



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

Metro Policy Advisory Committee (MPAC)

agenda

Wednesday, October 27, 2021

5:00 PM

<https://zoom.us/j/95889916633>

1. Call To Order, Declaration of a Quorum & Introductions (5:00 PM)

Please note: To limit the spread of COVID-19, Metro Regional Center is now closed to the public. This meeting will be held electronically. You can join the meeting on your computer or other device by using this link: <https://zoom.us/j/95889916633> or by calling +1 669 900 6128 or +1 877 853 5257 (Toll Free)

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2. Public Communication on Agenda Items (5:05 PM)

Public comment may be submitted in writing and will also be heard by electronic communication (videoconference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 pm on Tuesday, October 26 will be provided to the committee prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-797-1916 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those requesting to comment during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Council Updates (5:10 PM)

4. Committee Member Communication (5:15 PM)

5. Consent Agenda (5:20 PM)

5.1 Consideration of the September 22, 2021 MPAC Minutes

[COM](#)
[21-0478](#)

Attachments: [September 22, 2021, MPAC Minutes](#)

6. Information/Discussion Items (5:25 PM)

6.1 Continued MPAC Member Housing Needs Analysis Discussion (5:25 PM)

6.2 Regional Solid Waste Discussion (5:40 PM)

[COM](#)
[21-0479](#)

Presenter(s): Pam Peck (she/her), Metro

Attachments: [MPAC Worksheet](#)
[Attachment 1](#)

6.3 2018 Regional Transportation Plan Amendment: I-205 Toll
Project (Preliminary Engineering Phase) (6:35 PM)

[COM](#)
[21-0477](#)

Presenter(s): Kim Ellis (she/her), Metro
Mandy Putney, ODOT

Attachments: [MPAC Worksheet](#)
[Attachment 1- Public Review Draft](#)
[Attachment 2- Background](#)
[Attachment 3- Timeline](#)

7. **Adjourn (7:00 PM)**

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

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2021 MPAC Work Program

As of 10/7/2021

Items in italics are tentative

	<p><u>October 27, 2021</u></p> <ul style="list-style-type: none"> • Continued MPAC Member Housing Needs Analysis Discussion (Mayor Callaway, 20 min) <i>5:15pm-5:35pm</i> • Regional Solid Waste Discussion (Pam Peck, Metro; 60 min) <i>5:35-6:35pm</i> • Amendment: I-205 Toll Project (Preliminary Engineering Phase) (Kim Ellis, Metro, and Mandy Putney, ODOT 25 min) <i>6:35pm-7:00pm</i> • SHS Update (as a staff memo included in the packet)
<p><u>November 10 or 17, 2022</u></p> <ul style="list-style-type: none"> • 2020 Census Data Presentation & Redistricting (Anne Buzzini & Clint Chiavarini, Metro; 45 min) <i>5:15pm- 6:00pm</i> • 2023 Regional Transportation Plan Update Work Plan – Scoping (Kim Ellis, Metro; 45 min)<i>6:00pm-6:45pm</i> 	<p><u>December 8, 2021</u></p> <ul style="list-style-type: none"> • P&N Levy Renewal Presentation and Discussion (Beth Cohen, Scotty Ellis; Metro 30 min) <i>5:15pm-5:45pm</i> • Discussion of public comments and proposed RTP amendment for I-205 Toll Project (PE Phase) (Kim Ellis, Metro and Mandy Putney, ODOT 25 min.) <i>5:45pm-6:15pm</i> • Emerging Transportation Trends (Eliot Rose, Metro; 30 min) <i>6:15pm-6:45pm</i>

Parking Lot:

- New transfers station sites
 - Larger conversation of regional solid waste
- Engagement during a pandemic
- Parks bond progress report
- Expo Development Opportunity Study and regional venues
- Employment land
- Census – likely for December
- Transportation funding

**5.1 Consideration of the September 22, 2021 MPAC
Minutes**
Consent Agenda

Metro Policy Advisor Committee
Wednesday, October 27, 2021



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes
September 22, 2021

MEMBERS PRESENT

Susheela Jayapal
Carmen Rubio
Gerritt Rosenthal
Joe Buck
Gordon Hovies

Linda Glover
Peter Truax
Steve Callaway
Kathy Hyzy
Vince Jones-Dixon
Ed Gronke
Jose Nava
Thomas Kim
Elizabeth Kennedy-Wong
Kirstin Greene
Brian Cooper
Terri Preeg Riggsby

Temple Lentz

AFFILIATION

Multnomah County
City of Portland
Metro Council
City of Lake Oswego, Largest City in Clackamas County
Tualatin Valley Fire & Rescue, Special Districts in
Washington County
City of Vancouver
City of Forest Grove, Other Cities in Washington County
City of Hillsboro, Largest City in Washington County
City of Milwaukie, Cities of Clackamas County
City of Gresham, Second Largest City in Multnomah County
Citizen of Clackamas County
Citizen of Washington County
TriMet
Port of Portland
Oregon Department of Land Conservation and Development
City of Fairview, Other Cities in Multnomah County
West Multnomah Soil & Water Conservation District, Special
Districts in Multnomah County
Clark County

