that need to be remedied. I do not know where that goes, but it needs to be pointed out that moving across the state/Metro, there may be legislation barriers that need to be clarified, and that needs to be in the PAC recommendation to the OTC.

MODIFIED Mitigation Priorities Question (PAC question 1 of 6): With the discussed changes, do PAC members support a recommendation to the OTC that identifies these priorities for mitigation strategies that should be more fully developed as part of congestion pricing?

PAC Action:*

- Support: 15
- Accept: 3
- Oppose: 0

*The count includes the vote of Curtis Robinhold (Port of Portland), who could not attend but sent his responses.

Recommended pricing concepts

Refer to Section 2.3 starting on page 2-5 of the DRAFT recommendation report.

Pricing Concept Question 1 (PAC question 2 of 6): Do PAC members support a recommendation to the OTC that advances pricing projects on both I-5 and I-205?

- At the Westside Economic Alliance transportation meeting I asked this question: do Concepts B and E provide enough information to test the system efficiently? Another thing our committee felt strongly about is that capacity is the number one issue.
 - We will call David Ungemah (WSP) up to answer these types of questions.
 - Yes, for a variety of reasons. The first is oriented towards congestion pricing as a traffic mitigation strategy. There is a substantial number of trips occurring through the concept areas. It is typical that a congestion pricing pilot project is in place for 2-3 years. Within that amount of time, you get a pattern that is quite sustainable. On Concept E, there is a revenue component for construction purposes. We not only have the benefits of understanding congestion reduction, but also diversion impacts near West Linn, as well as the contribution of payment for the Abernethy Bridge and the added third lane. Between the two concepts, this would resolve the broad question from the Legislature in HB 2017



about how congestion pricing could be used as a traffic reduction measure and strategy to raise revenue.

- Are you saying the efficiencies from B and E can be extrapolated?
 - *Yes, there would be enough statistical evidence that would tell us how congestion pricing would affect the broader system. Local context matters.*
- Would there be any preference to doing the Abernethy Bridge prior to tolling through the Moda Center corridor? Or is the recommendation to do both at the same time?
 - *Both projects have an independent value. Part of the reason our team feels strongly about these two concepts as part of the initial PAC recommendation to the OTC is that they have an immediate, independent result. As to the timing, Concept B requires a greater level of engagement with the FHWA and United States Department of Transportation (USDOT), which can take time. Concept E may take time or may be more smoothly and quickly implemented. The approval process may be shorter, but construction may take more time, so we may see these implemented simultaneously. They do have independent reasons for implementation.*

- Because of the severe concerns of diversion as a result of congestion through the West Linn area, I cannot support the question the way it is worded now. We should not be tolling anything until there are alternative routes or modal options in place. I support the pilot projects but it must be done where there is already transit options. For Concept E, there is no alternative parallel route along I-205.
- I just want to clarify the process. My understanding is that we are advancing these two ideas – Concept B and Modified Concept E – for additional analysis and consideration by the OTC to answer a broad range of questions related to diversion and tolling locations. Is my understanding correct?
 - *That is correct. If it is helpful for the PAC, we can have David overview the roadmap.*
- Add the words “for further study” and I can buy into that.

Penny clarified that the recommendation would reflect that the discussion about the pricing concepts is about which concepts move forward for further analysis.

- Given that this recommendation is for further study and in responding to the public comment about North Portland, I recall that we had discussion about whether or not this is the right location to start/end tolling. Maybe we need to add blue hashtags to the map for the end and starting points of Concept B.
 - *That is what we also heard – in terms of the termini. That was the intent, and the team can reflect that in the graphic.*
- The OTA did an independent study on freight bottle necks nationally; that section of the Rose Quarter was number 16 of 100. Our concern is that you would divert enough traffic. Our sense is that you need to do both freeways to manage the traffic flow. We would be supportive of doing them both together.



- The City of Portland strongly supports congestion pricing on I-5 and I-205. We would like to see it taken further in the near term. Building on a previous comment and the public comment on North Portland, my understanding is that there was a technical memo that said the beginning and end would be reexamined, and we would like to put that back in.
- AAA supports the notion of tolling and realizes it is a tool for transportation funding. We also believe that when tolling is utilized reasonable toll free routes should be available. That is important to our discussion about diversion and we would like to look at what options would be available without creating bottlenecks on surface streets.
- Whatever we do for the north end of Concept B in terms of termini, we should also do for the southern end.
- With the only option on Concept B there are no additional lanes on I-5. You will be tolling all of those lanes. People will have to get off of the freeway to access a non-tolled lane. This does not provide the option that AAA is saying they would like to have, because there are no general purpose lanes.

Penny and Emma Sagor (EnviroIssues) clarified that changes to question 2 include: 1) add "for further study" at the end of the sentence and 2) in the PAC recommendation to the OTC, clarify that the termini of both concepts would be further analyzed and the graphics would be revised to show that, for both the north and the south corridors.

- When you are looking at both recommendations – is this an either/or situation? Or can you vote for both? Second, I thought we were looking at B/E and then a complete system option, but it does not look that way in the language. The second question appears to be more phased in than going with Concept C at first.
 - *This phased approach is captured into the principal of both freeways. The next question is, this phased approach that the consultant is recommending – I have heard multiple views. So this is a chance to express those.*
- So this question is Concept B and Modified E supported?
 - *It addresses the principal of doing this on both freeways.*
 - *We tried to organize the discussion so that we are addressing the principle of tolling both freeways and so that the question did not become circular. However, if it is the will of the group, we can change the question.*

Penny asked the PAC – Is it the will of the group to change the question to ask specifically about Concept B and Concept E?

- I appreciate the way the questions are currently written.
- The second question is broad enough that the City can support the question as worded. The second piece, we will accept but not support.
- When I took this question back to the Westside Economic Alliance, the vote was evenly split, so I asked if we could vote for both. That is why I am asking about the wording.
- It sounds that there should be three conversations/questions: do we support B and E? Do we support C? And a larger principle question of supporting tolling on both I-5 and I-205.



Penny clarified – the question should be: In principal, the committee recommends an approach that puts tolling on both freeways. And then you get to the more specific questions: do you support E/B and C?

- I propose doing that later.

Penny asked - Is the PAC okay with that approach?

- I would like to see emphasis on Concept C – that that is our goal. These (Concept B and Concept E) are interim steps. Long-term, our ultimate strategy is to implement Concept C, knowing we agree that these first two pilots are a necessary step on the way to that goal.
- I agree, although I suggest that that strategy is not comprehensive. It is not looking at all freeways in the system. We want to see a system that manages demand to increase capacity in a way that is cost effective for the driver.
- I was prepared to answer the questions as written. I can support question 1, as written, but not inferring Concept C is automatic.
- Representing one of the major payers of this concept (freight), we would like to see some success and capacity improvements and deliverables before we accept Concept C. I can support Concepts B and E and can potentially accept Concept C, but it needs to be clear that we will get some benefits and investments in capacity before we start talking about pricing everything.
- There has been a lot of good discussion, although I feel we have lost the clarity. It is important to vote now while we are having the discussion, because this is the heart of the recommendation. I do not think we should put this question off onto a different section.
- Washington County does not agree with a system wide approach until we see some results. I have empathy for our friends in Clark County; they have no alternative routes in Concept C. I like the phase-in, and I would like to see how congestion pricing works before we start taxing our neighbors to the North. I would like to do C, but we need to be sensitive to them.
- Metro supports a pilot and assessing the results before we go to a general tolling concept.
- I agree. Let us start with B and E before we put C into implementation.
- We ought to answer the questions: Do we support advancing Concept B and Concept E as a pilot? Do we think Concept C ought to be done long term?

Penny asked the PAC – is everyone okay with that? Do you support Concept B and Concept E, as the first question? Do you support Concept C, as the second question?

- The way you are writing them seems to be forcing B and E on both questions.
 - *That is not what I am intending.*



MODIFIED Pricing Concept Question 1 (PAC question 2 of 6): Do PAC members support a recommendation to the OTC that advances pricing projects (concepts B and modified E) on both I-5 and I-205 as a pilot for further study?

PAC Action:*

- Support: 10
- Accept: 6
- Oppose: 2

*The count includes the vote of Curtis Robinhold (Port of Portland), who could not attend but sent his responses.

Pricing Concept Question 2 (PAC question 3 of 6): Do PAC members support a recommendation to the OTC that advances the two-tier approach (shown in Figure 2-2), which starts with two smaller pilot projects and includes a larger scale phased implementation on I-5 and I-205?

- My intention sitting at this table is to vote in support of Concept C. My concern with using a phased-in approach is that it appears to have a financial benefit. I am concerned that E and B inherently have a project finance element driving their implementation. I would like to see value pricing set to manage demand, with a transparent policy.
- The Oregon Trucking Association's support is based on capacity improvements. We are not in favor of congestion pricing to support other projects.
- I think a lot of folks do not see congestion pricing as increasing capacity. Right now, we build roads for peak-period conditions. Congestion pricing reduces the number of people on the roads and increases throughput. I agree we need to do this in phases, but we have heard from consultants around the world: the public says "no way!" and the feeling flips when they see the benefits. It is the cheapest way to add capacity. You price first, and then you add the new capacity only if it is needed, based on an analytical analysis.

Penny asked – what do we need to do to ask question 2 correctly?

- When I went back to my community, I went with an either/or question: B and E, or C (assuming you support congestion pricing)? What I ended up with was a total split.
- My hope is that there would be a way to test support for Concept C. It seems that we have pushed the second question into the first. If we can find a way to test the appetite for C, that would satisfy my needs.
 - *These questions are here to help the conversation, not to add extra confusion. Forget the question if it is not helpful. There is no pride of authorship on those questions.*
- The question is about do you support the recommendation for a long-term congestion pricing program. The question is asking, "do you support what is in the recommendation?" If the pilot is a success, do you support Concept C.
- To get to the points everyone wants to make, there are three questions: The one we just voted on - Do we want to support the pilots? Do we support advancing



for the broader concept C and using the pilots with that larger project in mind? And do we support Concept C alone, first?

- The three questions should be: Do we support the pilots for a tiered approach? Or do you start with Concept C? The question should be: Do you want to start with C? The next question would be: Do you want to start with the pilots with the hope of moving forward?
- Part of the recommendation should be Concept C. The pilot projects are a way of testing. It is about the order in which they appear.
- The second question gets at that, and the third gets at C alone.
- Concept C includes I-5 and I-205, but page 2-6 talks about all Portland area highways. Can you please clarify?
 - *In the consultant recommendation, Concept C is a longer-term vision analyzed in the context of looking at other region freeways. It is C+.*
- The definition of "comprehensive planning," please?
 - *That is yet to be determined and is something the PAC can provide recommendation on today or in letters to the OTC. We do know there are steps in the roadmap, but the extent of comprehensive planning has not been entirely decided upon. That will be part of the future work.*
- That ambiguity helps me make my decision. Thank you.
- Concept C does not take into consideration much of the discussion that has been occurring. Just C is tolling all lanes.

Penny clarified – We have already asked the first question about the pilots. What I have heard is that the next question is, "Is there support for doing the pilots with the broader vision of Concept C in mind?" Then, "Do we start with Concept C? And last, "do you want to use the pilots to get to this broader, system wide, C+ version?"

- *I think the next question is: "Do you support Concept C as a first step?" Or, "Do you support C as a future vision?" And those are the two questions.*
- My struggle is – trying to represent those who have brought comments to us in the last week about why a two-tiered approach – if you are invested in a strategy that tests the pilot and then look at the results and determine next steps. That would raise the question about a broader system approach. Some of the struggles I have heard from the comments include 1) Why just I-5 and I-205? And 2) Without an understanding of what projects would be constructed, it is difficult to weigh in and 3) without a definition of success, how do you adapt to a next tier. Without those questions answered, a single vote for B/E to C, is tough for those on the Washington side.

Penny asked – What if we ask, "Do you support Concept B and Modified E, working towards a study of the larger area?"

- There could be more acceptance if there is additional evaluation. I struggle with isolating it to I-5 and I-205.

Penny clarified – These two questions get to the either/or dilemma. Essentially, we keep question 2 (concepts B and modified E followed by C), and the third question is more along the lines of section 2-6: start with the pilots and aim to implement congestion pricing in the greater Portland area. Remember, the language in the questions is not



precisely what the language will be in the PAC recommendation to the OTC. We will use these questions to modify the text in the Draft PAC Recommendation to create the PAC's recommendation to the OTC.

- Where does C+ come in?
 - Question 3 is C+.
- Question 1: Do you support concepts B and E? Question 2: Do you support concepts B and E that lead to Concept C? And do you support just Concept C?
- The issue is that the pilot projects should lead to looking at the greater Portland area, not constrained to Concept C.
- A concept that looks more broadly at a study of a regional system that includes other metro-area highways) is handled under the "PAC input on other topics."

MODIFIED Pricing Concept Question 2 (PAC question 3 of 6 – modified into two parts): Do PAC members support a recommendation to the OTC that advances the two-tier approach, which starts with two smaller pilot projects (concepts B and modified E) and includes a larger scale phased implementation on I-5 and I-205 (concept C plus looking at the broader system)?

PAC Action:*

- Support: 9
- Accept: 4
- Oppose: 5

**The count includes the vote of Curtis Robinhold (Port of Portland), who could not attend but sent his responses.*

NEW Pricing Concept Question 2 (PAC question 3 of 6 – modified into two parts): Do PAC members support a recommendation to the OTC to consider implementing Concept C first?

PAC Action:*

- Support: 8
- Accept: 1
- Oppose: 8

**Votes add to 17. Curtis Robinhold did not provide a vote via email as question was added at meeting.*

Additional PAC member comments include:

- Thank you for that process, it helps me communicate to my community. Thank you for working us through that process.



PAC input on other topics

Refer to Section 2.4 starting on page 2-8 of the DRAFT recommendation report.

Other Topic Question (PAC question 4 of 6): Do PAC members support the suggestion that the OTC consider system-wide feasibility analysis of potential pricing applications on the regional freeway system? These are aspects the PAC would like the OTC to consider, not what the PAC recommends.

PAC member comments and questions are summarized below. Responses are indented and italicized and direction from Penny (Facilitator) is italicized.

- The City of Portland supports this. However, I would hope that the system is not purely an ODOT system, but also looks at transit and is a multimodal system.

Penny clarified – right now it says freeways and bottlenecks in the freeway system.

- *We tried to make this something the PAC could work on as a group today. This question can stand by itself, it does not have to have the revenue component. There is a place to make your recommendation about revenue, depending about how much time is left today. The topic of revenue can and will take many meetings.*
- We have concerns about the way the recommendation is written. I suggest a language change so that local roads are considered. We have heard a lot of conversation about comprehensive value pricing. My council is very interested in this, but we have concerns. That language change allows you to consider an entire system, not just those owned by the State of Oregon. I am concerned that the regional analysis would be done by the Oregon Department of Transportation. We need to first understand what our policy goals are and then consider them through regional study. The point is that I would like a language change so that the regional analysis needs to be done. JPACT and TPAC need to be a part of this.

Penny clarified – let us focus on freeway vs. a broader focus, but not focus on who does it.

- The last three words say, “regional freeway system.” I am okay with the question. I want clarification that the word “consider” is synonymous with the word “study”?
- Yes.
- When we talk about the regional freeway system, we are talking about those under the authority of the OTC. I do think the region needs to have a conversation about broader congestion pricing. When this goes to the OTC, we need to be clear. We are getting beyond our scope if we want to talk about getting into the future.

Penny responded – These questions are beyond the scope of this project. I do not want to get too far into the details. Let us make sure this question is correct.



- The question will be dealing with analysis, not determinations – it is just analyzing the whole system.
 - *Correct. The reason the language says, “OTC analyze...” is because this report is going to the OTC.*

Penny asked the PAC if they have any objections to the way the question is currently worded.

- We do need to be analyzing more than the freeways. If I say, “Yes,” does that put me in a box down the road? Each person’s answer to these questions have such different reasons for their answers. So, I hope that is all reflected.
 - *We have heard several times throughout the PAC process that the tolling discussion should not be confined to I-5 and I-205. I do not want to take too much time getting into something we have not yet discussed – tolling other than on the freeway system.*
 - *These questions are written because the PAC Recommendation is going to the OTC. It could be written as, “OTC should consider analysis in collaboration with regional partners.” That change could address what we are hearing around the table.*

Penny asked the PAC if they wanted the writing to be kept as “regional freeway system.” The majority agreed and those who did not agree could put that in their individual letters and abstain from voting.

- I would like to see language that says this is separate from the pilot projects.

MODIFIED Other Topic Question (PAC question 4 of 6): Do PAC members support the suggestion that the OTC consider further system-wide feasibility analysis with regional partners of potential pricing applications on the regional freeway system?

PAC Action:*

- Support: 10
- Accept: 6
- Oppose: 2

**The count includes the vote of Curtis Robinhold (Port of Portland), who could not attend but sent his responses.*

Penny transitioned the PAC to the fifth question. Due to time constraints, PAC members can include comments in their letters, rather than rewording the questions during the meeting. PAC members are welcome to abstain from answering because of how the questions are written.



UNMODIFIED Other Topic Question (PAC question 5 of 6): Do PAC members support the suggestion that the OTC develops a plan for future roadway and public transportation capacity increases in a congestion pricing environment?

PAC Action:*

- Support: 7
- Accept: 8
- Oppose: 1
- Abstain: 2

*The count includes the vote of Curtis Robinhold (Port of Portland), who could not attend but sent his responses.

Other Topic Question (PAC question 6 of 6): Do PAC members support the suggestion that the OTC uses revenues from freeway tolling to provide benefits within the region where revenues are collected, for congestion relief and mitigation strategies? PAC member comments and questions included:

- Is the region considered Region 1 ACT (Area Commission on Transportation) or the Portland metro region?
 - *I would think it would be Region 1 ACT, given that this is an ODOT project. We are trying to capture what we have heard. I do not think it is necessarily about precise boundaries, but more about the value of keeping money within the area and not way outside.*
- We would only support this project if the revenue is limited to projects of regional significance. Is that implied?
 - *That is not a formal implication in the PAC Recommendation to the OTC.*
- Our support is based on region, not Region 1 ACT. The reasoning is to support revenue going to people who pay the tolls.
- I agree. The improvements should be tied to the corridor and would benefit the people who paid that toll.
- We want to make sure it applies to the constitution and is not a way to circumvent our highway trust fund.
- There is support for keeping money in the region. I would hope we all agree it stays here, however that ends up getting defined.
- No, because the region might grow. We feel we need to keep the money in the specific corridor.
- We need to say there is consensus that it should be used in our region with differences in the degree.
- We all agree these funds should not be spent outside the region. The specificity varies.
- I think there is something in statute that relates to this and maybe ODOT staff can look.
- I want to reiterate the corridor is important to the City of Portland.