MEMBERS EXCUSED

Ted Wheeler
Brian Hodson
James Fage
Martha Schrader
Christine Lewis
Bob Stacey
Lacey Beaty
Mark Watson

Rachel Lyles Smith

AFFILIATION

City of Portland
City of Canby, City in Clackamas County outside UGB
City of North Plains, City in Washington County outside UGB
Clackamas County
Metro Council
Metro Council
City of Beaverton, Second Largest City in Washington County
Hillsboro School District Board of Directors, Governing Body of
a School District
City of Oregon City, Second Largest City in Clackamas County

ALTERNATES PRESENT

Pam Treece
Denyse McGriff
Brett Sherman
Jeannine Rustad

AFFILIATION

Washington County
City of Oregon City, Second Largest City in Clackamas County
City of Happy Valley, Other Cities in Clackamas County
Tualatin Hills Parks & Recreation District, Special Districts in
Washington County

OTHERS PRESENT: Anne Debbaut, Adam Barber, Alison Wicks, Anthony Martin, Bill Holmstrom, Colin Cooper, Brian Martin, Lisa Batey, Erica Fuller, Erin Doyle, Evan Manvel, Gordan Howard, Jules Walters, Mona Schwartz, Ruth Osuna, Schuyler Warren, Tom Armstrong, Tom Markgraf, Sean Edging, Janine Gates, Tom Armstrong, Matt Crall,

STAFF: Roger Alfred, Jaye Cromwell, Connor Ayers, Patricia Rojas, Emily Lieb, Anne Buzzini, Ramona Perrault, Carrie Maclaren, Megan Gibb, Nick Christensen, Ted Reid, Valeria McWilliams

1. **CALL TO ORDER, INTRODUCTIONS, CHAIR COMMUNICATIONS**

Chair Steve Callaway called the virtual meeting to order at 5:00 PM.

2. **PUBLIC COMMUNICATIONS ON AGENDA ITEMS**

There were none.

3. **COUNCIL UPDATE**

Councilor Gerritt Rosenthal gave the Council update. He informed members that two affordable housing projects are now open for people to start moving in. There are commitments to add 900 emergency shelter beds by June, with most being added before the winter. He discussed the potential of using an Expo parking lot as a temporary safe parking area. He also gave an update on the RID patrol and visitor venues.

4. **COMMITTEE MEMBER COMMUNICATIONS**

Deputy Director Kirstin Greene gave an update on the rule making process for climate friendly and equitable communities. She reminded members that Governor Brown had asked ODOT and DLCD to develop rules and plans to reduce greenhouse gas emissions. She discussed the process for rule development, the timeline, and discussions about applicability in the Portland metro area.

Chair Callaway asked if there was any possibility for the rule making process to slow down or change as many have asked.

Director Greene answered that leadership is still holding to the current timeline at the moment, but they are adding a series of local level discussions to unpack the rules.

Chair Callaway asked for elected officials to be regularly informed of updates.

Councilor Kathy Hyzy asked if there would be a discussion on this at JPACT anytime soon.

DLCD Staff Bill Holmstrom informed members that they had met with MTAC and TPAC, but not JPACT yet.

Chair Callaway informed members that Councilor Bob Stacey would be resigning from Metro in October and that his email would be shared if anyone wanted to send well wishes.

5. **CONSENT AGENDA**

MOTION: Terri Preeg Riggsby motioned to accept the consent agenda. Thomas Kim seconded.

ACTION: With all in favor, the motion passed.

6. **INFORMATION/DISCUSSION ITEMS**

6.1 Housing Bond Update

Chair Callaway noted that members should have access to the online version of the first annual Housing Bond report and introduced Metro Staff Patricia Rojas and Emily Lieb.

Key points from the presentations included:

Ms. Rojas went over what the Housing Bond aims to accomplish over the next 10 years, which includes reaching “functional zero” chronic homelessness.

Ms. Lieb gave an overview of the meeting’s discussion and reviewed the core values of the bond. Unit production goals included producing 3,900 affordable homes. She noted the jurisdiction that are implementation partners directly implementing bond funds. She explained the implementation structure for dispersing these funds. She highlighted aspects of the online 2020 annual report, including what projects will be opening soon and progress on unit production goals. She discussed how the projects advance fair housing opportunities, have access to transit and amenities, and stabilize communities. She reviewed goals of the housing bond related to supporting opportunities for women and people of color in the construction process. Community engagement was conducted around each project to gain input from the community that would be living there. There’s an expectation that projects will establish partnerships to provide supportive housing and culturally specific services. She concluded by reviewing the recommendations of the Housing Oversight Committee.

Ms. Rojas went over the next steps of the program.

Member Discussion Included:

Mayor Truax shared that ground had recently been broken for the Valfre at Avenida 26 in Forest Grove which used Metro Housing Bond numbers. He asked if there has been progress made on the recommendations from the Housing Oversight Committee related to project solicitations and participation plan goals.

Ms. Lieb discussed how solicitation now contained more details on the project location and promised to follow up with more details.

Mayor Truax thanked Ms. Lieb and commended the program for what it is trying to do.

Chair Callaway noted that many of the initial projects are being developed on land already owned by cities or counties and asked if costs would go up with later projects as a result of having to buy land.

Ms. Lieb noted that some early projects were already in development when the bond passed and that the deeply affordable units would require the most investment. She spoke to how in the future the Supportive Housing Services program will be integrated to help with added costs on deeply affordable units.

Chair Callaway noted that the most affordable land is often less desirable and expressed concern for current inequities being perpetuated by buying less desirable land to build affordable housing on.

Mr. Ed Gronke expressed concern that even after all the units are built, the affordable housing crisis will not be solved.

Ms. Rojas agreed that the crisis is deeper than the bond measure, and discussed how the bond is a starting point for addressing the systemic barriers to affordable housing.

Mayor Joe Buck discussed the high prices for land and how local communities often oppose affordable housing being built near them.

Commissioner Denise McGriff asked about the possibility of funds going directly to cities for projects instead of through the counties.

Ms. Lieb explained that when the program was being set up, they looked for areas that had existing capacity for affordable housing investment funding. Part of the approach with Local Implementation Plans was to discuss location goals with a goal of a wide geographic distribution.

Commissioner Susheela Jayapal asked about the deeply affordable housing and where it makes the most sense to utilize housing vouchers and asked to be followed up with.

Ms. Terri Preeg Riggsby highlighted partnerships with special districts in the region.

6.2 Housing Needs Analysis Discussion

Chair Callaway introduced DLCD Staff Sean Edging to give background to the housing needs analysis discussion.

Key points of the presentation included:

Mr. Edging discussed how housing planning is changing throughout the state of Oregon. He provided context about how housing was planned in the past throughout the state, including the old Goal 10 Framework. He explained the Housing Needs/Capacity Analysis and the components making it up. He reviewed HB 2003 and how it affects housing planning in Oregon. He highlighted the Fair and Equitable Housing Outcomes that would not be considered by Housing Needs Analyses. He discussed the deficit in housing that has been created and the types of housing that will need to be built to get out of the deficit. Historically, the needed amount of housing has been underestimated. He discussed geographic inequality of affordable housing in the Metro area. In order to achieve affordable, fair, and equitable housing outcomes, systemic reforms are needed in housing planning.

Member Discussion Included:

Mayor Buck asked about the timeline for the work.

Mr. Edging explained that an interim report would need to be submitted to the legislature in 2022 and a report on recommendations for further work would be submitted later that year.

City of Portland Staff Tom Armstrong gave an overview of Portland's Housing Needs Analysis. He shared that the city had begun an anti-displacement action plan process. He discussed how the updated processes will allow for a more coherent housing strategy.

City of Milwaukie Staff Janine Gates discussed the city's housing affordability strategy. The city's goals are to develop new affordable housing, prevent displacement, and connect people to existing affordable housing.

Councilor Rosenthal asked what the major causes of displacement are.

Ms. Gates answered that some of it has to do with affordability and promised to follow up with Councilor Rosenthal.

Ms. Riggsby noted that additional causes of displacement in her district is lack of employment options and access to transit.

Commissioner McGriff explained that Oregon City is still updating its comprehensive plan. The city is planning for growth over the next 20 years, though they currently have a shortage of land for high density and affordable housing.

7. **ADJOURN**

Chair Callaway adjourned the meeting at 7:01 PM.

Respectfully Submitted,

Connor Ayers

Connor Ayers
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF SEPTEMBER 22, 2021

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
6.1	Presentation	09/22/21	Metro Housing Bond Presentation	092221m-01
6.2	Presentation	09/22/21	Housing Needs Analysis Presentation	092221m-02

**6.1 Continued MPAC Member Housing Needs Analysis
Discussion**
Information/Discussion Items

Metro Policy Advisor Committee
Wednesday, October 27, 2021



Building on New Ground:

**Working towards more affordable, fair,
and equitable housing outcomes**



DLCD

*Planning for thriving
communities and protecting
our natural resources legacy*



March 2021
Evaluation Report:

Assessment of the Regional
Housing Needs Analysis

Executive Summary

To access a full copy of this report, please visit the following hyperlink: https://www.oregon.gov/lcd/UP/Documents/20210301_DLCD_RHNA_Assessment_Report.pdf

Legislative Context

House Bill 2003 directs the Department of Land Conservation and Development (DLCD) to submit a report to the Legislature evaluating a prototype Regional Housing Needs Analysis (RHNA) conducted by Oregon Housing and Community Services (OHCS). This report includes an assessment of the RHNA, a comparison to the existing Goal 10 housing planning framework, and recommendations for how a RHNA could be incorporated into this framework.

Goal 10 Framework

Through the development of Goal 10 and associated statute and administrative rule, Oregon has established a land use planning system that requires local jurisdictions to periodically plan for an adequate land supply to accommodate housing needed over a twenty-year timeframe. This process occurs at the local level, and with the implementation of House Bill 2003 in 2019, local jurisdictions must now also consider strategies that promote the actual development of needed housing.