UNMODIFIED Other Topic Question (PAC question 6 of 6): Do PAC members support the suggestion that the OTC uses revenues from freeway tolling to provide benefits within the region where revenues are collected, for congestion relief and mitigation strategies?

PAC Action:*

- Support: 11
- Accept: 5
- Oppose: 2

**The count includes the vote of Curtis Robinhold (Port of Portland), who could not attend but sent his responses.*

TOPIC: PAC RECOGNITION AND CLOSING REMARKS

Penny asked the PAC co-Chairs if they received everything they needed from the PAC group. Closing remarks from the PAC co-Chairs included:

- We have more than enough. Thank you to everyone for their investment and time. It has been a long time commitment.
- July 12th will be coming very soon. Please be present. Given time constraints, if there are things you felt you need to get off your chest, there is another step in this process. And there are three additional commissioners and your voice and your constituents' voices will be important.
- As we are going to keep moving forward, I highly encourage everyone to stay engaged, be involved and keep your voices heard. This is probably the most complex thing we have encountered in the past decade. I am confident we will find something that benefits Oregonians and Washingtonians.
- Thank you for your time and effort. We have learned a ton and have a deeper understanding.
- We need to address the issues raised: mitigating diversion; congestion causing diversion; environmental impact to low-income communities; building capacity; freight corridors and moving goods; population explosion combined with frozen transportation infrastructure.
- Through the Governor's panel, everyone around the state said Portland congestion mattered. We must look at it comprehensively. Perhaps create a Portland ellipse: where does congestion exist and where can it be addressed? We also have to look at public private partnerships, transit, bicycling, bus routes and maybe even ferries.
- Our friends in Clark County do not need to be singled out. There is one river dividing us. People in Vancouver, Washington want to spend time in traffic no less than those in Portland.
- Creating capacity and addressing this issue is not free. It costs money. We must be part of the solution. The historic methods of funding do not work.
- Collectively, we have heard a ton. We will walk into the Commission with a broad view. Each one of you took the time and effort to be here. I know the recommendations will not solve all problems and address all concerns, but we



will do our best to incorporate as many comments as we can, but also taking a big step forward to address regional issues.

Additional PAC member comments included:

- Thank you to the OTC commissioners. As we move forward, I encourage us to consider the collaborative nature of housing and transportation.
- Thank you to the OTC commissioners. I am not done reading the accident reports on the “third lanes” of I-205 but want to read one that captures the significance for Clackamas County. A constituent had a roll-over accident on Stafford Road and told the deputy: she was driving to the airport and took a shortcut to use SW Stafford Road to access I-205, due to a high volume of traffic. This was at rush hour, simply cutting through the area, where most accidents are rollovers.

TOPIC: NEXT STEPS

Penny concluded the meeting by outlining next steps.

- Send signed PDF of written comments to Penny by noon on Friday, June 29, 2018.
- OTC meeting is on July 12, 2018.
- OTC meetings on August 16 and 17 will provide direction to ODOT.
- Application to FHWA submitted on December 31, 2018.

Penny noted the work of the PAC was completed.

The meeting was adjourned at 12:00 pm.



Attachment: Transcribed flip-chart notes taken during PAC 6 meeting

Mitigation priorities

Refer to Section 2.2 starting on page 2-3 of the DRAFT recommendation report.

Do PAC members support a recommendation to the OTC that identifies these priorities for mitigation strategies that should be more fully developed as part of congestion pricing?

Support

15

Accept

3

Oppose

0

Discussion:

- Prefer "transportation modes" to options. Are they synonymous?
- Carpool/rideshare – replace ride share with vanpool to differentiate from Uber and Lyft.
- Pleased to see transit called out clearly. Need to go a step further. Transit as part of the program, not a mitigation strategy separately.
 - Imperative transit be in place in Clackamas County before tolling
 - Important to include in program early from an ET perspective
 - Model above and beyond regional RTP
 - Can still be referred to as mitigation strategy, but clarify that it is an integral part of program
- Need to clarify that all 3 mitigation strategies will be considered in development of program
 - Strong support
 - State stronger in report
- Diversion: times when you want to divert local trips, particularly to transit. Not sure "parallel arterials" is correct term – suggest "other arterials"
- Need to consider arterial improvement in prep for diversion. Suggest adding safety improvements to arterials.
 - Too broad. Money will be finite, need to focus on priority improvements
 - "Give safety improvement priority"
 - Others preferred "parallel". Suggest adding both words
- Appreciate line "regardless state of residence." Recommend specifying "Entire regional bi-state system" in paragraph before strategies are introduced
 - No opposition
- Regulatory barriers – need to acknowledge barriers that must be remedied



Modified concept recommendation

Refer to Section 2.3 starting on page 2-5 of the DRAFT recommendation report.

Do PAC members support a recommendation to the OTC that advances pricing projects (concepts B and modified E) on both I-5 and I-205 as a pilot for further study?

Support

10

Accept

6

Oppose

2

Discussion:

- Do B+E provide enough to test the system?
 - Tech team: Answer is yes. B = High congestion, will show effects quickly. Anticipate potential <3 years. E = Revenue objective, have a chance to test revenue generation and diversion. Can be extrapolated to entire system. Local context still significant.
- Any preference to do one pilot before other?
 - Tech team: Projects have an independent value and benefit. Timing: B requires more FHWA involvement. E may require same process or may be simplified through section 129 process. May be deployed simultaneously due to approval process.
- Can't support question as worded. Haven't heard strategies for addressing diversion impacts.
 - Support concept of pilot projects in areas where alternative already exist.
 - Process clarification: Moving forward concepts for additional analysis and questions.
 - Add "for further study" at end of question"
 - § Supported (see red edits to original question)
- Concern about terminus and NE Going. Suggest adding blue hashing like concept E.
- Independent study on freight bottlenecks. RQ is 60/100. Concern with one freeway is diversion to other corridor.
- Tech memo stated termini would be re-examined – want reinstated.
- Important to consider alternative routes available
- Whatever we include about analysis of termini should apply to North and South
- Concept B: only alternative is diversion onto local streets
- Is this "either/or" with next question?
 - No – two different principles
- Should we vote on Concept B + Modified E?
 - Appreciate how questions are worded as allows nuanced responses
 - Members received feedback from constituents on concepts
 - Suggest voting on two-tier approach first
 - Add a third question, "In principle, committee recommends a pricing project on both freeways."



- § Ask later under other topics
- § (Question modified to specify implementation of concepts B and modified E as a pilot project)
 - Some would like to see emphasis on C. State long-term first. State pilots are necessary steps to that end.
 - § Not comprehensive as doesn't encompass whole system
- Vote in opposition due to support for concept C first. Want VP set to manage demand. B+E are project finance tools.
 - Others agree but voted support

Do PAC members support a recommendation to the OTC that advances the two-tier approach, which starts with two smaller pilot projects (concepts B and modified E) and includes a larger scale phased implementation on I-5 and I-205 (concept C plus looking at the broader system)?

Support
9

Accept
4

Oppose
5

Discussion:

- C is just I-5 and I-205. Are we talking about all area highways?
- What does "comprehensive planning" mean?
 - Not yet determined, PAC can recommend
- Comments received about "why a tiered approach" – after analysis, may want to look beyond I-5 and I-205.
 - Without a definition of success or clarification or projects, difficult to support
 - Question needs to consider "C+": C plus looking at the broader system
- Capacity increase
 - Others note congestion pricing effectively increases capacity
 - Would like to see capacity improvements before endorsing C
- Important to keep this input (support for "C+") in main section of report.
- Like phased approach – C provides no alternatives for Clark County
- Support for pilot before wide implementation
- Support of freight is contingent on capacity improvements

New question: Do PAC members support a recommendation to consider implementing Concept C first?*

Support
8

Accept
1

Oppose
8

*Votes add to 17. Curtis Robinhold did not provide a vote via email as question was added at meeting.



Input on other topics

Refer to Section 2.4 starting on page 2-8 of the DRAFT recommendation report.

Pricing analysis and planning are needed for the regional freeway system: I-5, I-205, I-84, I-405, US 26, Hwy 217

Do PAC members support the suggestion that the OTC consider further system-wide feasibility analysis with regional partners of potential pricing applications on the regional freeway system?

Support

10

Accept

6

Oppose

2

Discussion:

- “Freeway system”: should be broadened, multi-modal system. Important for revenue question as well.
- Would want to look at different ways to introduce pricing. Regional look should not only look at freeways and not assume ODOT would conduct.
 - Simplify to “regional study should be done”?
 - Beyond PAC’s scope. No legislative direction for regional study. Would need to define goals first.
 - “Consider” needs to be synonymous with “study”
 - § “Consider further analysis in partnership with other agencies”
 - Regional freeway system is under OTC’s jurisdiction
 - § Tech team: recommendation written to OTC
- Some would accept, but also want to look beyond freeway system
- Important to clarify timing – after pilots

As the region grows, we need to plan for adding roadway and public transportation capacity in a congestion pricing environment

Do PAC members support the suggestion that the OTC develops a plan for future roadway and public transportation capacity increases in a congestion pricing environment?

Support

7

Accept

8

Oppose

1

Abstain

2



Revenue should be used to relieve traffic congestion in the region

Do PAC members support the suggestion that the OTC use revenues from freeway tolling to provide benefits within the region where revenues are collected, for congestion relief and mitigation strategies?

Support

11

Accept

5

Oppose

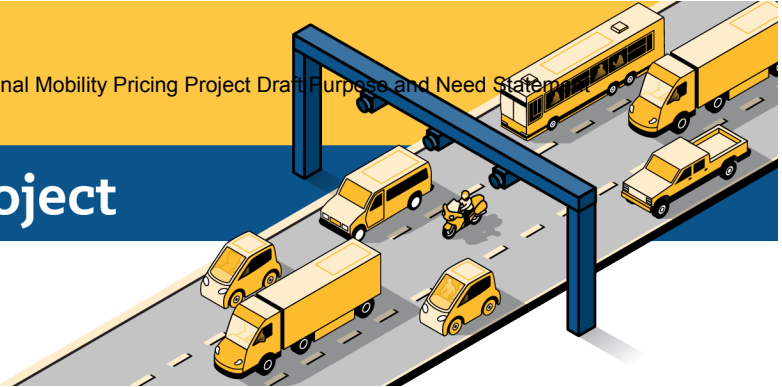
2

Discussion:

- What "region"?
 - Region 1? Still being determined
- Would only support for projects of regional significance
- Support contingent of money going to corridor where it was collected
 - Several agreed
- Needs to comply with state constitution
- Reflect there is support for keeping money "here", understanding this needs to be defined
- Opposition: region continues to grow and expand
- All agree funds should not be spent outside region
 - May already be in statute

Regional Mobility Pricing Project

Draft Purpose and Need Statement



The Regional Mobility Pricing Project needs your input on this draft Purpose and Need Statement, as well as the included Goals and Objectives. With your input, this draft Purpose and Need Statement will be enhanced over time and will guide the formation of Project alternatives, which will later be refined to advance into NEPA. Read on and please share your thoughts by emailing the project team at OregonTolling@odot.state.or.us. Please put "Purpose and Need Statement" in the subject line and send us your comments by [September 30, 2021].

INTRODUCTION

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

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

In 2018, the Oregon Transportation Commission and the Oregon Department of Transportation (ODOT) conducted the Portland Metro Area Value Pricing Feasibility Analysis to study how and where congestion pricing could be applied. Substantial public input and a Policy Advisory Committee informed the final recommendations

What is a toll?

A toll is a fee imposed to drive on a road or bridge. Bridge tolls and roadway tolls have been used for centuries to pay for construction and maintenance of the facility. Historically, travelers had to stop and pay in cash, but that is no longer necessary with modern technology (FHWA, n.d.)

Is congestion pricing the same thing?

The term congestion pricing describes a type of tolling where drivers are charged a higher price during peak traffic periods. The higher fee encourages some drivers to consider using other travel options such as carpools or transit, or change their travel time to other, less congested times of the day, or not make the trip at all. If a small percentage of drivers choose another mode of travel or time of travel, it can reduce traffic congestion for those who can't modify their trip and improve traffic flow for the entire system. Congestion pricing is a proven tool to manage congestion based on the experience of multiple congestion pricing projects in operation across the country (FHWA 2017).

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to implement congestion pricing on all lanes on the I-205 and I-5 corridors in the Portland metropolitan area.¹

ODOT is currently pursuing three toll projects: the Regional Mobility Pricing Project, the I-205 Toll Project, and the Interstate Bridge Replacement Program². ODOT first initiated the I-205 Toll Project in 2019, which at the time proposed congestion pricing on all I-205 lanes on some or all freeway segments between Stafford Road and Oregon Route 213. During a public comment period for the I-205 Toll Project, many commenters and local agencies expressed concerns about fairness, diversion, equity, climate change, and congestion management associated with planning the I-205 Toll Project. ODOT has incorporated that input into this Regional Mobility Pricing Project (the Project), which proposes to implement congestion pricing on all I-5 and I-205 lanes in the Portland metropolitan area, consistent with the longer-term vision that stakeholders advocated for and the Oregon Transportation Commission adopted in 2018.

PURPOSE

The purpose of the Regional Mobility Pricing Project is to implement congestion pricing on I-5 and I-205 in the Portland, Oregon metropolitan area in order to manage traffic congestion on these facilities and to generate revenue for priority transportation projects.

NEED FOR THE PROPOSED ACTION

Daily traffic congestion is negatively affecting the quality of life in a growing region.

Traffic congestion on I-5 and I-205 creates long backups of vehicles traveling at slow speeds—a scenario that many people experience daily while traveling during the morning and evening rush hours. Some of the most significant bottlenecks in the Portland metropolitan area are found on I-5 and drivers experience traffic congestion through these segments that lasts more than 7 hours each weekday:

- Northbound I-5: Broadway to Capitol Highway (6.0 miles, 7.75 hours each weekday)
- Southbound I-5: The Rose Quarter area from Broadway to Rosa Parks Way (3.0 miles, 9.25 hours each weekday)

Between 2015 and 2017, these queues increased 1 hour (ODOT 2018). Free-flow travel time is typically 25 minutes on the I-5 corridor. In 2017, evening peak travel time on southbound I-5 was 100 minutes—a four-fold increase versus free flow.

¹ Please go to https://www.oregon.gov/odot/tolling/ResourcesHistory/20180705_VP-PAC-Rec-to-OTC.pdf for more information on the recommendations from the Policy Advisory Committee.

² In partnership with the Washington Department of Transportation. Please go to <https://www.interstatebridge.org/> for more information on the Interstate Bridge Replacement Program.

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Reoccurring bottlenecks that occur on I-205 last between 3.5 and 4.75 hours (ODOT 2018):

Northbound I-205: Glenn Jackson Bridge to Powell Boulevard (5.8 miles, 4.75 hours each weekday)

Northbound I-205: Abernethy Bridge to I-5 (8.5 miles, 3.6 hours each weekday)

- Southbound I-205: Division to Glenn Jackson Bridge (5.3 miles, 3.75 hours each weekday)

Congested conditions on I-5 and I-205 result in traffic rerouting to other freeways in the region (I-405, US 26, etc.), local streets, and arterial streets. This rerouting results in additional traffic congestion and creates potential safety conflicts. Accident frequency on both freeways and arterials tends to increase with the congestion levels and stop-and-go traffic. The conditions caused by traffic congestion make travel unreliable such that drivers and transit riders cannot predict how long it will take them to get to work, home, services, or childcare arrangements.

Forecasts for the region show that population and employment will continue to steadily grow. The Portland metropolitan area population is expected to grow from approximately 2.5 million residents in 2018 to more than 3 million by 2040 (23%) and more than 3.5 million by 2060 (43%) (Census Reporter 2018; Metro 2016). Since 2011, job growth in Portland has outpaced the nation year over year: In 2019, Portland grew at an average annual rate of 2% compared to the U.S. average of 1.6% (Portland Business Alliance 2020). By 2039, the number of vehicles travelling along the I-5 corridor in the Portland region is projected to be between 127,200 and 192,900, depending on the corridor segment (ODOT 2020), which is an approximate increase of 18% from 2017 traffic counts. Planned roadway projects, improvements in transit, and increased use of active transportation modes (bicycles, walking, etc.) will not fully address the increase in daily trips and hours of traffic congestion (Metro 2018).

Traffic congestion is slowing down economic growth.

Traffic congestion affects the Portland metropolitan area economy through slow and unpredictable travel times for freight, services, small businesses, employers, employees, and low-income earners. From 2015 to 2017, drivers in the Portland region experienced an 18.5% increase in the number of hours of traffic congestion. In 2015, the daily cost of traffic congestion in the Portland metropolitan area was \$1.7 million, which increased to \$2.0 million in 2017. These numbers reflect the economic burden of trucks and cars being delayed on the roadway but do not reflect the environmental and health costs related to motor vehicles, such as vehicle collisions, air pollution, and roadway noise (ODOT 2018).

COVID-19 Pandemic Traffic

Traffic volumes decreased significantly during the early days of the COVID-19 pandemic, and rush-hour traffic congestion has not been as severe as it was before the pandemic. With the economy reopening, vehicle numbers are increasing. As of July 2021, the Portland metro area state-highway volumes are only 3% to 5% below pre-pandemic levels for weekday traffic and 4% to 7% below weekend traffic. ODOT expects that traffic levels will continue to return to pre-pandemic levels and grow in the future. (ODOT 2021)

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Of the interstate freight routes in the region, I-5 carries the highest freight volume, ranging from 10,000 to 19,000 trucks per day, while I-205 carries the second-highest freight volume, ranging from 7,800 to 14,000 trucks per day (ODOT 2018).

Our transportation system must reduce greenhouse gas emissions by managing congestion.

Climate change is a significant threat to Oregon's economy, environment, and way of life (Gov. Kate Brown 2019). To reduce the negative effects of climate change, Oregon has committed to reducing greenhouse gas emissions by at least 45% below 1990 levels by the year 2035, and by 80% by 2050 (EO 20-04 2020). The transportation sector—particularly personal cars and light trucks—creates approximately 36% of greenhouse gas emissions in Oregon (Oregon Global Warming Commission 2020). Traffic congestion leads to an increase in fuel consumption and carbon dioxide emissions. During congestion, vehicles spend more time on the road, idling or crawling, and undergoing numerous acceleration and deceleration events that leads to an increase in emissions.