This process begins with a population projection provided by the state (or Metro), at which point, local jurisdictions use this information to develop a housing needs projection that estimates the total housing needed within a jurisdiction over twenty years. The implementation of a RHNA would shift the existing housing needs projection from independent local analyses to a regional analysis with allocations of housing need to local jurisdictions. Under such a framework, housing need by income is defined at the regional level and each local jurisdiction is responsible for a share of that need. Decisions about housing type and where and how to accommodate needed housing are made by local jurisdictions under a RHNA.

RHNA Evaluation

Under the administrative rules adopted in 2020 to implement House Bill 2003, local jurisdictions now have an affirmative obligation to consider fair and equitable housing outcomes and address existing patterns of racial and economic segregation and inequity in planning for needed housing. In evaluating

the prototype RHNA, while there are variety of technical and implementation considerations to weigh, the core question DLCD considered is how current technical processes implementing Goal 10 affect affordable, fair, and equitable housing outcomes.

As a result of this process, DLCD finds that **the current system chronically underestimates housing need, especially for lower-income households, does not enforce responsibilities of local governments to comprehensively address housing need, and perpetuates geographic patterns of racial and economic segregation, exclusion, and inequity.** These inequities extend beyond housing into other outcomes driven by location, including education, employment, amenities, transportation, and health. The Regional Housing Needs Analysis methodology addresses the shortcomings of the current system in two key ways – it uses a methodology that more accurately captures need, and it allocates a share of this regional need to local cities and counties.

This report concludes that a Regional Housing Needs Analysis could serve as an acceptable methodology statewide for land use planning relating to housing and could appropriately allocate housing shortage among local governments in a region. More specifically, **the implementation of a RHNA establishes a shared responsibility among communities to address the overall housing need of a region, especially affordable housing need, which does not exist today.**

The incorporation of such an analysis can produce more accurate and consistent results, reduce local contention in projecting housing need, and set the ground-work to reflect on how effective policies are over time. However, the incorporation of a RHNA into the existing Goal 10 framework will require addressing various implementation considerations raised through this study. DLCD recommends a legislatively-chartered task force to work through these considerations.

Executive Summary

Recommendations

In recognition that the Oregon Legislature will face a variety of urgent issues in the 2021 Legislative Session, this report provides both near-term and long-term recommendations. These recommendations build on existing legislative action and work towards reform that supports more affordable, fair, and equitable housing outcomes.

Near-Term Recommendations

There are various actions that DLCD and local governments can implement in the near-term that improve housing planning, work towards more equitable outcomes, and build towards the future implementation of a RHNA and accompanying housing planning reform. Recommendations include:

1. **Put equity at the center** of housing planning with the Legislature affirming in policy the obligation of state and local governments to work towards more affordable, fair, and equitable housing outcomes;
2. **Improve data availability and quality** for current housing planning processes, including homelessness, race/ethnicity, disability, and Tribal trust land;
3. **Address Goal 10 gaps**, including housing planning in small cities and less populated portions of Oregon as well as through public facilities planning and finance; and
4. **Charter a Task Force** lead by OHCS and DLCD to recommend a comprehensive legislative concept for the implementation of a RHNA and associated housing planning reforms.

Long-Term Recommendations

The results of the Regional Housing Needs Analysis make clear that meeting the housing needs of Oregonians will require systemic change to how we plan for housing statewide. DLCD considers the implementation of a RHNA to be one critical component of a comprehensive reform to housing planning that supports more affordable, fair, and equitable housing outcomes. These components include:

1. A **shared responsibility** among local, regional, and state governments to address housing affordability via a Regional Housing Needs Analysis or similar mechanism;
2. A realistic and productive **expectation and accountability framework**; and
3. Directed and coordinated **state and local resources, investment, and capacity** to support more affordable, fair, and equitable housing outcomes and ensure accountability.

To develop a comprehensive legislative framework, the recommended task force will need to address implementation considerations and challenges identified during this process, including:

- Who will be responsible for preparing and adopting RHNA's around the state, when they will undertake this responsibility, and how often they will amend the RHNA;
- The implementation of a RHNA in the Metro region;
- How a RHNA will take into account housing type in addition to quantity and affordability;
- Addressing fair housing, geographic inequity by race and class driven by segregation, and climate mitigation and adaptation;
- Reconciling second-home demand with housing need in regions with a significant share of second homes;
- Developing and implementing a realistic and productive accountability framework;
- Measuring implementation and outcomes;
- Addressing Goal 10 gaps, including in small communities, less populated areas of Oregon, urban unincorporated areas of counties, and housing need for members of Tribal Nations; and
- How to direct and coordinate resources and investments at state and local levels to support equitable housing outcomes and ensure accountability.

6.2 Regional Solid Waste Discussion
Information/Discussion Items

Metro Policy Advisory Committee
Wednesday, October 27, 2021

MPAC Worksheet

Agenda Item Title: Regional Solid Waste Discussion

Presenters: Roy Brower, Metro Waste Prevention and Environmental Services (WPES) Director; Brian Kennedy, Metro Chief Financial Officer; Shane Abma, Senior Metro Attorney; and Pam Peck, WPES Policy and Compliance Program Director

Purpose/Objective

The purpose of this agenda item is to provide background information on the region's garbage and recycling system and share updates on issues of interest to MPAC members, including:

- how the garbage and recycling system is governed, and the roles of the state, Metro and local governments in the system;
- how Metro sets solid waste fees and rates and upcoming opportunities to engage in the development of the WPES budget and learn more about the fee setting process;
- how and why Metro allocates wet waste to private transfer stations (a.k.a. tonnage allocation);
- how the recycling system is expected to change after Oregon's recently adopted Plastics Pollution and Recycling Modernization Act (SB 582) is implemented and related impacts on current "hard to recycle" materials; and
- updates on Metro's work to license recycling facilities, including Ridwell and other businesses involved in recycling.

Outcome

Expected outcomes include shared understanding of how the regional waste system is structured and governed and of the roles of Metro and local governments in the system, as well as understanding of how those roles will change when the state of Oregon's Recycling Modernization Act (SB 582) is implemented. Additional outcomes include increased transparency and shared understanding about how Metro sets solid waste fees, allocates wet waste to private transfer stations, and regulates private recycling facilities. MPAC members will be updated on upcoming opportunities to engage in the development of the WPES budget and Metro's solid waste fee setting process.

What has changed since MPAC last considered this issue/item?

Metro Waste Prevention and Environmental Services (WPES) staff previously engaged with MPAC around the development of the 2030 Regional Waste Plan, the regional business food scraps separation requirement, and Regional Service Standard updates aimed at improving garbage and recycling services for people who live in multifamily homes. Significant changes impacting Metro's garbage and recycling work since these engagements include: COVID-19 pandemic impacts on the Metro's solid waste fee setting process, completion of a regional work plan to implement the 2030 Regional Waste Plan, the Oregon legislature's adoption of the Recycling Modernization Act (SB 582), and the emergence of Recycling collection subscription services and other new business models. Each change is described in more detail below.

COVID-19 pandemic impacts on annual fee setting process

Metro delayed adoption of solid waste fees increases in 2020 due to the COVID-19 pandemic and concerns about impacts on waste volumes. As a result of this delay Metro needed to account for two years of expenses in the 2021 fee setting process which resulted in significant fee increases to both the Regional System Fee which is collected on every ton of garbage disposed in the region and the disposal fees at Metro transfer stations. The increased disposal costs at both Metro and private transfer stations necessitated increases in the garbage and recycling rates local governments set for their communities. Local governments expressed concerns about how Metro's fees impact the

affordability of rates for their residents and asked Metro to be more transparent and to provide opportunities for feedback on the WPES budget that Metro's fees support. WPES staff will share information with MPAC about upcoming opportunities to engage in the development of the WPES FY 23 budget and learn more about Metro's fee setting process.

Work plan to implement 2030 Regional Waste Plan completed in July 2021

The Metro Council adopted the Regional Waste Plan in 2019 after extensive engagement with communities, cities and counties. The plan sets policy direction and fulfills Oregon Statutory requirements for the tri-county area. The plan focuses on achieving outcomes to advance racial equity, protect our health and the environment and improve our garbage and recycling system. Responsibility for implementing the plan is shared by Metro and city and county governments. The development of shared multi-year work plans serves as the mechanism for coordinating this work. Metro collaborated with cities and counties to develop the first multi-year work plan in 2020 and 2021. The work plan outlines the activities Metro will carry out individually and in partnership with local governments and will inform the WPES budget development process.

New state law will bring changes to the recycling system

The Plastic Pollution and Recycling Modernization Act (SB 582) updates Oregon's recycling system by building on local community programs and leveraging the resources of producers to create an innovative system that works for everyone. The law requires producers of packaging, paper products and food serviceware to share responsibility for effective management of their products after use. These producers will finance improvements to the recycling system and perform specific functions to make Oregon's recycling programs convenient, accessible and responsible. Local governments will maintain their role overseeing collection and education in their communities. The law will result in one statewide list of what can be recycled. The uniform collection list will provide clarity to households and businesses about what can be recycled, and create efficiencies in recycling operations across the state. The new law goes into effect January 1, 2022 and program changes will start in July 2025.

Emergence of new garbage and recycling business models

Recycling collection subscription services, such as Ridwell and James Recycling, and other new business models are emerging in the region that collect materials and waste directly from residents for recycling or reuse. Local governments have been examining whether these new business models fit within the franchised hauling framework of their respective jurisdictions. As the regional solid waste authority, Metro has the responsibility to ensure that all solid waste, including recyclable materials, generated in the region is managed in a manner that protects public health and safety, and safeguards the environment. Part of Metro's responsibility is to provide oversight of recycling facilities to ensure that materials that are intended for recycling are ultimately recycled. Metro has evaluated the waste-related activities performed by Ridwell and determined that the waste activities that it performs at its consolidation facility are subject to Metro's regulatory oversight/inspections and licensing requirements. Metro is currently reviewing Ridwell's license application and will hold a public comment process on the draft license. WPES will update MPAC on license review process. Metro is also reviewing license requirements and standards for the Material Recovery Facilities (MRFs) that sort recycled materials.

What packet material do you plan to include?