To meet the state's goals for greenhouse gas reduction, total vehicle emissions must be reduced by decreasing the number of hours vehicles spend stuck in traffic, the amount of stop-and-go traffic, and the number of miles traveled by motor vehicles in the state.

Revenues from the gas tax are not sufficient to fund transportation infrastructure needs.

Available funding for transportation has not kept pace with the costs of maintaining Oregon's transportation system or constructing new transportation and traffic congestion relief projects. ODOT revenue comes from a mix of federal and state sources. The Federal Highway Trust Fund provides states with roughly 25% of public spending for federal highway and transit projects and is funded primarily by the federal fuel taxes (Sargent 2015). The federal gas tax has not been adjusted since October 1993, and the share of federal contributions to state transportation projects has greatly decreased. On the state level, escalating expenditures to maintain aging infrastructure, the need to perform seismic upgrades for the state's bridges, and rising construction costs have greatly increased financial needs.

Compounding this problem is a substantial increase in travel demand as the state experiences strong population growth, particularly in the Portland metropolitan area. ODOT must explore every possible method for getting the most out of its existing infrastructure, funding traffic congestion relief projects in the region to ease traffic congestion, and planning for increased earthquake resiliency.

Our transportation system must support multimodal travel to reduce congestion.

Multimodal travel accommodates a wide range of travel methods including walking, bicycling, driving, and public transportation. Multimodal streets can increase transportation system efficiency and accommodate more trips in the same amount of space. When effectively integrated, multimodal travel can help advance various environmental, health, and congestion-mitigating benefits for communities. This can result in a reduction of vehicle emissions, which will improve air quality and reduce greenhouse gas emissions (USDOT 2015). Multimodal

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travel provides additional access to populations who do not drive, such as young children, seniors, people with disabilities, low-income residents, and those who do not own a car. (Litman 2021)

The Portland metropolitan area's transportation networks have resulted in inequitable outcomes for historically and currently excluded and underserved communities.

Many urban interstate highways and major civic centers were deliberately built through neighborhoods with concentrations of people experiencing low incomes and communities of color, often requiring the destruction of housing and other local institutions (Federal Register 2021). In the eastern Portland metropolitan area, the construction of I-205 exemplifies these outcomes where the planned highway alignment was changed due to political motivation and public protest (Fackler 2009). The alignment was moved away from Lake Oswego, farther east and south into Clackamas County and farther east in Portland, away from majority white and wealthier cities, reinforcing social and economic inequity (Invisible Walls 2019). In Central Portland during the 1950s and 1960s, the construction of I-5, the Veterans Memorial Coliseum, Emanuel Legacy Hospital, the Portland Public School Blanchard site, and urban renewal programs divided and displaced communities in North and Northeast Portland, affecting and burdening communities of color—especially Black communities—in the historic Albina neighborhood (Gibson 2007).

Because of these discriminatory transportation policies and politics, a geographic mismatch exists between job locations, essential resources, community services, and housing that is affordable (Oregonian 2012). This disproportionality affects communities of color, immigrant communities, people experiencing low income, lesbian, gay, bisexual, transgender, gender non-conforming, and queer (LGBTQ+) individuals and people living with a disability (Federal Register 2021). Members of these communities have fewer transportation options and travel farther between destinations, which increases transportation costs and dependence on unreliable travel options and adds significantly more time in traffic congestion. Collectively, these transportation and land use decisions, and the systems that led to them, have resulted in discrimination and unequal investment in these communities. This leads to lasting trauma and continued economic, social, and health impacts for historically and currently excluded and underserved individuals and communities (Federal Register 2021).

Within denser urbanized areas, there is a greater risk of concentrated air pollutants and heat islands from transportation-related activities. Communities located near major roads can experience increased air pollution from cars, trucks, and other motor vehicles, and can have an increased incident and severity of health problems associated with air pollution exposures (EPA 2014). Higher amounts of traffic, congestion, stop-and-go movement, or high-speed operations can increase the emissions of certain pollutants (EPA 2014).

Managing congestion on the I-5 and I-205 corridors and providing for multimodal transportation options would increase access to valuable community resources for historically

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underserved and dispersed communities. It would also improve air quality within concentrated neighborhoods located along the I-5 and I-205 corridors.

The Project will also implement mitigation measures to avoid additional and compounding negative impacts to these communities.

GOALS AND OBJECTIVES

Project goals and objectives are desirable outcomes of the Project beyond the Purpose and Need Statement. The following goals and objectives reflect input collected during the I-205 Toll Project's Summer-Fall 2020 engagement and from the Value Pricing Feasibility Analysis Policy Advisory Committee, partner agencies, the Equity and Mobility Advisory Committee, and other Project stakeholders; these goals and objectives will be considered when comparing potential congestion pricing alternatives to each other against the future No Build (no congestion pricing) Alternative.

ODOT acknowledges that past land use and transportation investments have resulted in negative cultural, health, economic, and relational impacts to local communities and populations and that these investments have disproportionately affected historically and currently excluded and underserved communities. Additionally, ODOT recognizes that these communities have historically been left out of transportation planning and the decision-making process. These practices, along with more recent gentrification in Portland and surrounding cities, have resulted in a mismatch between job locations and housing in areas with few transportation options.

The draft goals and objectives below, along with input from the Equity and Mobility Advisory Committee, will prioritize equity throughout the Project development process. The Project team will engage communities who use or live near the Project area, especially those who have been historically and are currently excluded and underserved, to participate throughout the formation of conceptual alternatives, development and narrowing of alternatives, decision-making, and Project implementation, monitoring, and evaluation process.

- Goal: Provide benefits for historically and currently excluded and underserved communities.
 - Maximize benefits and minimize burdens associated with implementing congestion pricing.
 - Support equitable and reliable access to job centers and other important community places.
 - Support equitable and reliable access to health promoting activities.
 - Design the congestion price system to support travel options for people experiencing low incomes.
- Goal: Limit additional traffic diversion from congestion pricing on I-5 and I-205 to adjacent roads and neighborhoods.

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- Design the congestion pricing system to limit rerouting from of trips away from I-5 and I-205.
- Design the congestion price system to minimize impacts to quality of life factors, such as health, noise, safety, job access, travel costs, and environmental quality for local communities from traffic rerouting.
- Goal: Support multimodal transportation choices to provide travel options and reduce congestion.
 - Support shifts to higher occupancy vehicles (including carpooling) and other modes of transportation (for example, taking transit, walking, biking, teleworking).
 - Collaborate with transit providers to support availability and enhancements to transit and other transportation services parallel to the congestion priced corridors, especially for historically and currently excluded and underserved communities.
- Goal: Support safe travel regardless of the transportation mode.
 - Enhance vehicle safety on I-5 and I-205 by reducing congested conditions.
 - Support safe multimodal travel options (for example, walking, bicycles, transit, and automobiles) on roadways affected by congestion pricing.
- Goal: Contribute to regional improvements in air quality that reduce contributions to climate change effects.
 - Contribute to reduced vehicle air pollutants and greenhouse gas emissions in the Portland metro area by reducing congestion, therefore resulting in more consistent vehicle speeds, less vehicle idling, and fewer overall motor vehicle emission hours on I-5 and I-205 and on local roadways affected by congestion pricing.
 - Reduce localized air pollutants by reducing congestion and improving travel efficiency, particularly in community areas where pollutants may be concentrated due to traffic congestion.
- Goal: Support regional economic growth.
 - Provide for reliable and efficient regional movement of goods and people through the congestion priced corridors.
 - Provide for reliable and efficient movement of goods and people on local roadways affected by congestion pricing.
 - Improve regional access to jobs and employment centers, especially for historically and currently excluded and underserved communities.
- Goal: Support management of congestion and travel demand.
 - Design the congestion price system to improve efficient use of roadway infrastructure and improve travel reliability.

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- Goal: Maximize integration with future congestion price systems and other transportation systems.
 - Design a congestion price system that can be expanded in scale, integrated with congestion pricing on other regional roadways, or adapted to future congestion price system applications.
 - Design a congestion price system that is interoperable with other transportation systems in the region and nearby states.

Consistent with the requirements of 23 U.S.C. 168, the information in this document, and the public and agency input received, may be adopted or incorporated by reference into a future environmental review process to meet the requirements of the National Environmental Policy Act.

Americans with Disabilities Act and Title VI of the Civil Rights Act of 1964

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References

Consistent with 23 CFR 450.212 (a)-(c) and 23 CFR 450.318(a)-(d), the following documents and studies were used in preparation of this Statement of Purpose and Need and are incorporated by reference. These materials are publicly available using the weblinks provided.

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Oregon Transportation Commission sets direction for tolling

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Oregon Transportation Commission sets direction for tolling

Aug. 16, 2018

Contact: Dave Thompson, 503-860-8021

JOHN DAY -- During its Aug. 16 meeting in John Day, the Oregon Transportation Commission considered the recommendations of its 25 member Portland Metro Area Value Pricing Policy Advisory Committee and provided direction to ODOT on preparation of an application to the Federal Highway Administration to implement tolling.

In 2017, the Oregon Legislature directed the OTC to seek federal approval of a congestion pricing plan. In July, the advisory committee submitted recommendations to the OTC. The recommendations include an initial tolling pilot program at two locations in the Portland Metro area:

- All I-5 lanes between approximately Northeast Going Street/Alberta Street and Southwest Multnomah Boulevard, a stretch of about seven miles through the downtown Portland corridor.
- On or near the George Abernethy Bridge on Interstate 205.

Tolling could be used to both manage congestion and generate revenue to address highway bottlenecks, including by potentially funding the I-5 Rose Quarter and I-205 Stafford Road to Abernethy Bridge improvement projects.

The advisory committee recommendations also identified three priorities for mitigating potential impacts of any future tolling program:

- Improved public transportation and other transportation options to address equity and mobility
- Special provisions for environmental justice populations, including low-income communities
- Diversion strategies to minimize negative impacts

The OTC accepted the advisory committee's recommendations to seek to toll the two segments of I-5 and I-205 and directed ODOT to prepare an application to the Federal Highway Administration seeking approval to toll these segments. ODOT will present this application for the OTC's approval on November 16. By law, the application must be submitted by December 31, 2018.

The OTC also provided direction that any toll revenues from within the metro region be placed in a Congestion Relief Fund to invest in improvements to the transportation system in the region, as directed in HB 2017. The Oregon Constitution requires that any toll revenues be invested in roads.

ODOT will work with federal officials to determine the next steps to move tolling forward. Before receiving final federal approval to implement tolling, ODOT will conduct additional traffic and revenue analysis, undertake in-depth analysis of equity and diversion impacts, and engage the public with significant outreach and public comment opportunities. ODOT anticipates that it will be a number of years before tolling is implemented on Portland area freeways.

"We've heard consistently from Oregonians across the state that congestion in the Portland metro area is hurting our livability and impacting our economy. Tolling can help us both manage demand and finance bottleneck relief projects that will provide people a better commute and help us keep commerce moving," said Tammy Baney, chair of the Oregon Transportation Commission. "But before we implement tolling we still have a lot of work to mitigate the potential impacts of tolling, particularly to address the potential impacts on low-income families, but also to find ways to improve public transit and address diversion of traffic off the freeway."

OTC member Alando Simpson, who co-chaired the advisory committee, praised its members for their work. "Everyone rolled up their sleeves to wrestle with the tough questions," said Simpson. "By bringing everyone around the table, the process helped us move this discussion forward. We now have two potentially viable options for how to use congestion pricing to improve Portland's transportation system."

"We are in the early stages of discussing tolling, and we have a lot to do to design a comprehensive program to reduce congestion in the Portland region," noted OTC member Bob Van Brocklin. "We are all aware that our population is growing dramatically, and that we will need to invest more in our infrastructure from a range of funding sources to keep up with that growth."

Consistent with the advisory committee's recommendation to analyze the benefits and impacts of tolling on other roadways, the OTC also provided direction to separately develop a long-term study of congestion pricing on all Portland metro area freeways including Interstate 84, Interstate 405, U.S. 26 and Oregon 217. ODOT will develop an approach for implementation, including policy review, potential geographic scope, timing, estimates of resource needs, and OTC oversight. ODOT will provide a draft proposal for OTC discussion in November and present a refined proposal for OTC approval before the end of January 2019.

OTC member Sean O'Hollaren, who served as the other co-chair of the advisory committee, emphasized how the OTC responded to comments from the public, including residents of southwest Washington. "Our partners across the Columbia River expressed concerns that exploring tolling on I-5 and I-205 would unfairly target people commuting from Washington. We listened and adopted a more comprehensive approach that will look at all freeways, not just those used by Washingtonians to get to work."

“Congestion in Portland that traps trucks in traffic impacts the economy of the entire state,” said Commissioner Martin Callery of North Bend, who formerly worked for the Oregon International Port of Coos Bay and served as vice-chair of the Oregon Freight Advisory Committee. “We need to look for creative solutions that will keep freight moving so we can keep Oregon businesses strong and produce family-wage jobs.”

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Oregon Department of Transportation

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U.S. Department
of Transportation
**Federal Highway
Administration**

Oregon Division

January 8, 2019

530 Center Street NE, Suite 420
Salem, Oregon 97301
503-399-5749
Oregon.FHWA@dot.gov

In Reply Refer To:
HDA-OR

Ms. Tammy Baney
Chairperson
Oregon Transportation Commission
355 Capitol Street NE, MS #11
Salem, OR 97301-3871

Mr. Matthew L. Garrett
Director
Oregon Department of Transportation
355 Capitol Street NE, MS #11
Salem, OR 97301-3871

Dear Ms. Baney and Mr. Garrett:

Thank you for your December 10, 2018, letter expressing your interest in pursuing tolling on segments of Interstate 5 (I-5) and Interstate 205 (I-205) in the Portland region. You asked that I address the following: 1) eligibility and other requirements under federal tolling programs; 2) required project refinement and analysis to obtain a classification determination under the National Environmental Policy Act (NEPA); and 3) the anticipated timeline and opportunities to streamline review under NEPA. Below is a response to these topics.

Question 1: Eligibility and other requirements under federal tolling programs.

The report transmitted with your December 10 letter, titled *Oregon Application to FHWA: Value Pricing Feasibility Analysis and Proposed Implementation*, presents an I-205 Project (page 1-4) and an I-5 Project (page 1-6). Additional project detail is needed for a final eligibility determination by the Federal Highway Administration (FHWA), however, the I-205 Project is likely eligible for tolling under both Section 129 of Title 23, U.S.C. (Section 129) and the Value Pricing Pilot Program (VPPP), while the I-5 Project is likely eligible for tolling under the VPPP.¹

Section 129 provides authority for tolling Federal-aid highways in conjunction with construction, reconstruction, or other capital improvements to highways, bridges and tunnels. While revenue generation is commonly the driving reason for tolling under Section 129, a state may implement a time-of-day tolling (pricing) strategy under this mainstream tolling program.² Under Section 129, public agencies may impose tolls on Federal-aid highways in the following instances:

¹ Title 23 of the United States Code (Highways) includes a general prohibition on the imposition of tolls on Federal-aid highways. However, Title 23 and other statutes contain exceptions to this policy. Two mainstream federal tolling programs and two pilot programs offer states opportunities to use tolling to generate revenue to support highway construction activities and to implement priced managed lanes on Federal-aid highways. The two mainstream tolling programs that do not require an agreement with the federal government or approval from USDOT/FHWA are presented in Section 129 and Section 166 of Title 23. The VPPP and the Interstate Reconstruction and Rehabilitation Pilot Program (ISRRPP) are pilot programs that can be used to advance a tolling project. Both pilot programs require USDOT/FHWA approval. All four federal tolling programs are discussed in detail at https://www.fhwa.dot.gov/ipd/tolling_and_pricing/tolling_pricing/federal_tolling_programs.aspx.

² Pricing involves the imposition of fees or tolls that vary based on the level of demand for travel on a highway facility. The fees may vary according to a fixed schedule or in real-time based on actual travel conditions. Also, known as congestion pricing, value pricing, variable pricing, peak-period pricing, or market-based pricing - this

- Initial construction of a new highway, bridge, or tunnel
- Initial construction of new lanes on highways, bridges, and tunnels (including Interstates), as long as the number of toll-free lanes is not reduced
- Reconstruction or replacement of a bridge or tunnel
- Reconstruction of a highway (other than an Interstate)
- Reconstruction, restoration, or rehabilitation of an Interstate highway, as long as the number of toll-free lanes is not reduced

Therefore, under Section 129, the State of Oregon is permitted to toll all lanes of the Abernathy Bridge if the bridge is replaced or reconstructed. The state would also be permitted to toll all lanes of mainline Interstate bridges that are replaced or reconstructed as part of the project. Placing tolls on all lanes of Interstate 205 beyond the immediate approaches to replaced or reconstructed bridges, is permitted under Section 129 only if the conditions above are met, particularly, that the number of toll-free lanes is not reduced. As the OTC/ODOT develops a tolling strategy for the I-205 Project, eligibility under Section 129 will be more fully understood.

Federal law does not provide FHWA authority to approve the tolls, the specific toll rates, or exemptions, as the state owns, operates and controls these facilities. Additionally, tolling agreements are no longer required by Section 129, however, under existing implementing guidance, state departments of transportation and other public agencies responsible for toll facilities are encouraged to enter into a memorandum of understanding (MOU) with FHWA.^{3 4} An MOU can be particularly meaningful in light of requirements for audits and the use of toll revenues, and the potential consequences of noncompliance (including the discontinuation of toll collection). Typically, under Section 129 a contract for physical construction must be awarded before tolls may be collected.

The State of Oregon may also pursue authority to impose tolls on Federal-aid highways under the VPPP, a program that uses pricing to control travel demand and address congestion. Authority to use tolls under this program requires approval by USDOT/FHWA. The VPPP was first authorized under the Section 1012(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), as amended under other laws, most recently in Section 1604(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). While discretionary funding is no longer provided, the authority to use tolling as a tool to address congestion remains in force, and FHWA enters into or modifies existing cooperative agreements for tolling projects under the VPPP, consistent with the pilot authority.

strategy manages demand by imposing a fee that varies by time of day, direction of travel, type of vehicle, number of occupants, or other factors. While pricing generates revenue, this strategy also seeks to manage congestion, environmental impacts, and other external costs.

³ In 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) removed the earlier requirement that State or local public agencies execute a tolling agreement with FHWA prior to imposing tolls under Section 129.

⁴ As shown in FHWA's sample MOU template, located at https://www.fhwa.dot.gov/ipd/tolling_and_pricing/tolling_pricing/sample_mou_template.aspx, suggested elements of the MOU include documenting the eligibility for tolling a Federal-aid highway facility under Section 129 and outlining how the statutory requirements regarding the use of toll revenues, audits, and other federal requirements will be met.

The VPPP is a pilot program designed to assess the potential of different value pricing approaches for reducing congestion. Under the VPPP, tolls may be imposed on existing toll-free highways, bridges, and tunnels, and variable pricing is used to manage demand. The legislation also requires a state that implements tolling under this program to report on the outcomes (impact on travel times, transit, air quality and low income/minorities). There is also a requirement that a state consider the potential impacts on low income drivers. Congress has authorized up to 15 slots under the VPPP, which are allocated to state or local agencies. Oregon currently holds a VPPP slot that was recently used to evaluate peer-to-peer car sharing in Portland. This VPPP slot is also being used to support the OTC/ODOT's current effort to explore additional congestion pricing projects in the Portland region.

Oregon would need to develop a VPPP tolling plan, conduct an environmental review under NEPA, and enter into a cooperative agreement with FHWA to implement a VPPP project. The VPPP tolling plan should address how tolling will manage congestion in the corridor, how tolling revenues will be used for construction, and the effect tolling has on traffic patterns, facility operations, and financing. A key element of the VPPP tolling plan, is a traffic and revenue study. The traffic and revenue study serves to provide understanding of the tolling, traffic, and financing aspects of a project. This work then serves to inform the project's environmental review under NEPA. The limits of the VPPP project corridor identified must include the construction project to which the toll revenues will be applied.⁵ Also, there have been circumstances under the VPPP where tolls have been collected in advance of construction.

Question 2: Required project refinement and analysis to obtain a classification determination under the National Environmental Policy Act (NEPA).

Should NEPA be required, Oregon's decision to implement a tolling project in the Portland region should be informed by an in-depth traffic and revenue study, public engagement, and environmental review under the requirements of NEPA.⁶ These in-depth studies will provide an understanding of the operational impacts to the system and the overall feasibility of the project, as well as serve to educate and inform the project owner, the FHWA, and the public on natural and human environmental impacts, and the viability of tolling in the region.

The report entitled *Oregon Application to FHWA: Value Pricing Feasibility Analysis and Proposed Implementation* presents a high-level scoping of two potential tolling projects, the I-205 Project and the I-5 Project. Prior to initiating a formal NEPA analysis, ODOT should better

⁵ For tolling under the VPPP, the toll revenue provision (section 1012(b)(3)) of Public Law 102-240) has been implemented under the cooperative agreements which provide that the revenues first be used within the defined VPPP corridor for operating and capital costs of the project. Any revenues in excess of those costs may be used on other eligible title 23 activities, without limit to the defined VPPP corridor. Similarly, for tolling under Section 129, 23 U.S.C. Section 129(a)(3) authorizes excess revenues to be expended on any Title 23 eligible activity without limit to project limits, provided the state certifies that the toll facility is adequately maintained.

⁶ Reliance on Section 129 for tolling authorization does not by itself trigger the need for FHWA to conduct NEPA review for the tolling project. The general rule is that major federal actions, including commitments of federal funds and other types of federal approval decisions require NEPA review. If the state does not seek to use Federal-aid (or other federal funds subject to Title 23 requirements, such as TIFIA credit assistance) and FHWA has no approval action to take (e.g., no Interstate access change approval or design exception approval), there is no requirement under current law to undertake a NEPA review. Other federal requirements that apply and are typically addressed in the NEPA review, like Title VI, would continue to apply whether, or not NEPA requirements are applicable.

define the proposed project and evaluate its impacts. Issues that require additional analysis include but are not limited to: establishing tolling in Metro's fiscally constrained transportation plan; defining tolled alternatives; evaluating toll methods and rates; analyzing environmental justice impacts; and analyzing transportation system impacts, including the impacts of traffic diversion.

A traffic and revenue study would inform a discussion with affected communities and provide a better sense of the significant impacts of the action and therefore the appropriate NEPA classification, i.e., Categorical Exclusion (CE), Environmental Assessment (EA) or Environmental Impact Statement (EIS).

Question 3: The anticipated timeline and opportunities to streamline review under NEPA.

A state's request for authority to toll under the VPPP is typically accompanied by confirmation that the necessary state legislative approvals are in-place, completed or nearly complete studies that support the tolling request (including traffic and revenue study), and completed or nearly complete necessary NEPA environmental review. Figure 3 of the *Oregon Application to FHWA: Value Pricing Feasibility Analysis and Proposed Implementation* report presents a timeline for advancing the tolling projects. The duration of such work is influenced by many factors and it is largely dependent on the approach and manner taken to manage the project(s). After satisfactory completion of the above items, the FHWA's approval of tolling projects under the VPPP has typically been a straight forward process, commonly taking as little as a few months.

Finally, the FHWA cannot overemphasize the value of a transparent public involvement, outreach, and marketing effort to inform the region on the realities and myths of tolling, the issues the OTC/ODOT seeks to address, and the state's vision for tolling in the region. An aggressive public involvement, outreach, and marketing effort serves to streamline the overall project delivery.

We look forward to continued close coordination with the OTC and ODOT on this very important tolling discussion. Please contact myself or Nathaniel Price at nathaniel.price@dot.gov or (503) 316-2566 with questions.

Sincerely,



Phillip A. Ditzler
Division Administrator

Tolling Program Adjustments

This document is meant to document and summarize adjustments needed for the STIP, MTIP and RTP to allocate \$60M approved by the OTC in March 2021 to three separate STIP projects for the ODOT Tolling Program.

Actions:

- Historical STIP administrative adjustment: Rename K21371 to “Regional Mobility Pricing Project” - add \$1,642,110 to Planning (PL) for a new total project cost of \$21,200,000
- Full STIP, MTIP and RTP amendment: Add new project: “I-205 Toll Project” - Total cost \$27,257,890 - Preliminary Engineering (PE) phase only
- ODOT Statewide STIP amendment: Add new project: “Statewide Toll Development Implementation” - Total cost \$19,100,000 - Statewide project (Non-MPO). This does not require MPO action.

All funds are from \$60M OTC allocation. After these amendments \$12M will be unallocated.

Funding Summary

Project	Current Funding	Proposed Funding
\$60M OTC funding Allocation for Tolling Program	\$60,000,000	\$12,000,000
Regional Mobility Pricing Project	\$19,557,890	\$21,200,000
I-205 Toll Project	\$0	\$27,257,890
Statewide Toll Development Implementation	\$0	\$19,100,000
TOTAL	\$79,557,890	\$79,557,890

Project Change #1

Regional Mobility Pricing Project (K21371)				
Current STIP Description	Planning study to analyze traffic, diversion and community benefits and impacts, concept refinement and stakeholder engagement for congestion (value) pricing on I-5 and I-205.			
Summary of requested changes	<ul style="list-style-type: none"> • Rename to “Regional Mobility Pricing Project” • Add \$1,642,110 to Planning (PL) phase • New total project cost of \$21,200,000 			
Justification	This is part of programming \$60M in funds approved by the OTC March 11, 2021 for the ODOT Tolling Program. FHWA has asked ODOT to create distinct projects for the related work programs that are planned for this funding. Also, some of the work proposed has moved from planning to design activities. This project’s adjustments will single out the RMPP part of the Tolling Program and add funding to complete the planning component of the Regional Mobility Pricing Project - formerly referred to as “I-5 and I-205: Portland Metropolitan Value Pricing Program”.			
RTP Requirements	This project change does not require RTP adjustment because it is planning.			
STIP/MTIP requirements	There is no STIP/MTIP requirement, however, the already authorized funds will be increased to cover the anticipated gap needed to complete the planning work. Metro has been informed.			
Phase	Year		STIP Estimated Cost	
	Current	Proposed	Current	Proposed
Planning	2019	2019	\$19,557,890	\$21,200,000
	Totals		\$ 19,557,890	\$21,200,000
Summary of Expenditure Accounts (as of 09/03/2021)				
Phase	Authorized		Expended	
Planning	\$19,557,890		\$10,221,389	
			\$9,336,501	

Project Change #2

I-205 Toll Project (22507)

Proposed STIP Description	Project design and environmental review for tolling on I-205 between Stafford Rd and OR 213.			
Summary of requested changes	<ul style="list-style-type: none"> Add new project for I-205 Tolling Allocate \$27,257,890 to Preliminary Engineering (PE) phase Total project cost of \$27,257,890 			
Justification	This is part of programming \$60M in funds approved by the OTC March 11, 2021 for the ODOT Tolling Program. FHWA has asked ODOT to create distinct projects for the related work programs that are planned for this funding. Also, some of the work proposed has moved from planning to design activities. This project addition is specifically for design work for I-205 Tolling.			
RTP Requirements	<p>Two RTP updates are related to this project.</p> <ul style="list-style-type: none"> Add project (PE) to fiscally constrained list Update narrative description of I-205 Improvements project to describe financial connection between the two projects <p>RTP amendments require a 45-day public notice and also must go through TPAC, JPACT, Metro Council approval path. R1 Policy & Development and the Urban Mobility Office (UMO) is the lead on this action and is working to start the process as soon as possible.</p>			
STIP/MTIP requirements	This requires a formal STIP/MTIP amendment, approval is contingent upon approval of the RTP amendment. Amendment submitted to Metro 9/7/21.			
Phase	Year		STIP Estimated Cost	
	Current	Proposed	Current	Proposed
Preliminary Engineering	N/A	2022	\$0	\$27,257,890
		Totals	\$0	\$27,257,890
Summary of Expenditure Accounts (TBD)				
Phase	Authorized		Expended	
Preliminary Engineering	TBD		TBD	
	Remaining		TBD	

Project Change #3

Statewide Toll Development Implementation (K-TBD)				
Programming note: This project will be set up by Salem Program & Funding Services.				
Proposed STIP Description	Planning and design for statewide back office operations and tolling technology - This project will be set up by Salem Program & Funding Services.			
Summary of requested changes	<ul style="list-style-type: none"> Statewide Toll Development Implementation Allocate \$19,100,000 to Planning (PL) phase Total project cost of \$27,257,890 			
Justification	This is part of programming \$60M in funds approved by the OTC March 11, 2021 for the ODOT Tolling Program. FHWA has asked ODOT to create distinct projects for the related work programs that are planned for this funding. This project addition is specifically for Statewide Toll Development Implementation.			
RTP Requirements	No RTP requirement because this will be a statewide program.			
STIP/MTIP requirements	This requires a formal STIP/MTIP amendment.			
Phase	Year		STIP Estimated Cost	
	Current	Proposed	Current	Proposed
Planning	N/A	2022	\$0	\$19,100,000
		Totals	\$0	\$19,100,000
Summary of Expenditure Accounts (TBD)				
Phase	Authorized		Expended	
Planning	TBD		TBD	
	Remaining		TBD	

Major Work Elements for I-205 Toll Project

Strategic Communications, Coordination, and Public Involvement Plan

Consultant shall prepare a Public Involvement Plan (“PIP”), utilizing its understanding of the Portland Metro region and NEPA guidelines for public engagement. The PIP must be Section 508 compliant for Americans with Disabilities Act (“ADA”) Accessibility to electronic and information technology (29 U.S.C. §794d). The PIP must be informed by existing research, knowledge and input from the Advisory Committee and must include: goals, objectives, metrics of success, key messages, audiences, strategies and tactics, and schedule. The PIP must include outreach and education strategies specific to the general public (commuters, businesses, community members, and other constituencies). The PIP must enable a diverse set of stakeholders to receive information and to provide input.

Consultant shall include robust planning for communications activities in the PIP. The PIP must outline a strategy and timeline for all communication within the PIP. The PIP must include a cohesive Project narrative with messaging supported by data and surveys. The communications activities must include all communities and must support outreach and equity strategies.

Elements described in PIP must include:

- Target audiences, key messages, types of communication and outreach tools to be used, and media plan, and a schedule of outreach activities designed to reach stakeholders;
- Public involvement goals, objectives and outreach evaluation measures for success;
- A detailed community and stakeholder analysis using an evaluation of community demographics and recommendations for non-English language translation of public information materials;
- Strategies to infuse environmental justice considerations into every aspect of the Project in accordance with the Equity Framework and Environmental Justice Outreach Plan;
- Strategies to effectively coordinate with media and elected officials, in accordance with Media and Government Relations Plan;
- Detailed Agency and Consultant roles and responsibilities; and
- A general schedule of anticipated PIP activities and deliverables.

Consultant shall be responsible for keeping and monitoring the Project’s public involvement schedule and summary of all public and stakeholder outreach activities, involvement, events, outreach materials and tools.

The following milestones are anticipated:

- Early Project start
- Early outreach prior to starting I-205 NEPA
- Project NEPA: Purpose and need and range of alternatives
- Oregon Toll Program Public awareness: Increase understanding of tolling purpose, operations and benefits

- Project NEPA: Draft Environmental Assessment
- Project NEPA: Refinement of preferred alternative and equity strategies
- Project Final Environmental Assessment/FONSI (“Finding of No Significant Impact”)

Information Materials

Handouts and other materials will be needed to convey technical and complicated information to the public in readily accessible formats, consistent with appropriate federal and state accessibility guidelines.

Consultant shall develop tools and content to enable online public engagement and education, including Public Project Website content, a Social Media Plan/Schedule, and content for email updates to an interested parties list sent via GovDelivery system.

Consultant shall develop a digital advertising plan and content and coordinate an ad buy (up to 5 rounds as directed by Agency) to increase awareness and education about tolling and the Project environmental process. Includes content creation, translations, and captioning.

Public Events and Community Outreach

Consultant shall complete this task in accordance with Federal Highway Administration (“FHWA”) guidance on NEPA-acceptable community engagement. Consultant shall coordinate online or in-person public events and briefings to educate and engage a variety of audiences. Consultant shall schedule the events in coordination with APM or Agency staff, and arrange logistics, venue rental, and supplies.

Public Events

The following rounds of engagement are anticipated to require public events or community outreach:

- Project NEPA: Purpose and need and range of alternatives
- Oregon Toll Program Public awareness: Increase understanding of tolling purpose, operations and benefits
- Project NEPA: Draft environmental assessment
- Project NEPA: Refinement of preferred alternative and equity strategies
- Project Final Environmental Assessment/FONSI

For each engagement round there will be up to 4 locations/digital events. The number of rounds and locations will be as directed by Agency. If in-person open houses are not possible, up to 4 webinars or digital/virtual engagement events must be held for each round, at Agency direction. Consultant shall prepare and maintain event plans for each round of engagement that includes a schedule of steps/action items and due dates to achieve; this event plan will be used to maintain organization and track adherence to the timeline. Consultant shall secure/book open house locations, if held in-person. Display boards or meeting materials must be prepared for each round of engagement; the same information must be presented at each meeting location during each round. Up to 12 Consultant staff shall be available to attend each of the public events (virtually or in-person), with actual number of attendees at Agency’s direction, to be held in the

Portland Metro area, including Clark County. Additionally, Consultant shall arrange for up to 4 interpreter staff to be present at each virtual or in-person event as needed or required by Agency. The number of rounds of open houses, locations and Consultant staff attending each event will be solely determined by Agency.

Consultant shall schedule and facilitate open house preparation meetings in coordination with Agency prior to each open house. Consultant shall draft meeting agenda and materials 14 business days prior to the open houses. Agency will have 5 business days to review and provide comments on the agenda and meeting materials. Consultant shall prepare content for online open houses using Agency-provided, or Agency-approved, template. Consultant shall distribute meeting materials 24 hours in advance of open house and post on the Public Project Website provided by the Agency. Consultant shall develop and implement plans for event notification and publication, as well as propose the appropriate stakeholder distribution list. In addition, Consultant shall prepare and purchase public notification advertisements in local news outlets for each round of engagement in up to 8 publications following Agency approval. Consultant shall send scheduled meetings in outlook for the in-person events. Consultant shall develop a meeting plan for Agency approval that includes outreach goals, logistics, notification tools, printed handouts specific to the open houses, messaging, displays, staffing and the public comment process. Consultant shall conduct online engagement/education surveys. Consultant shall prepare open house summaries for each meeting.

Up to 8 online public engagement surveys, including translations, must be prepared by the Consultant. Surveys must:

- Be informed by up to 2 planning meetings with a Survey expert for each survey instrument.
- not exceed more than 3 open-ended survey response questions for comment coding purposes.
- be translated and used during environmental justice outreach activities and responses must be translated. Community liaisons (Consultant) must assist with creation and translation of surveys.

Community Outreach

Consultant shall engage the public and share information through community-based activities. Objectives of these outreach activities are to determine how to best meet community needs, build relationships, provide Project information and gather public input. The consultant must research and prepare a Community-Based Outreach Plan to connect with community organizations and participate in events across the region prior to scheduling and planning participation. The plan should:

- Provide an updated list of community stakeholders and create a distribution list including email, city and affiliation.
- Establish a “tool kit” to support planning and execution of each outreach event. Tool kit must include comment form, sign in sheet, materials, and template for event summary.
- Outline activities, such as community briefings and event tabling’s, informal interviews walk audits, neighborhood tours, bike rides, and tactical urbanism pop-ups.

Consultant shall plan and participate in up to 6 tabling events and 66 individual activities (72 total activities), up to 3 hours each, attended by up to 2 Consultant staff, as determined by Agency. Consultant shall support ongoing coordination and education of Community-Based organizations (up to 16 hours per month, for a total of 550 hours). Consultant shall prepare up to 72 written monthly summaries of community outreach events to be incorporated into general communication reports.

Project Videos

Consultant shall create up to 12 high-quality short videos (30 seconds to 2 minutes per video), as determined by Agency describing congestion pricing, the scope of the Project, and opportunities for involvement. Consultant shall also support Agency to create up to 12 longer videos that repurpose meeting presentations into a simple Project update video (informal meeting preview videos prepared via Zoom recording) for posting on YouTube (up to 15 minute videos). Up to 4 hours of Consultant support per video. Agency will prepare and finalize video presentation materials using existing information; Consultant shall support production of video.