- Staff report from the FY 22 fee/rate setting presentation to Metro Council which provides background information on current Metro fees and how those were set
- DEQ factsheet on the Plastics Pollution and Recycling Modernization Act (SB 582)



Plastic Pollution and Recycling Modernization Act

The Plastic Pollution and Recycling Modernization Act updates Oregon’s recycling system by building on local community programs and leveraging the resources of producers to create an innovative system that works for everyone. The law requires packaging producers to share responsibility for effective management of their products after use. **The new law goes into effect January 1, 2022 and program changes will start in July 2025.**

KEY BENEFITS



Shares and scales responsibility across the recycling system. Producers will be brought into the recycling system to fund improvements and expand recycling services. Cost to producers will be based on what materials they use and how much they sell into Oregon.



Creates one statewide list of what can be recycled. The uniform collection list will provide clarity to households and businesses about what can be recycled, and create efficiencies in recycling operations across the state.



Increases access to recycling. The new law will provide recycling services to people who didn't previously have it, such as those who live in apartments and rural areas.



Incentivizes sustainable products. Producer fees will be higher for non-recyclable products and those creating more environmental pollution.



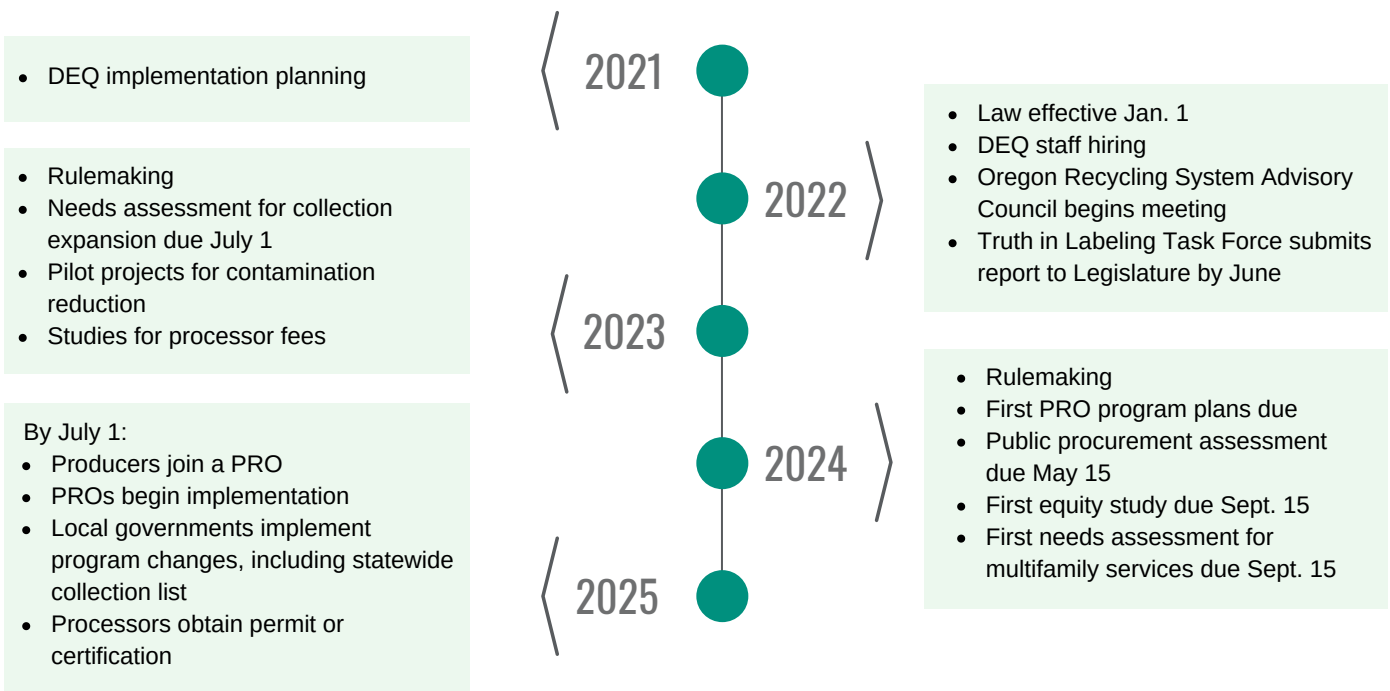
Prevents plastic pollution. Ensures collected materials are recycled responsibly and keeps plastic and other trash out of our waterways and communities — both domestically and overseas.



Creates accountability to outcomes. DEQ will permit and audit recycling processors, and a Governor-appointed advisory council will review producer program plans, the statewide collection list and educational resources.