Equity Strategy & Equity and Environmental Justice Outreach

Consultant shall develop an Equity Strategy and Environmental Justice (“EJ”) Memorandum, the primary audience of which is internal Agency members of the Project team and the Equity and Mobility Advisory Committee (“EMAC”). The memorandum will set the basis for the internal work session. The memorandum must define key terms to promote common understanding, update the Feasibility Analysis literature review of other congestion pricing/tolling programs to identify national best practices, update potential criteria and technical tools and methods for evaluating alternatives for Equity considerations and impacts to EJ populations, and summarize measures that have been used to enhance pricing benefits and avoid, minimize, or mitigate pricing impacts. Consultant shall plan and implement an in-person internal Agency work session for up to 6 Consultant staff lasting up to 4 hours to summarize and discuss the information within the Equity Strategy and EJ Memorandum and collaboratively plan the equitable outreach approach. This approach will also be informed by the Advisory Committee.

Based on the work conducted in the Feasibility Analysis and results of the Agency work session, Consultant shall prepare an Equity and EJ Outreach section of the PIP that will describe how minority populations, low-income populations, and limited English proficient populations will have meaningful opportunities to provide input at key Project milestones. This section must include a list of Community-Based Organizations (“CBOs”) and stakeholders and identify areas within the four-county Portland metro area (Washington, Multnomah, Clackamas and Clark counties) with concentrations of low-income populations, minority populations, and limited English proficient populations. The Equity and EJ Outreach section must describe how outreach activities will inform the ongoing approach to public engagement and how outreach activities will inform the Equity and EJ technical analysis. The Equity and EJ Outreach section must update how input from these populations will be documented and considered during decision-making and must be developed in accordance with FHWA guidance on NEPA-acceptable community engagement and the United States Department of Transportation (“U.S. DOT”) Updated Environmental Justice Order (5610.2(a)).

Prior to each Project milestone, Consultant shall develop outreach materials that query: 1) equity priorities, 2) ways to enhance Project benefits and avoid or minimize potential adverse impacts, and 3) potentially disproportionately high and adverse impacts to low-income populations and minority populations and potential mitigation measures. Consultant shall prepare content for presentations, Public Project Website, online surveys, display boards and newsletters. Consultant shall document feedback gathered while implementing the Equity and EJ Outreach activities in the comment management system and summarize how the feedback was used in decision-making.

Based on the stakeholder interviews that were conducted for the Feasibility Analysis, Consultant shall conduct up to 15 in-person interviews, as determined by Agency, with CBOs and stakeholders. During the interviews, Consultant shall query Equity priorities and potential benefits and impacts of the Project on low income and EJ populations. Consultant shall summarize CBO and stakeholder input in an interview summary report which must inform the PIP, the Equity and EJ evaluation criteria and performance measures, and the Equity and EJ analysis. Strategies in the Equity and EJ Outreach section must include options to compensate or incentivize individuals or Community-Based Organizations to enable broad participation.

During implementation of the Equity and EJ Outreach section, Consultant shall, at the direction of the Agency:

- provide event co-hosting and additional Advisory Committee participation and preparation to community leaders, CBOs or other interpreters to conduct environmental justice activities, such as focus groups in non-English languages or presentations at existing faith-based or CBO-hosted events;
- brief and train community leaders, CBOs or other interpreters to ensure competency and knowledge of the Project to support environmental justice activities;
- provide for children's activities, translation, interpretation, refreshments and participant compensation or incentive at each activity;
- compensate CBO staff to aid with engagement of traditionally underrepresented populations; and
- translate online public engagement surveys for use during EJ outreach activities and translate responses.

Prior to NEPA milestones, Consultant shall prepare a compiled Outreach Findings: Equity and EJ Impacts Briefing Document, to summarize the outreach findings from the CBO and stakeholder telephone interviews, the EJ outreach activities, briefings with EJ groups, and EJ input from the broader outreach activities such as open houses and online surveys. The findings must be included in the report. The NEPA milestones may be as follows:

- Project NEPA: Purpose and need and range of alternatives
- Public awareness: Increase understanding of tolling purpose, operations and benefits
- I-205 NEPA: Draft environmental assessment
- I-205 NEPA: Refinement of preferred alternative and equity strategies
- Project Final Environmental Assessment/FONSI

Equity Workshops/Meetings

Consultant shall provide for and facilitate 4, 2-hour workshops or meetings, as determined by Agency, in Oregon with select groups (these meetings may be held virtually). These workshops will be organized by Agency and the Consultant; up to 6 Consultant staff shall attend. Consultant shall be responsible for the agenda, content, facilitation, and assessment of learning/outcomes. Consultant shall develop a single set of materials for use in all workshops and shall modify materials for workshops #2-3 based on the audience and the relevant feedback from prior workshops. These workshops are expected to take place on separate dates. The workshop must include pre- and post-survey instrument to assess learning and key issues among workshop attendees.

Alternative Public Involvement Strategies

Consultant shall determine if there are alternative strategies and innovative approaches which could be recommended for the Project. Consultant shall recommend and identify the most cost effective alternative strategies which must produce a measurable behavior change in stakeholders and affected populations regarding the Project. Consultant shall describe each alternative strategy, when and how it would be implemented and the estimated costs of each alternative strategy. Each alternative strategy must include, but is not limited to, a timeline for implementation of the Project's various elements.

Community Liaison Services

To better engage with under-served communities (low-income, communities of color, etc.), Agency has begun utilizing new approaches that have proven successful from a comprehensive and inclusive public engagement standpoint. These new approaches include, but are not limited to, bringing on community liaisons who are members of marginalized communities in the Project area or who come from CBOs that serve those marginalized communities. Community Liaisons are respected members of a specific ethnic, cultural, language, demographic, or geographic community who can act as a trusted ambassador between that community and Agency, facilitating meaningful representation of that community and their interests within a public process.

The Community Liaison Services shall provide include but are not limited to:

- a. Identifying marginalized and vulnerable communities in a Project's impact area, including Title VI and EJ Populations.
- b. Identifying the most commonly spoken languages in the impacted surrounding area to the Project and assess which language communities have limited English proficiency.
- c. Interviewing influencers, service providers, and community leaders from different cultural/immigrant/religious backgrounds to gain insight on how to effectively engage their communities in Agency's Project.
- d. Consultant shall organize and execute community-based events and provide interpretation and translation services.
- e. Consultant shall also serve on the Project groups or advisory committees to provide fully inclusive perspectives as requested by Agency.

- f. Participating in debrief sessions with Agency to share findings and how engagement efforts could be improved in the future.

Advisory Committee

Transparency and informed decision-making are fundamental to the successful development of tolling projects. This Task will include establishment, or use of, and facilitation of the Equity and Mobility Advisory Committee (“EMAC”) that will provide input to the Oregon Transportation Commission (“OTC”) or the Project team on the Project equity framework, equity and mobility performance measures, and equity and mobility strategies to improve Project outcomes. The EMAC also will advise and support implementation of equitable engagement plans during the Project planning process.

Consultant shall also support creation of meeting materials and final recommendation document to OTC and graphic layout of recommendation document. Consultant shall support creation of longer videos that repurpose meeting presentations into a simple project update video (informal meeting preview videos prepared via Zoom recording) for posting on YouTube (up to 15 minute videos). Agency will prepare and finalize video presentation materials using existing information; Consultant shall support production of video.

Media and Government Relations Support

Consultant is responsible for proactively, creatively, and effectively developing methodologies and strategies for Project outreach to media and governmental entities in the Project area. Consultant shall assist Agency with implementing a Media and Government Relations Plan that anticipates key public concerns, issues, and questions and develops methodologies and strategies for proactive response. Consultant shall prepare meeting materials and agendas and attend coordination meetings with Agency staff, as determined by Agency. Consultant staff, as determined by Agency, shall attend the meetings to provide a Project progress report and schedule, update the Agency on existing and potential public, stakeholder, or political issues, risks, concerns, and questions and propose outreach strategies. Up to 8 consultant staff shall attend up to 150, 1-hour coordination meetings as requested by Agency.

Consistent with the overarching strategy and guiding principles contained in the PIP for the Project, specific and focused government and media relations plans must be written for defined milestones (e.g. NEPA public engagement for I-205 corridor) by Consultant. Consultant shall develop milestone-specific plans during the Project as determined by the Agency.

Include key points and observations from these meetings in the summary reports requested below.

Consultant shall support media outreach, including draft media releases and specific strategic responses when requested by Agency. Consultant shall monitor media and social media coverage for the Project using Agency-supplied accounts, maintain scan of public events and meeting agendas of key entities (councils, commissions, other bodies), and understand opportunities for public education and correction of misinformation.

OTC, Legislature, Jurisdictional or other Leadership Presentations and Outreach

Consultant shall make up to 92 presentations per schedule agreed upon by Agency for OTC, the Legislature, or other leadership forums and jurisdictional briefings, such as city councils, county commissions and working groups. Consultant staff shall attend each OTC/Legislature meeting, as determined by the Agency. The presentations must provide Project updates to the OTC/Legislature and may seek decisions or guidance. Consultant and Agency understand that the demands of the Legislative Assembly and its committees may require expedited or unscheduled responses to their needs for presentations. Consultant and Agency agree, therefore, to make, good-faith efforts to respond to and accommodate those demands within the hours set forth below.

Consultant shall support Agency staff with updates to other regional committees which includes the Joint Policy Advisory Committee on Transportation (“JPACT”) and the SW Washington Regional Transportation Council (“RTC”) and Region 1 Area Commission on Transportation. Agency will lead these updates or workshops.

Stakeholder Outreach to Support Technical Analysis

Consultant shall work with the APM and technical team to develop a public engagement process that fully supports inputs and schedule for the technical analysis. The public engagement process includes Equity Strategy and EJ Outreach, broad community outreach, EMAC, Regional Partner Agency Staff (“RPAS”), Community Work Sessions, Regional Modeling Group (“RMG”), and Transit Working Group. Points of input include:

- Stated preference surveys
- Evaluation criteria and performance measures
- Alternatives development
- Transit and multimodal findings
- Community and Equity Mobility Strategies

The Alternatives Analysis will be informed by Community Work Sessions. Consultant shall plan and facilitate 4 Community Work Sessions. The work sessions must inform Project specific equity and mobility strategies. Consultant shall provide agenda, materials, and meeting notes for up to 4, 2-hour Community Work Sessions per schedule agreed upon by Agency. These must consist of sessions with neighborhood and community groups with up to 4 Consultant staff attending as directed by Agency. Consultant shall facilitate each Community Work Session to provide information and solicit input.

Consultant shall support the gathering of a Transit Multimodal Working Group (“TMWG”) that includes Agency staff engaged in transit or related planning, potentially including city and county staff, TriMet, C-Tran, Smart, Metro, and ODOT staff engaged in transit and travel options. The TMWG is expected to meet up to 12 times throughout the Project and will be an opportunity for the Consultant and the Project team to understand key issues and transit planning efforts underway. Recommendations from the TMWG may include:

- A. strategies to improve transit or other transportation / mobility options

B. affordability and accessibility programs for low-income and environmental justice groups

The Transit Working Group may provide input on the Project purpose & need, performance measures, and alternatives options and alternatives options.

Technical Analysis and Outputs

During the Feasibility Analysis, a general project description for the Project was developed and approved. However, details concerning policy outcomes, functional and tolling system design, user impacts, and specific Project end points were not determined. The congestion pricing project advanced for further analysis require conceptual and design refinement. Details related to Project design, including policies, business rules, tolling application, and Project termini, must be determined based on traffic performance, transit availability, revenue and diversion potential, benefits and impacts to EJ and other communities, federal toll program eligibility, among other considerations. The Project will be designed to maximize benefits and minimize potentially adverse impacts, identifying offsetting mobility and equity strategies where appropriate. Alternatives analysis for I-205 will be conducted to meet NEPA requirements.

Consultant shall manage a transit/multimodal, equity and diversion technical analysis including alternatives and community mobility/equity strategy development. Consultant shall document decisions to comply with U.S. DOT standards for the NEPA EA process and development of an EA.

Alternatives Analysis Evaluation Framework

Alternatives for the Project must incorporate design options for the congestion pricing policy itself (where, when, who, and how much to charge) as well as the technological solutions, infrastructure requirements, legal framework, and business models that represent the alternative as deployed. Consultant also must evaluate a no-build / no pricing alternative throughout the process.

The performance measures will be documented in an Evaluation Criteria and Performance Measures Memorandum which also identifies the quantitative tool or qualitative analysis that will inform their evaluation; the performance measures must also be included within discipline-specific methodology reports. Measures must be informed by the potential need for offsetting strategies and to meet the requirements in the NEPA environmental documentation process. Evaluation frameworks must include both quantitative and qualitative performance measures that address, the following. Additional measures may be identified.

- Traffic and safety performance on tolled segments of I-205, non-tolled segments, and local routes along the tolled corridor;
- Route diversion to and from the freeway system and the local transportation system;
- Modal diversion to other travel modes (transit, carpooling, bicycling, etc.);
- Time diversion of trips to different times of day;
- Impacts on transit ridership and evaluation of transit needs under tolling;
- The extent of impacts and benefits to environmental justice households;
- Regional economic benefit impacts of tolling;

- Revenue expectations and the cost of the tolling system; and
- Impacts of tolling on air quality and other environmental resources.

I-205 Corridor User Analysis

In this Task, Consultant shall inform the alternatives development, screening, and analysis through enhanced understanding of travel behavior and socioeconomic effects for existing and potential users of the tolling project area.

Consultant shall perform Origin-Destination analysis to identify existing Project corridor users who could be impacted by tolling projects. Consultant must summarize key freeway travel patterns, including geographic location of high demand origins/destinations, percent of external/through trips utilizing the corridors, and potential for rerouting (diversion) on parallel or adjacent roadways. The analysis of corridor users will be based on the regional travel demand model and external mobility vendor (e.g., StreetLight) data sources. The results must be used to inform existing user patterns and potential strategies related to addressing needs related to transit/multimodal, equity, and diversion.

Forecasting potential users of tolled facilities depends on assumptions related to values of travel time. Consultant team shall review and reassess current value of travel time assumptions. Any updates to modeled values of time will be based on available information from existing studies and other external data sources.

A stated-preference travel survey must be developed by Consultant as a tool to develop reliable estimates of the willingness-to-pay travel time savings of passenger vehicle drivers I-205. Consultant shall develop methods for estimating values of travel time, values of travel time reliability, and other related pricing inputs to the analytical tools and methods with input from Agency, Metro, and Regional Modeling Group.

Alternatives Screening

Consultant shall use the screening evaluation criteria developed as well as input provided by all levels of engagement including, but not limited to, the Advisory Committee, public and Community Work Sessions and equity groups, and work with the Agency, partners, and public to:

- Identify the no-build / no-pricing alternative (baseline) for I-205 based on assumptions identified in earlier phases;
- Identify reasonable alternatives which incorporate defined alternative policies, design features, system components, and operational procedures, with logical termini on I-205 generally within the area of recommended concepts from Feasibility Analysis;
- Document all assumptions and actions that build towards alternatives;
- Compare screening alternatives based on evaluation criteria and performance measures;
- Document and support the rationale for eliminating alternatives from further consideration; and
- Perform initial screening analysis modeling. Prepare additional sensitivity analysis to inform development of Alternatives Analysis for NEPA.

Consultant shall prepare toll rate sensitivity analysis and recommended refinements to the Alternatives to inform policy assumptions for modeling. Consultant shall prepare additional modeling refinement and documentation to support alternatives decision making and policy assumptions.

Toll Modeling Coordination

To maintain the modeling development and execution schedule and deliverables, Consultant shall prepare agendas and materials, facilitate and produce action item summaries for weekly modeling team meetings that include Agency, Consultant, and Metro staff. In addition, to gain input from regional modelers, Consultant shall schedule, prepare agendas and materials, facilitate, and produce meeting summaries for a Regional Modeling Group, which is composed of modeling staff members at regional agencies and governments, in addition to Agency, Consultant, and Metro staff. Consultant shall prepare and deliver monthly modeling team “newsletter” summaries to technical working groups.

Technical Support for Alternatives Modeling and Tools Refinement

Model development and its application for Project alternatives is being led by Metro. Consultant shall process and interpret model results. Consultant shall provide technical support to Metro in model development, calibration, validation, and refinement.

Consultant shall develop the specific methodology and assumptions for analysis. The analysis must include both quantitative and qualitative assessments based on modeling results, community engagement, and other available sources of information. Modeling of alternatives performance must include regional travel demand modeling, mesoscopic modeling of traffic (dynamic traffic assignment), regional cost/benefit and equity impact analyses, and toll/revenue optimization. Modeling of alternatives must occur in concert with the Advisory Committee, as well as the Agency and Metro, with input from a Regional Modeling Group. Consultant shall identify assumptions for the no-build / no-pricing alternative model using FHWA and regionally accepted forecast years and define model horizon years and analysis time periods. The Modeling Methodology Technical Memorandum must include an inventory and rationale for projects assumed to be completed and key policy decisions or assumptions in the future year models.

I-205 will be analyzed in the following manner:

- Two rounds of preliminary modeling to focus on addressing potential for through-trip rerouting via toll gantry logic.
- Round 1 - A screening analysis for Project team use must use existing modeling tools to provide relative comparisons between up to 6 alternatives. The analysis must include Consultant’s development of a range of strategic alternatives, incorporating preferred policies, design features, system components, and operational procedures, and screening of these screening alternatives. Screening of up to 5, I-205 alternatives must be conducted by Consultant independently of tolling alternatives on I-5 and must inform a smaller set of promising alternatives to be evaluated in the NEPA document. Initial traffic and revenue projection and sensitivity analysis to provide a high-level assessment simultaneous I-205 and I-5 tolling (using preliminary assumptions about I-5 tolling design) and a no-build + toll option to consider the interim effects of tolling I-205 at the existing Abernethy Bridge during

re-construction and adjacent widening of I-205 as well as a future year (2040) model scenario.