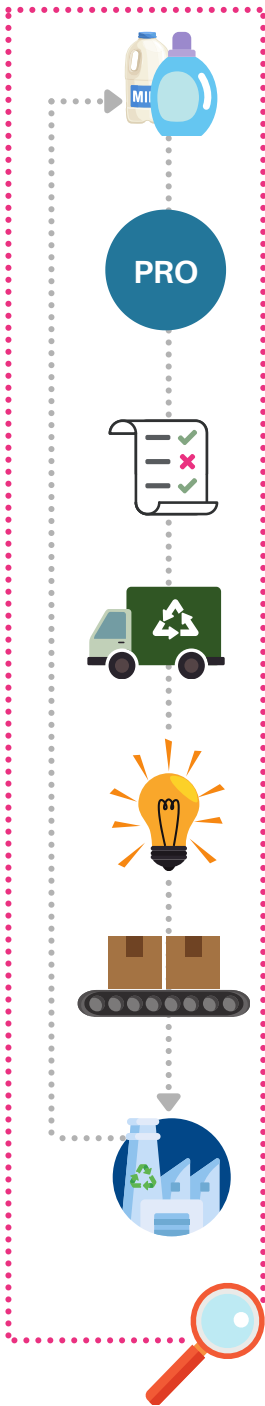
WHAT'S NEXT?

Below are key dates through 2025. Stakeholder engagement, project planning and research extend throughout implementation.



How the Recycling Modernization Act Works

The Recycling Modernization Act requires producers of packaging, paper products and food serviceware to share responsibility for effective management of their products after use. These producers will finance improvements to the recycling system and perform specific functions to make Oregon's recycling programs convenient, accessible and responsible. Local governments will maintain their role overseeing collection and education in their communities.



PRODUCERS will join and pay a membership fee to a nonprofit Producer Responsibility Organization (PRO) that will fund improvements and ensure that collected recyclables go to responsible end markets. Producers will also be required to meet new recycling goals for plastic packaging and food serviceware.

PRODUCER RESPONSIBILITY ORGANIZATIONS will collect producer membership fees and use them to ensure improved and expanded recycling services. Most collection will continue to be overseen by local governments, but PROs will provide services for certain hard-to-recycle materials. PROs will also fund waste prevention grants, and several studies to assess challenges and recommend improvements to improve multifamily recycling conditions, equity in the recycling system, and litter and marine debris.

ONE COLLECTION LIST will allow individuals and businesses to recycle the same items across the state, at home and at work. PRO funding will enable collection of the same items regardless of location or distance from recycling markets.

RECYCLING SERVICES will be expanded under the direction of local governments, with support from the PROs, especially for rural communities and people living in apartments. The same private collection companies will continue to provide recycling services.

EDUCATION about how to recycle will continue to be offered by local governments, along with new programs to reduce contamination (trash) in our recyclables. PROs will create accessible educational resources that local governments can use and that meet the needs of diverse communities.

PROCESSING of recyclables will be done in facilities that meet new performance standards, including for material quality, reporting, and paying living wages to workers. These facilities will be required to obtain a permit from DEQ or meet similar standards to receive material from Oregon communities. Local governments will make sure material collected in their communities goes to approved facilities.

END MARKETS that can handle the material appropriately — without creating plastic pollution or other harms — can purchase it after sorting and recycle it into something new. Producers and processors will be obligated to make sure materials collected in Oregon reach responsible end markets.

OVERSIGHT AND INTEGRATION will be provided by DEQ, with accountability from all participants. DEQ will plan and implement changes required by the new law, and oversee the recycling system and provide enforcement where necessary. A new Governor-appointed advisory council will provide feedback to DEQ and PROs about important elements of the new system. PROs, recycling processors and local governments will track and report more information about where our recyclables go and ensure that they are managed responsibly and used to make new products.

**6.3 2018 Regional Transportation Plan Amendment: I-
205 Toll Project (Preliminary Engineering Phase)**
Information/Discussion Items

Metro Policy Advisory Committee
Wednesday, October 27, 2021

MPAC Worksheet

Agenda Item Title: 2018 Regional Transportation Plan Amendment: I-205 Toll Project (Preliminary Engineering Phase)

Presenters: Kim Ellis, Metro and Mandy Putney, ODOT

Contact for this worksheet/presentation: Kim Ellis, kim.ellis@oregonmetro.gov

Purpose/Objective

- Introduce an amendment to the [2018 Regional Transportation Plan](#) (RTP) requested by the Oregon Department of Transportation (ODOT).

Outcome

- MPAC understands the requested amendment, anticipated timeline and MPAC's role in the decision-making process; opportunity to comment and ask questions.

What has changed since MPAC last considered this issue/item?

The Regional Transportation Plan is a long-range transportation plan that guides planning and investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. With MPAC support, the Metro Council adopted with the 2018 RTP in 2018. The next plan update is due by Dec. 2023.

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. In September, ODOT requested an amendment to the RTP.

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.

JPACT and Metro Council approval of the amendment will allow the I-205 Toll Project to continue to move forward in the National Environmental Policy Act (NEPA) review process that is underway. 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 to program funding for the preliminary engineering phase for the I-205 Toll Project.

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 goals, objectives and policies;
- statewide planning goals;
- federal fiscal constraint requirements; and
- Metro's adopted Public Engagement Guide and RTP amendment procedures.

Because amendments to the RTP are land use actions under the statewide land use planning program, MPAC serves in an advisory role to the Metro Council. MPAC will be asked to make a recommendation to the Metro Council in early 2022.