- Round 2 – Scenario refinement testing must be performed to assess sensitivity to technical assumptions related to policy decisions and toll rate schedules. The sensitivity testing will be performed on one baseline scenario identified from round 1. Consultant shall summarize modeled changes to gross revenues and traffic volumes (diversion).
- Round 3 - A smaller set of alternatives must be developed and modeled in more detail for the draft EA. This analysis must include two future horizons, representing an interim future build timeframe (2027) and a longer-term horizon (2040 or 2045) consistent with the Metro Regional Transportation Plan to reflect changes in land use. This will be used to inform the analysis of impacts in the NEPA document.
 - This analysis will also be used to prepare traffic and revenue projections for the I-205 Level 2 T&R studies. Additional alternatives or toll scenarios varying rates and policies within the alternatives, may be required for these studies to better understand toll elasticities and willingness to pay tolls by market segment and time of day.
 - To support the I-205 Level 2 Traffic and Revenue (“T&R”) Study, Consultant shall evaluate a no-build + toll option to consider the interim effects (2027) of tolling I-205 at the existing Abernethy Bridge during re-construction and adjacent widening of I-205.
- Round 4 - Analysis to support the final EA must be conducted by the Consultant on the preferred alternative identified in the draft EA. This analysis may include modeled evaluation for transit or other mitigation strategies as needed or required by the Project. This analysis may include several model runs to refine the alternatives to address Project impacts.

In addition to the formal rounds of modeling, Consultant shall provide scenario model runs and alternatives testing to inform strategic decision making.

Consultant shall support the modeling work by refining available tools and providing key inputs needed to support Metro in running the models. Consultant work shall include:

- Regional Travel Demand model refinements to support Project modeling of tolls including recommended network coding changes, generalized cost parameters for tolls (based on value-of-time assumptions and monetary tolls), time-of-day model specification, and compiling model results.
- Dynamic Traffic Assignment subarea model development support including direction on toll scenario application modeling software (Dynameq), network coding support, demand adjustment procedures, development of calibration and validation criteria, summarizing calibration and validation results, documentation of model development process for subarea, and compiling model results. Consultant team shall also run models in Dynameq as needed to support Metro.
- Multi-criteria evaluation tool (MCE) refinement to support toll modeling evaluation including segmented traffic assignment, 24-hour model results, and breakout of toll costs from generalized cost. Consultant team shall support Metro in providing model documentation and parameters to support ODOT review and acceptance of tool application for the Project. Consultant shall provide ongoing support to Metro for application of tolling

projects within Metro Multi-Criteria Evaluation Toolkit to support equity analysis and impact assessment.

Transit and Multimodal Transportation Analysis and Planning

Consultant shall explore and evaluate the relationship between tolling on I-205 and existing transit and multimodal transportation options. This evaluation must identify improvements to non-motorized travel mode systems as a component of a successful tolling implementation.

Consultant shall conduct a transit and multimodal analysis for I-205 that must include the following essential elements:

- Description and mapping of existing transit and multimodal transportation systems relative to I-205;
- Description and mapping of planned transit and multimodal transportation systems relative to I-205;
- Identification of transit and multimodal transportation network improvements, including safety improvements, to support successful tolling implementation.

Consultant shall prepare a draft and final Existing Conditions for Transit and Non-Motorized Travel Modes Potentially Impacted by the I-205 Tolling Corridors Memorandum for Agency review and comment.

Equity Analysis and Environmental Justice Analysis

Consultant shall provide ongoing support to Metro for application of tolling projects within Metro Multi-Criteria Evaluation Toolkit for equity analysis and impact assessment. Consultant shall work in collaboration with the Agency, Advisory Committee, and Metro modelers to develop equity and EJ draft and final evaluation criteria and performance measures for tolling on I-205 that are aligned with Project goals and objectives related to equity and EJ. Consultant shall use industry best practices from transportation pricing and tolling projects when developing performance measures. Consultant shall consider the use of a combination of vertical equity analysis, horizontal equity analysis, and spatial equity analysis when assessing the alternatives with respect to equity. The assessment of potential benefits and impacts to EJ populations will incorporate national best practices such as those identified in the National Cooperative Highway Research Program (“NCHRP”) *Environmental Justice Analysis when Considering Toll Implementation or Rate Changes* and relevant guidance from FHWA. Consultant shall incorporate information gathered from Equity Strategy and EJ Outreach activities to inform this Task.

Community, Mobility and Equity Policy for Congestion Relief

Consultant shall prepare an Equitable Toll Report in partnership with ODOT. This report must summarize the equity work prepared throughout the course of the Project. This report must describe the equity strategy and framework developed for the Project and how these have been implemented; findings from equity and environmental justice outreach; and findings and mitigation measures from the equity analysis performed for the Social and Environmental Justice Technical Reports.

ODOT may desire to seek programs, infrastructure and strategies to lessen the impacts of tolling and advance equity beyond the mitigation actions identified as part of the Project NEPA process. Community, mobility and equity strategies must be developed for the Project by EMAC, also called EMAC's recommendation to OTC. ODOT, with support from the Consultant team, will take EMAC's recommendation and assess it for elements ODOT can implement, partner on, or influence.

Traffic and Revenue, Costs and Net Revenue, and Financial Planning

Annual Traffic and Revenue Forecasts

Consultant shall prepare toll annual T&R forecasts for the one or two build alternatives carried forward in the NEPA process. Consultant's revenue estimates must be based on the weekday modeling outputs for at least two forecast years for traffic on tolled sections I-205. It is anticipated that additional model runs will be conducted to provide at least one toll scenario/alternative for a no-build toll case to estimate the near-term traffic and revenue for the option of tolling I-205 at or in the vicinity of the Abernethy Bridge during re-construction of the bridge and widening of I-205 from two to three lanes. Consultant shall use existing available traffic data from ODOT for the relevant tolled sections of I-205 under the alternative(s) to be evaluated in NEPA to inform the development of separate traffic and revenue weekday to annual expansion factors for expanding weekday daily modeling results to annual traffic and potential gross toll revenue forecasts. Consultant shall make assumptions about a single option for a weekend variable toll rate schedule on I-205. These assumptions will be informed by the existing weekday and weekend traffic data, informed by the weekday toll schedule alternatives for each corridor.

Consultant shall develop assumptions for interpolating traffic and revenue forecasts between the 2 model forecast years, extrapolating those forecasts beyond the last forecast year, and escalating toll revenues from constant model-year dollars to inflated year-of-collection dollars in order to prepare revenue models for I-205 that will provide 35-year annual traffic and potential gross toll revenue forecasts for each corridor's Alternatives. Consultant shall capture the impact of any incremental tolls for secondary payment methods or other toll policies and exemptions in the revenue model and resulting annual traffic and potential gross toll revenue forecasts.

Consultant shall prepare a T&R Memorandum summarizing assumptions, traffic forecasts, and potential gross toll revenue forecasts for each Alternative carried forward under NEPA, and if requested by Agency, with and without the option of tolling I-205 during re-construction.

Cost Analysis and Net Revenue Projections

Consultant shall develop annual Operating and Maintenance ("O&M") cost estimates for the in-lane roadway toll system infrastructure on I-205 as well as the program-wide back-office toll collection systems and customer service center functions for all-electronic toll collection, with costs allocated proportionately to I-205 for alternatives that include pricing on both facilities. Consultant shall conduct this work in close conjunction with ODOT, recognizing work that has already been done under the ODOT Open Architecture project and consistent with its assumptions. Assuming that a license plate image-based method of payment via vehicle owner identification and invoicing by mail will be offered for non-account, unbanked and out-of-state

users, industry assumptions for back-office customer service and toll collection processing costs will be used to develop those additional toll O&M costs. Other costs, including credit card processing fees, insurance premiums for structures (if identified and provided by ODOT), and transponder pass purchase and inventory costs must also be estimated. It may not be necessary to consider the latter at this stage if the Agency makes the assumption that transponders will be sold at cost, since that would make them effectively net revenue neutral.

Consultant shall conduct preliminary back-office systems planning, which may include preliminary capital costs, requirements, and procurement strategies in coordination with work to be performed. Capital cost estimates will be used to inform and prepare estimates for periodic Repair and Replacement (“R&R”) costs (capital re-investment) that would typically be required over time at various intervals.

ODOT, or other parties, will provide roadway and structure O&M and R&R prices, quantities, frequencies and current dollar cost estimates for the I-205 Alternatives carried forward in NEPA or prepare full estimates for the O&M and R&R facility costs. Consultant shall forecast annual I-205 facility O&M and R&R amounts in year of expenditure dollars over the forecast horizon, which will be presented separately from the toll-related costs.

Consultant shall make reasonable assumptions for annual revenue leakage due to equipment errors, violations and non-payment, based upon the toll payment methods assumed, tailored to the tolling methods and deployment assumed for I-205. The revenue model will be expanded to handle costs and leakage, so as to provide 35-year net toll revenue projections for the alternative(s) to be evaluated in NEPA.

Consultant shall prepare net revenue tables for the I-205 alternatives to show annual toll trips, potential gross toll revenues, facility O&M costs, toll O&M costs, other deductions, resulting net toll revenues, and periodic toll and facility R&R costs for the 35-year forecast horizon. Additional net revenue tables must be prepared by Consultant with the option of tolling during construction if requested by the Agency.

Funding Strategies and Financial Planning and Support

Consultant shall analyze and evaluate candidate non-toll funding sources, toll-financing options, and other related funding strategies to help develop feasible financial plans for I-205 or Preferred Alternatives carried forward in the NEPA process. Activities under this task are envisioned to be conducted individually on a level of effort basis at the discretion of ODOT, and may include, but are not limited to, the following work items among others that could be identified at a later date:

- Preparing a preliminary financial capacity analysis of the potential capital funding from tolling I-205, with and without tolling during construction, based on the preliminary round of modeling for this corridor.
- Developing a cash flow model / financial plan for the capital and operating aspects of one or more Alternatives, showing the various sources and uses of funds, funding gaps, and options for closing the gaps due as requested by Agency;
- Additional preliminary financial capacity modeling of the potential toll capital funding contribution from financing against future net toll revenues on I-205 based upon later

rounds of modeling, which may include assessing the benefits of a U.S. DOT Transportation Infrastructure Finance and Innovation Act (TIFIA) loan and private sector financing in the event of a public-private partnership delivery model;

- Tabulation and evaluation of potential federal, state and local funding sources that might be available to help fund capital improvements as requested by the State;
- Phased delivery approaches that combine pay-as-you-go funding from toll revenues with toll financing as requested by Agency; and

I-205 Level 2 Traffic and Revenue Study Report

Based upon the travel demand modeling and traffic analysis work and the I-205 T&R forecasts and net revenue projections, Consultant shall prepare a draft and final I-205 Level 2 T&R Study report and slide deck with the following content by sections:

1. Executive Summary
2. Introduction
3. Current Corridor Characteristics
4. Socio-Economic / Land Use Projections
5. Value of Time Assumptions
6. Demand Model Application and Methodology
7. Toll Alternatives / Scenarios Modeled
8. Estimated Weekday Model Results
9. Annual Gross Toll Traffic and Revenue Forecasts
10. Annual Net Toll Revenue Forecasts
11. Sensitivity Tests

I-205 Environmental Assessment Transportation Technical Report

The purpose of this Task is to provide transportation, multimodal (bike, pedestrian and transit) and traffic analysis work to support the NEPA compliance effort, and project delivery strategy for the Project.

Consultant shall conduct traffic and multimodal forecasting and operations analysis of the proposed project alternatives. This includes revisiting the technical foundation to document changes in travel demand, key traffic patterns, and identifying the need for critical operational or safety enhancements to address potential congestion/mobility and multi-modal access impacts.

Data Review and Collection

The first step in documenting existing conditions will be a review of the multimodal transportation data within the study area for other corridor planning efforts. The transportation analysis will leverage available multimodal transportation and traffic data including data collected as part of the efforts as well as other efforts to be identified in conjunction with ODOT and their partners. Following a review of the relevant data available, a list of data gaps and data collection needs must be prepared by the Consultant. This may include the following:

- AM and PM peak period intersection turn movement traffic counts for study area intersections
- 24-hour traffic (tube) counts on key roadways
- Updated vehicle classification volumes on I-205

- Signal timing and phasing data for the study area intersections
- Roadway geometry data and pedestrian/bicycle amenities in the vicinity of the project
- Historical crash data for I-205 and other roadways identified as being significantly impacted by the Project.
- Transit routes and ridership on I-205
- Key emergency responders in the vicinity of the Project
- GIS data representing parcel boundaries, right of way, critical areas, topography, and utilities
- Project area aerial imagery

Consultant shall assume AM/PM peak hour traffic counts will be conducted at a total of fifty-five intersections for an average weekday conditions and tube counts will be collected at a total of ten locations. However, if traffic volumes appear to be low, the consultant may use historical data or collect counts and adjust using an agreed upon methodology. It is assumed that up to 20 AM/PM historical intersection counts will be obtained, and 24-hour tube counts at up to 10 locations. Additional volume and vehicle classes will be provided by ODOT for I-205 mainline for periods reflecting existing conditions analysis. Traffic count data must be collected for average weekday conditions on mid-week days (Tuesday, Wednesday or Thursday).

Existing and Future No Build Conditions

Once the transportation data review is complete and all data pieces have been compiled, Consultant shall initiate the analysis of existing conditions analysis including traffic conditions to gauge current levels of delay during critical periods of the day (ex. AM and/or PM peak period). Consultant shall update and calibrate obtained existing Synchro/SimTraffic or Vissim simulation models using current traffic data from ODOT and partner agencies, as available. This analysis must cover the study intersections agreed upon in the Transportation Analysis Methodology and Assumptions Memorandum.

Consultant shall assume traffic operations analysis will be conducted at a total of fifty-five intersections for an average weekday condition.

Synchro 10 software (with Highway Capacity Manual reporting) will be the primary analysis tool used to assess traffic congestion and operational constraints at study intersections. For complex operations or corridor, Vissim 11 microsimulation software may be used to capture vehicular queuing or merge/diverge movements if determined to be necessary.

Consultant shall inventory pedestrian and bike amenities and key activity generators in the study area, current transit usage on or near I-205 in the Project vicinity, and existing freight demand. Consultant shall identify historical crashes along the freeway segment and key interchange approaches.

To assess future baseline conditions, Consultant shall develop traffic forecasts reflecting a 2045 planning horizon. The forecasts will be informed by the analysis and modeling. Future baseline conditions must include review and documentation of relevant financially constrained transportation projects identified in locally adopted Transportation System Plans in Study Area API.

Consultant shall perform an analysis of future baseline traffic conditions for the AM and PM peak hours by leveraging the Synchro or Vissim models developed as part of the existing conditions analysis and must capture the same study area roadways and relevant study intersections within the study area. Based on expected traffic conditions, year 2045 future baseline conditions for transit and nonmotorized modes will also be assessed. Assumptions about future conditions of truck freight demand, land use changes, or other planned or programmed improvements in the study area must be documented and incorporated into the future baseline conditions analysis.

Findings must be documented in up to two PowerPoint Presentations. Consultant shall prepare for and facilitate Traffic Analysis Review Workshops to arrive at acceptance of the analysis, to be held within 5 days of completing Existing and Future No Build traffic analysis. Up to 5 Consultant staff shall attend.

Build Alternatives Analysis

Consultant shall analyze future transportation access and mobility reflecting up to 3 build alternatives for the I-205 project in comparison to the future No Build alternative. Since the build alternatives will generally include tolling and/or capacity improvements (adding one or more travel lanes plus other off-freeway improvement strategies, transit service enhancements or multi-modal safety projects), traffic volume projections must be developed for each alternative. Analysis of the future build alternatives shall be conducted for the same study area and using the same modeling tools employed for existing conditions and future no build conditions.

In addition to the traffic analysis work, Consultant shall assess how effectively the alternatives address key deficiencies related to transit, nonmotorized modes and freight (truck) mobility, safety, emergency response as well as impacts to community, equity, environment, and economy.

I-205 Draft EA Transportation Technical Report

To document the transportation analysis approach, analysis and findings, a technical report must be prepared by Consultant that captures the analysis assumptions, approach, data, and alternatives assessment outcomes. This report must recap the existing conditions and future No Build assessment and present a performance comparison of the I-205 alternatives based on the Alternatives Analysis technical summary. The report must be included as an appendix to the draft EA, and key elements of the technical report must also be summarized in the draft EA document.

I-205 Final EA Transportation Technical Report

The I-205 Draft EA Transportation Technical Report shall be updated by Consultant to address comments and new analysis identified as a result of public comments. The revised technical report will be included as appendix to the final EA. A comment resolution meeting shall be facilitated by the Consultant with the Agency, up to 2 hours and up to 3 Consultant staff attending.

I-205 NEPA Documentation

The purpose of this Task is to provide the NEPA documentation needed to inform and document a federal decision on tolling on I-205. This Task will prepare an EA that builds on the I-205: Stafford Road to OR 213 Documented Categorical Exclusion (“DCE”). The construction impacts of widening I-205 and reconstruction of the Abernethy Bridge have received environmental clearance under the DCE; therefore, the NEPA process conducted under this Task will only analyze those additional impacts that result from the tolling action. Consultation under Section 106 of the National Historic Preservation Act (“NHPA”) and consultation under the Endangered Species Act (“ESA”) has already been completed for the I-205: Stafford Road to OR 213 and therefore will not be performed as part of this Task.

I-205 NEPA Early Public Engagement

Consultant shall prepare a draft and final agenda and packet of materials for an agency coordination meeting with participating agencies. Consultant shall attend and facilitate the participating agency coordination meeting with ODOT staff, as determined by Agency. Consultant shall prepare a draft summary of the agency coordination meeting for review by ODOT. Consultant shall revise and incorporate the meeting summary into the Early Engagement Summary Report.

Consultant shall prepare a draft and final agenda and packet of materials for an early engagement meeting with tribes, as well as individual meetings with tribes. Consultant staff shall attend and facilitate the tribal engagement meeting and individual meetings with tribes with ODOT, as determined by Agency. Consultant shall prepare a draft summary of the tribal engagement meeting and individual tribal meetings for review by ODOT. Consultant shall revise and incorporate the meeting summary into the Early Engagement Summary Report if completed during the same time frame.

Consultant shall prepare an Engagement Summary Report that documents the activities undertaken during the early engagement phase including notices, agency coordination meeting, public meeting, scoping comments received, and responses to comments.

This task includes ongoing task coordination prior to commencement of technical work.

I-205 Draft EA Technical Reports and Memoranda

Consultant shall coordinate with ODOT to “right-size” the level of analysis for each resource guided by the ODOT EIS Template (2010). Consultant shall prepare stand-alone technical reports for resources with more extensive potential impacts anticipated or for which more in-depth analysis is required as determined by ODOT and FHWA in consultation with Consultant. All analysis in the technical reports must follow the methodology identified in the Methodologies Technical Memoranda as approved by ODOT and FHWA and will utilize the information prepared for the I-205: Stafford Road to OR 213 DCE to the extent it is applicable. Technical reports must analyze the potential construction, direct, and indirect impacts of up to a total of 3 Project alternatives as determined by Agency, including a No Build Alternative, and must identify potential mitigation measures.

Draft #1 of each technical report must contain the affected environment section only and must be prepared by Consultant for review by ODOT. ODOT's comments must be addressed by Consultant in draft #2. Draft #2 of each report must also include assessment of impacts and identification of potential mitigation and must be prepared for review by ODOT. Draft #3 must address ODOT's review comments and be prepared for review by FHWA Division Office. Participating agencies will review technical report during the Draft EA comment period. The technical reports must be finalized to address FHWA comments. FHWA will have 3 days to backcheck changes after reports are finalized. Point-by-point responses to ODOT and FHWA comments must be prepared by Consultant. All technical reports must be included as appendices to the I-205 Draft EA.

Description of Alternatives

Consultant shall prepare a description of the alternatives being evaluated in the draft EA, which must include graphics and tables illustrating the alternatives and identifying similarities and differences among them.

The description of alternatives must be used as the basis for identifying impacts in the technical reports and must be included as a section in those reports. The description of alternatives must also serve as the foundation for the alternatives chapter in the Draft EA.

List of Performance Measures

Analysis presented in the technical reports must address the performance measures previously developed. This list will serve as the basis for comparison of the impacts and benefits of the alternatives studied in the EA document. Consultant shall coordinate with ODOT to update list of performance measures up to 4 times to incorporate input from the EMAC and TMWG.

The list of performance measures must identify data source/tools to be used to assess each measure, and whether it will be identified qualitatively or quantitatively.

Air Quality

Consultant shall prepare an Air Quality Technical Report that addresses the existing conditions, Project impacts, and compliance with the Clean Air Act. Project impacts must address emissions of criteria pollutants and mobile source air toxics ("MSAT") with and without the proposed Project.

The report must include air-monitoring data from the nearest monitors located within close proximity to the Project area and a discussion of attainment status. The API is in attainment of the National Ambient Air Quality Standards ("NAAQS") and does not require a detailed Project-level analysis to demonstrate that there would be no exceedance of the NAAQS. A general discussion of air pollutant emissions expected during construction and any construction mitigation measures must be included in the report.

Consultant shall determine if the Project requires a quantitative MSAT analysis based on FHWA Interim MSAT guidance (FHWA, 2016) and discussions with ODOT and FHWA. Consultant shall use "FHWA Frequently Asked Questions for Conducting Quantitative MSAT Analysis for FHWA NEPA Documents, ("MSAT FAQ")" as guidance for conducting the MSAT quantitative

analysis. If emissions modeling is required, it must be conducted by Consultant using EPA's MOVES3.0.1 with Project-specific inputs from the traffic analysis for existing conditions, 2045 No Build, and up to 2 Build alternatives for 2027 and 2045 as determined by Agency. Consultant shall participate in a meeting (virtual) between Consultant traffic engineers and air modelers and ODOT prior to developing methodology. Consultant shall summarize the methodology, traffic inputs, MOVES inputs, modeling results and conclusions in the Air Quality Technical Report.

Conditions and Assumptions

- Traffic data should be obtained for a full day of operations.
- The Project study area should include all roadways within the construction limits plus freeway and arterials that would be affected by the Projects. Consultant may apply FHWA's recommended criteria of 5% or 10% screening to ADT, travel time and delay to all traffic data modeled, to identify traffic links beyond freeway that should be included in MOVES analysis.
- Consultant shall run MOVES in county level. MOVES must use only running exhaust, crankcase, evaporative permeation and evaporative fuel leaks as they occur on the roadway. For major intermodal freight facilities, off-network vehicle activities must be characterized differently.
- MOVES inputs must be updated for LEV and ZEV to reflect that Oregon has adopted the California LEV and ZEV vehicle requirements since 2009.
- Consultant shall use MOVES inputs from Metro but must update Vehicle Type VMT and average speed distributions with project specific data.
- Consultant shall properly account for diesel particulate emission by one of two methods outlined in the FAQ MSAT guidance.
- Consultant shall have traffic data meeting prior to methodology meeting to understand what type of traffic data is available.
- Consultant shall provide draft methodology prior to modeling
- Consultant shall provide figures identifying the locations of all links that are included in the analysis
- Consultant shall provide all model input files and traffic processing spreadsheets to ODOT for review prior to starting modeling.

Economics

Consultant shall prepare an Economics Technical Report that addresses the existing economic conditions, Project impacts and benefits on the local and regional economy, and potential measures to avoid, minimize, or mitigate potential negative impacts.

The report must identify and describe the following existing conditions in the study area, and provide comparisons between the study area, region, and state where applicable:

- Businesses (including freight), business districts, or clusters of businesses with a focus on those that may be most sensitive to changes in traffic patterns or other potential effects of the proposed tolling project
- Economic trends such as total at-place employment and employment by industry sector
- Households by income, including low-income households that may be most sensitive to or impacted by the addition of tolling to help inform the Environmental Justice analysis
- Property values and tax base

This report must estimate the benefits and impacts of the Project alternatives on businesses and business districts due to traffic changes, changes in access, and changes in business clustering. The report must quantify the positive and negative impacts of each alternative on the local, regional, and state economies including short-term direct, indirect, and induced economic impacts resulting from construction spending using ODOT's Long Range Planning Unit regional job impacts multipliers and construction dollar conversion table, and longer-term, indirect economic impacts from toll collections and use of toll revenue in the region. The report must include an estimate of the net economic benefits stemming from reduced congestion and resulting travel times for vehicles and freight, and other quantifiable benefits such as reduced emissions and reductions in accidents (benefits typically monetized in a transportation benefit-cost analysis ("BCA")). The report must show the overall change in household vehicle operation costs in the region, the resulting change in travel costs as a percentage of household income, and the resulting overall share of regional jobs accessible within a 30-minute drive. The report must evaluate the potential economic impacts from relocation or new development that could result from the Project, overall changes in economic activity, and resulting changes to the tax base or tax revenue at the state and local level.

The report must identify avoidance, minimization, or mitigation measures to address direct and indirect impacts on businesses and business districts and the local, regional, and state economy.

Energy and Greenhouse Gases

Consultant shall prepare an Energy and Greenhouse Gases Technical Report that addresses the existing conditions, Project impacts, and consistency with state emissions reduction goals. Project impacts will address greenhouse gas ("GHG") emission and energy consumption with and without the proposed Project.

The report must include a summary of energy consumption and GHG emissions trends in the state of Oregon.

Energy consumption from construction and maintenance activities must be estimated using FHWA's Infrastructure Carbon Estimator ("ICE"). For any activities not included in the tool estimates, ODOT will be consulted for an appropriate alternative methodology.

Project emissions and energy consumption from Project operation must be calculated quantitatively and compared across all alternatives (including No Build and up to 2 Build alternatives) for existing conditions, 2027, and 2045. Calculations must be performed using EPA's MOVES3.0.1, consistent with the MSAT calculations for the air quality analysis. Consultant shall summarize the methodology, traffic inputs, MOVES inputs, modeling results and conclusions in the Energy and Greenhouse Gas Technical Report.

Environmental Justice

Consultant shall evaluate the direct and indirect impacts of the Project on low-income populations and minority populations per Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (February 1994), US Department of Transportation Updated Environmental Justice Order 5610.2(a) (May 2012), Federal Highway Administration Order 6640.23A Actions to Address Environmental

Justice in Minority Populations and Low-Income Populations (June 2012) and FHWA Guidance on Environmental Justice and NEPA (December 16, 2011). This task must provide an update to the Environmental Justice Technical Memorandum prepared for the I-205: Stafford Road to OR 213 DCE.

Consultant shall identify low-income populations and minority populations using census data, other available government data (such as public school data) and any relevant survey data collected in other tasks.

Consultant shall identify any disproportionately high and adverse impacts to low-income populations and minority populations, and propose mitigation strategies to avoid, reduce or mitigate for them. Consultant shall discuss accessibility to and use of the electronic tolling system to confirm low-income and minority populations do not experience barriers to using it.

Consultant shall incorporate findings from environmental justice populations prepared in outreach summaries, including the Project's proactive efforts to ensure meaningful opportunities for public participation including activities to increase low-income and minority participation, include the views of the affected population(s) about the Project and any proposed mitigation strategies, describe what steps are being taken to resolve any controversy that exists and document how the project team has engaged minority or low-income populations in the decision-making process related to the alternative selection, impact analysis and mitigation.

Noise

Consultant shall use information collected and presented in the Noise Technical Report for the I-205 DCE to prepare the Noise Technical Report for this noise study. Consultant shall review permitted land use, but no additional field measurements will be conducted. No changes to existing conditions or future no build modeling will be conducted if design years are consistent with the previous analysis. Consultant shall update previous future conditions modeling to include the Project design and traffic volumes for impact and abatement analyses in the Noise Technical Report. Consultant shall use the most recent version of the FHWA Traffic Noise Model (currently TNM 2.5) with the locations used during previously conducted field measurements as receiver locations and the traffic counted at time of measurement as inputs to the model. Consultant shall use the worst-case noise condition (either Peak Hour or Peak Truck Hour) for all modeled scenarios to arrive at the worst-case traffic noise condition.

The Project is identified as a Type III federal-aid project that does not meet the classification of a Type I or Type II project. As such, all impacts associated with the Project must be identified; however, noise abatement measures will not be considered in the noise study. Noise abatement measures at impact locations identified in the noise study must be considered in the next NEPA action.

Consultant shall prepare a draft, revised draft, and final Noise Technical Report for review by ODOT and FHWA to adequately and accurately detail the findings of the noise study investigation, traffic noise analysis, and proposed noise mitigation efforts. The required documentation contained in the Noise Technical Report is found in 23 C.F.R. § 772 and the

ODOT Noise Manual. A comment resolution meeting must be facilitated by the Consultant with the Agency.

The Noise Technical Report must incorporate all elements required in the ODOT Noise Manual and results of the analysis activities in this task including, but not limited to:

- Measured traffic noise level as well as a correlation to the modeled results for each of the noise measurement sites must be incorporated from the previous I-205 NTR.
- Predicted Existing, No-Build Future and Future Build noise conditions for each alternative under study.
- Identification and discussion of any developed land use that is planned for displacement as a result of Project construction and a summary of the net effect on the number of traffic noise impacts through their removal.
- Table comparing the number of traffic noise impacts for each alternative.
- Summary of noise mitigation consideration or, if needed, the detailed noise mitigation analysis conducted for each noise impacted receiver or group of receptors.
- Discussion of unavoidable impacts.
- Discussion of noise compatible planning concepts and design year noise levels and distances to NAAC criteria or NAAC contours for undeveloped land.

Social Resources and Communities

Consultant shall evaluate the impacts of the Project on social resources and communities.

Consultant shall prepare a profile of the study area summarizing population characteristics (population growth, households, disability, no vehicle households, age (senior, children), limited English proficiency, and community health). Consultant shall coordinate closely with EJ task lead and Agency and Consultant staff leading equity efforts to confirm that this report analyzes impacts and benefits to underserved populations (as identified in the Equity Framework) beyond the analysis for low-income and minority populations covered in the Environmental Justice Technical Report at the same scale (study area) and rigor. Consultant shall identify and map important social resources (e.g. churches, hospitals, schools, social service providers, and public services), business districts and large employment areas, and parks and recreational facilities; this effort must be informed through information gathered at public involvement events.

Consultant shall analyze impacts and benefits of the Project on community cohesion, character and health (air quality, noise and bicycle and pedestrian safety), the study area's demographic profile, transportation mobility and access to opportunity and affordability. Consultant shall incorporate references to documents related to Communications and Stakeholder Coordination to confirm vulnerable populations (seniors, disabled, limited English proficient) have the opportunity for full participation in Project decision-making. Consultant shall develop mitigation strategies for adverse impacts to social resources and communities. A comment resolution meeting must be facilitated by the Consultant with the Agency.

Visual Quality

Consultant shall prepare a Visual Quality Technical Memorandum to assess the potential for changes in visual quality as a result of installation of tolling infrastructure or changing traffic patterns due to tolling. In particular, the memorandum must assess whether any changes impact the segment of I-205 designated by Clackamas County as a Rural Scenic Road or the views from

existing viewpoints. An abbreviated visual impact assessment approach is assumed, per FHWA's 2015 Guidelines for the Visual Impact Assessment of Highway projects. No visual simulations will be prepared as project improvements associated with the I-205: Stafford Road to OR 213 have already been assessed in the approved DCE for that Project.

Cumulative Impacts

Consultant shall prepare a Cumulative Impacts Technical Report following the eight-step process identified in ODOT's EIS Template. The report must include a more in-depth analysis for resources with greater potential to contribute to cumulative impacts as determined by ODOT and FHWA in consultation with Consultant. Other resources with minimal or no direct or indirect impacts are not anticipated to contribute to cumulative impacts and therefore will only be briefly addressed in this report.

Consultant shall identify a cumulative impacts study area and shall identify and map a list of current and reasonably foreseeable actions within that study area. The list of current and reasonably foreseeable actions must be drawn from adopted plan documents, development proposals, and coordination with local agencies and other project teams (e.g. the Interstate Bridge Replacement Program) and must be confirmed with ODOT and FHWA. Consultant shall assess the cumulative impact of Project direct and indirect impacts in combination with past, present, and reasonably foreseeable actions for environmental resources.

I-205 Draft EA

Consultant shall prepare a draft EA in compliance with ODOT and FHWA guidance. The technical work prepared by Consultant and ODOT will serve as the technical basis for the draft EA and must be attached as appendices or incorporated as sections of the Draft EA document. The Draft EA must focus on the evaluation of tolling impacts for the I-205 seismic retrofit and widening project and must incorporate all construction-related impacts from the approved DCE by reference.

The Draft EA must include a notice on the cover sheet of the intent to prepare a combined Final EA/Finding of No Significant Impact ("FONSI").

For resources anticipated to have minimal/no additional impacts beyond what was previously documented in the I-205: Stafford Road to OR 213 DCE, as determined by ODOT and FHWA in consultation with Consultant, Consultant shall prepare updated technical analyses as part of the Affected Environment, Environmental Consequences, and Avoidance, Minimization, or Mitigation Measures Chapter of draft EA draft #1. These sections of the DE Draft EA IS must analyze the potential tolling, direct, and indirect impacts of up to 3 Project alternatives, including the No Build Alternative, and must identify potential mitigation measures. Resources to follow this approach (to be confirmed by ODOT and FHWA) include:

- Geology and Soils
- Hazardous Materials
- Historic and Archaeological Resources
- Land Use
- Parks and Recreation/Section 4(f) and Section 6(f)
- Utilities

- Vegetation, Wildlife, and Aquatic Species
- Wetlands and Water Resources

Consultant shall prepare the following sections of draft EA draft #1 including, but not limited to:

- Executive Summary
- Purpose and Need for the Proposed Action
- Alternatives
- Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures
- Cumulative Impacts
- Relationship Between Local Short Term Uses of the Human Environment and the Maintenance and Enhancement of Long-Term Productivity
- Irreversible and Irrecoverable Commitment of Resources
- Comments and Coordination
- Additional front and back materials (Cover, Table of Contents, Acronyms, List of Preparers, Distribution List, Glossary, Index)

Land use analysis must include an assessment of consistency with state, regional, and local policies and plans to be documented in a matrix format in a memorandum that can be included as an appendix to the draft EA if desired by ODOT.

Consultant shall provide consultation and support to ODOT in Endangered Species Act, Section 106, and Section 4(f), as requested by ODOT. If additional Section 4(f) documentation is required it would be prepared under s contingency.

After signatures are obtained by ODOT, Consultant shall incorporate the signature page to produce final draft EA for public distribution. Consultant shall deliver up to 50 printed copies, as determined by Agency of the final draft EA in addition to pdf files of the final draft EA for distribution and posting on the Project website.

Consultant shall prepare a draft, revised draft, and final Notice of Availability to be reviewed by ODOT and FHWA. The Notice of Availability must include the date(s), time(s), and location(s) of the public hearing and the dates of the draft EA public comment period. ODOT will submit the final Notice of Availability to FHWA for publication in the Federal Register and will submit the Notice of Availability to local newspapers for publication. ODOT will pay any fees associated with publication of the notice.

Consultant shall prepare a draft and final draft EA distribution letter to be reviewed by ODOT. The distribution letter must include the date(s), time(s), and location(s) of the public hearing and the dates of the draft EA public comment period. ODOT will be responsible for distribution of the draft EA.

One round of open houses and an online open house must be held during the draft EA public comment period by Consultant; the in-person open houses must serve as the draft EA Public Hearing(s) and must provide an opportunity for formal public testimony or submit written comments on the draft EA.

I-205 Final EA/FONSI

Consultant shall prepare a combined final EA (revised EA) and Finding of No Significant Impact (FONSI). It is assumed that a combined final EA/FONSI can be prepared for the Project. The final EA must be prepared in response to comments on the draft EA. Consultant shall maximize the use of existing documentation prepared for the draft EA, and either adopt or incorporate that data by reference to the extent possible. Technical reports and memos and the Response to Comments must be included as appendices to the final EA. No new alternatives must be analyzed in the final EA/FONSI.

The FONSI must include a description of the decision, selected alternative, alternatives considered, criteria used to determine the selected alternative, proposed project funding, Section 4(f) finding, and mitigation commitments.

I-205 NEPA EA Administrative Record

Consultant shall assemble an Administrative Record that documents the process and materials leading to a NEPA decision. It must include an index and may contain materials such as maps, calculations, meeting notes, documentation of Project decisions, public comments, public notice affidavits, final technical reports, the draft EA, final EA, and FONSI.

The administrative record is not intended to be an exhaustive catalog of all Project documents; it will consist of only those documents that were used in making the NEPA decision. All documents must be in electronic format; no hard copy documents will be included.

24-27 PEDESTRIAN AND BICYCLE STRATEGIC PROGRAM UPDATE

TPAC Meeting, February 2022

Jessica Horning, Pedestrian & Bicycle Program Manager

Pedestrian and Bicycle Funding in 24-27 STIP

Program	System	Amount	Required/ Discretionary
ODOT Ped/Bike 1% (SWIP)	State	\$25.5m	Required
Community Paths GRANT	Local	\$36m	Discretionary
ODOT Ped/Bike Strategic	State	\$45m	Discretionary
HB 2017 SRTS Infra GRANT	Local	\$45m	Required
ODOT SRTS Infrastructure	State	\$10m	Discretionary
SRTS Education GRANT	n/a	\$4m	Discretionary





PBS PROGRAM GOALS

1. Address gaps for people walking and biking on the state system such as missing sidewalks, bike lanes, and crossings.
2. Prioritize projects at locations that provide an equity and safety benefit.
3. Identify cost savings through leverage with other ODOT projects such as repaving or curb ramp replacement at high priority pedestrian or bicycle locations.

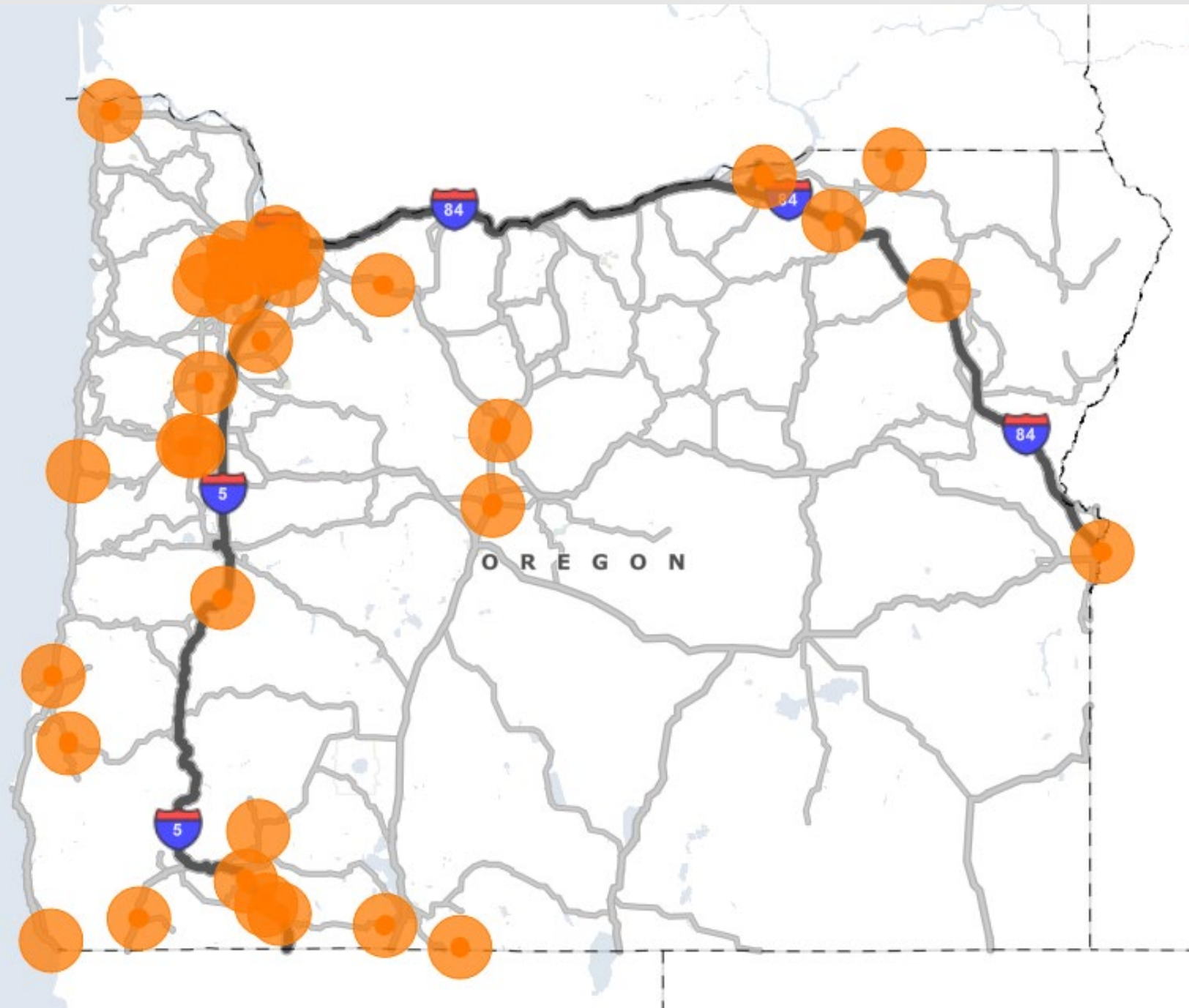
PBS PROJECT SELECTION STRATEGY

- Emphasis on
 - Cost-Effectiveness
 - Project Readiness & Capacity
- Top 10% of Active Transportation Needs Inventory
 - Top 20% in communities under 5,000
- Leverage with other ODOT projects
 - Projects funded through other programs like Fix-It, ADA, ARTS
- Stand-Alone
 - Top 1-5% ATNI need locations



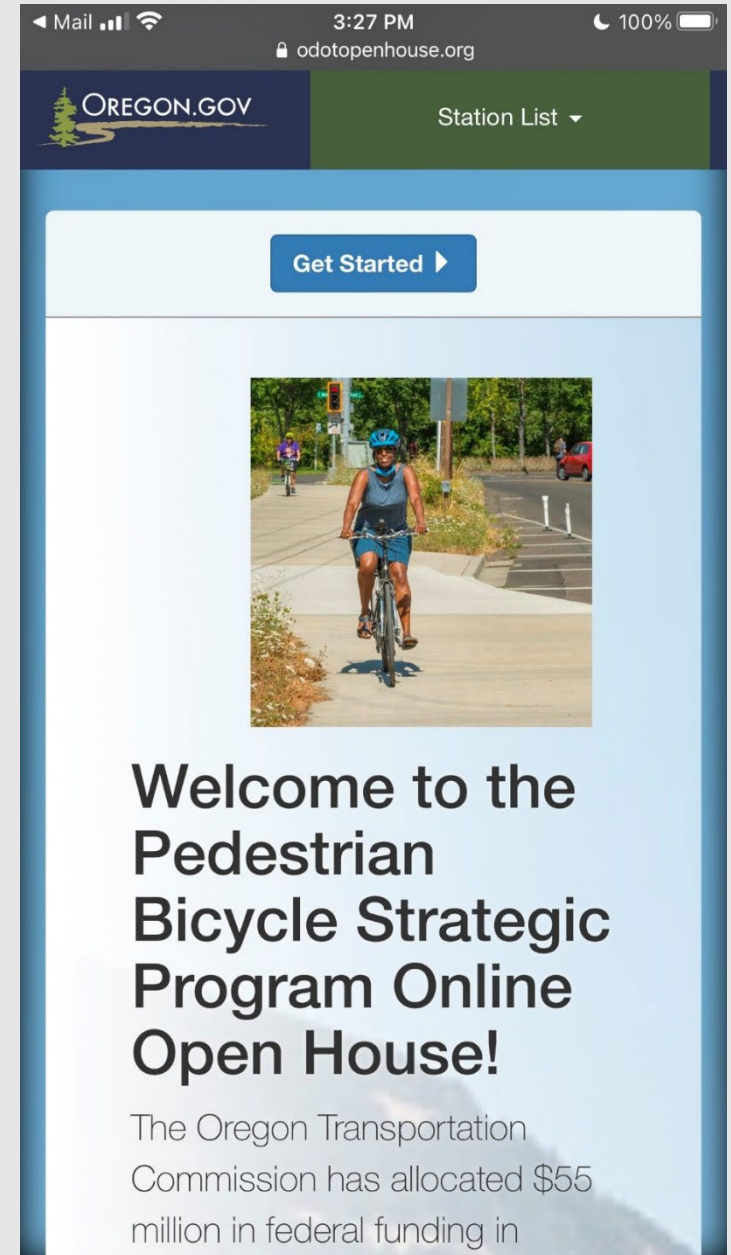
DRAFT 150% Project List

- 38 Projects
 - 8 SRTS standalone
 - 30 PBS
 - 14 ADA leverage
 - 7 standalone
 - 5 Safety leverage
 - 4 Pres Leverage
- 6 advanced for 21-24 delivery
 - 4 SWIP Strategic
 - 2 PBS advance
- 32 being scoped



PUBLIC INVOLVEMENT

- PBS Webpage
- Discussions with ACTs, Advisory Committees, some MPOs, LOC and AOC (ongoing)
- Online open house with 150% list of projects (September-October)



The screenshot shows a mobile browser view of the Oregon.gov website. At the top, the navigation bar includes the Oregon.gov logo and a 'Station List' dropdown menu. Below the navigation bar is a 'Get Started' button. The main content area features a photograph of a person riding a bicycle on a paved path. Below the photo, the text reads: 'Welcome to the Pedestrian Bicycle Strategic Program Online Open House! The Oregon Transportation Commission has allocated \$55 million in federal funding in'.

Online Open House (Prelim Responses)

- 455 responses
- Age
 - 15-25: 2%
 - 26-40: 26%
 - 41-60: 42%
 - Over 60: 28%
- Race
 - White: 75%
 - Chose not to answer: 14%
 - Hispanic or Latinx: 3%
- Income
 - \$0-25k: 5%
 - \$26-50k: 14%
 - \$51-100k: 39%
 - Over \$100k: 1%

Online Open House

- 455 responses
 - 57% supportive of projects
 - Rest of folks -
 - 17% - other (*still being analyzed*)
 - 12% - there are more important projects in my area
 - 11% - no projects in my area
 - 5% - seems fine and I don't have an opinion



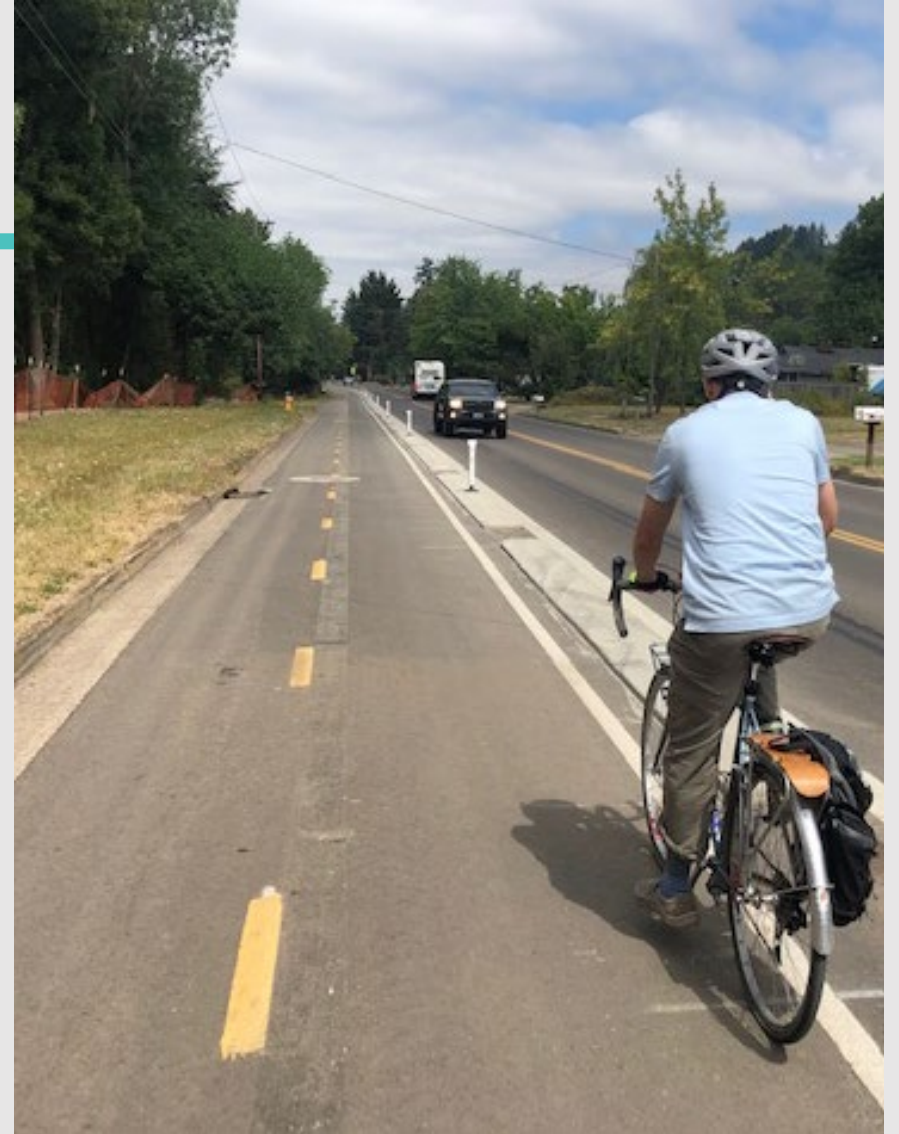
Online Open House

- Projects with the most interest –
 - Tigard: Safe Routes to School: Hall Blvd – 65
 - Beaverton, Hillsboro, Cornelius, Forest Grove: TV Hwy (OR8) Ped/Bike imprvmts – 46
 - Corvallis: OR99W Ped/Bike Safety Improvements – 40
 - Multiple Jurisdictions: McLoughlin Blvd (OR99E) Ped/Bike Improvements – 37
 - Portland: Barbur Blvd (OR99W) Ped/Bike Improvements – 34
- 279 people provided info about problems/barriers at 1 of the 36 locations



Online Open House

- If more funds become available–
 - Top 5
 - Physically separated bicycle facilities
 - Crossing improvements
 - Sidewalks
 - Shared use paths
 - Striped bike lanes
 - Other ideas
 - Road restriping to add bus lanes
 - More protected crossings near bus stops
 - Better coastal and rural bus service
 - Bicycle library for low-income and visitors



100% List Development (Jan-May '22)

- Receive and review info from scoping teams
- Preliminary statewide programmatic ranking
 - ATNI scores (overall, safety, equity)
 - Risks and changes from scoping
- Ask regions to rank priorities
- Meet with other program managers
 - Determine joint priorities for leverage projects
 - Identify other bundling opportunities

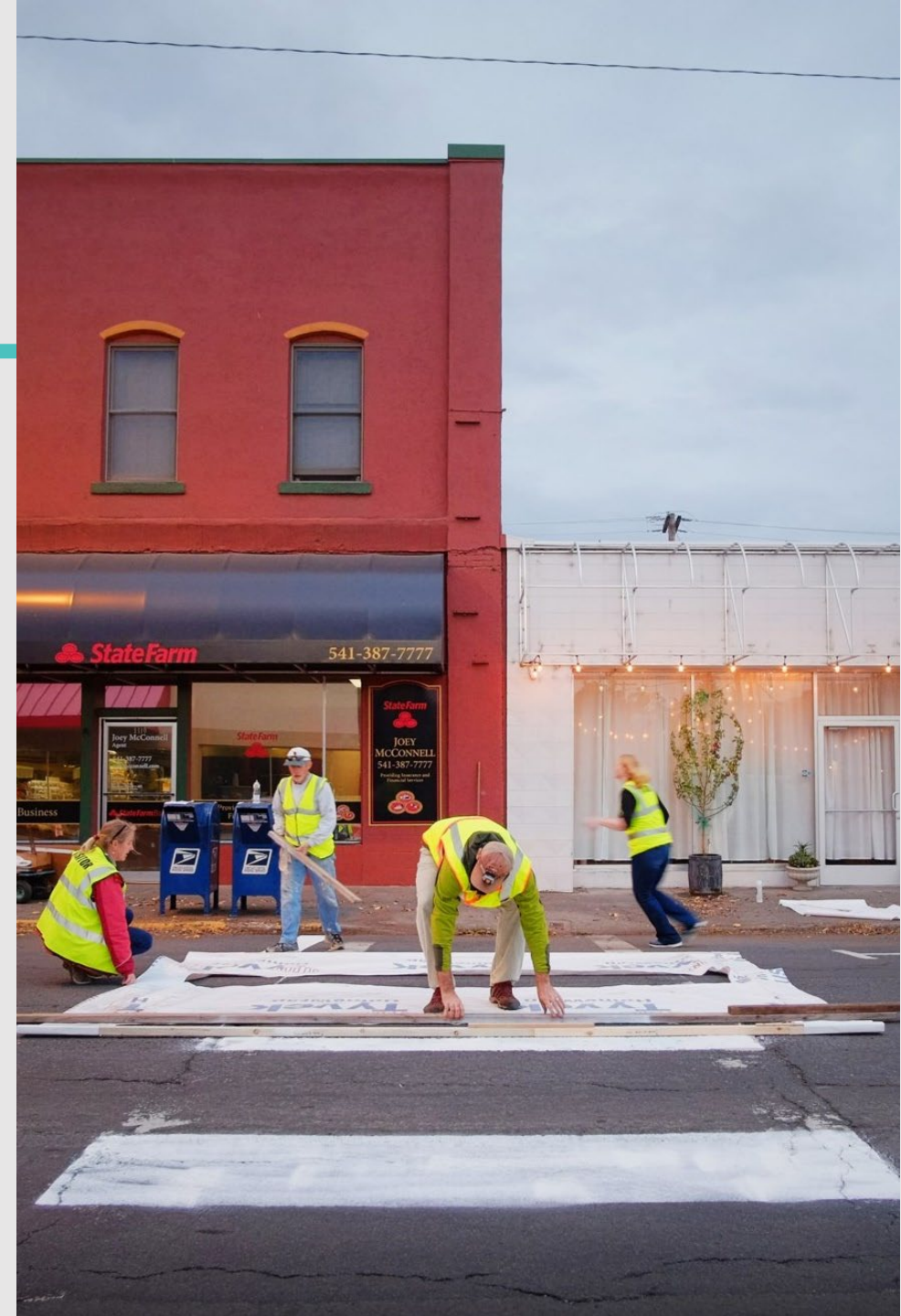
Discussion:

Other filters/lenses to apply?



Next Steps

- Develop framework for 150% list transition to 100% list
- Strategy for any additional IJA funds
- Identify 21-24 PE needs
- Communicate back to public 100% list
- Do better. Identify program improvements in public engagement and internal processes.



Key Contacts for PBS

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- Jessica Horning, Pedestrian and Bicycle Program Manager
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- LeeAnne Fergason, Safe Routes to School Program Manager
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A worker in a red safety suit and hard hat stands on a blue lift bucket, working on a steel bridge structure. The background is a dense forest of evergreen trees. The entire image has a blue tint.

Questions