Attachment 1. PUBLIC REVIEW DRAFT
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:

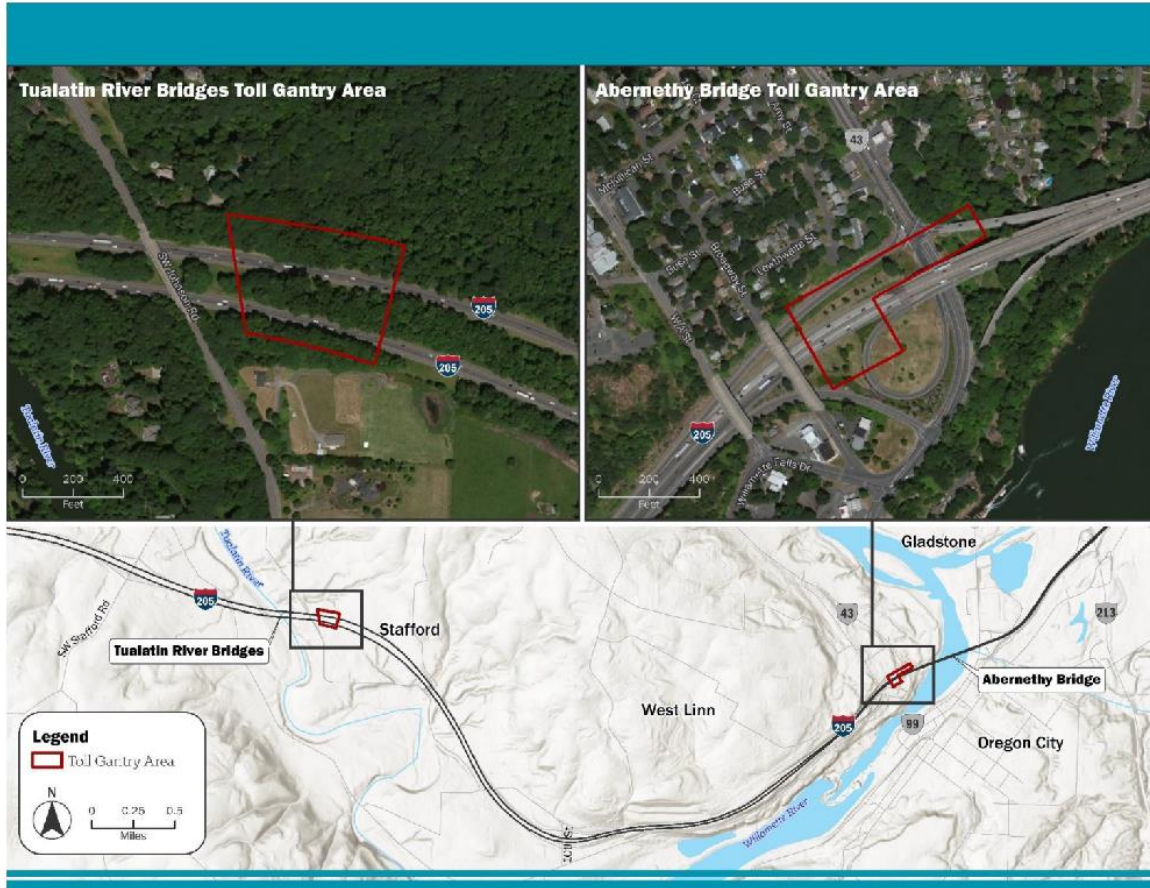
Table 8.3 Completed and Current Major Project Development

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>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.



Attachment 1. PUBLIC REVIEW DRAFT 2018 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENT

Figure 8.13b I-205 Toll Project Map



Source: ODOT



Attachment 1. PUBLIC REVIEW DRAFT
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</u> <i>(new project)</i>	<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).</u>	<u>\$23,534,759</u>	<u>2018-2027</u>	<u>Yes</u>

I-205 Toll Project RTP Amendment Timeline

The requested amendment and supporting information submitted by ODOT are provided in **Attachment 1** and **Attachment 2**, respectively. The expectation is that amendments to the RTP follow the same adoption process as RTP updates. **Attachment 3** provides a more detailed schedule of the process and timeline for considering the requested RTP amendment. Key dates and milestones include:

- **Oct. 1 to Nov. 15, 2021** – A 45-day public comment period is underway. Comments may be submitted through an online comment form, email, mail and phone. The Metro Council will hold a public hearing on Nov. 4. Information is posted on Metro’s website: <https://www.oregonmetro.gov/news/public-notice-opportunity-comment-i-205-toll-project-amendment-regional-transportation-plan>
- **Fall 2021** – Metro staff will document and ODOT staff will respond to all substantive public comments received. This information will be provided to TPAC, the Metro Technical Advisory Committee (MTAC), MPAC, JPACT and the Metro Council for discussion and consideration prior to requesting final recommendations and action.
- **Early 2022** – Request MPAC’s recommendation to the Metro Council and final action by JPACT and the Metro Council.

For more information

- Questions about ODOT’s requested amendment? Contact Mandy Putney, ODOT Urban Mobility Office Strategic Initiatives Director, at Mandy.Putney@odot.state.or.us.
- Questions about the RTP amendment process? Contact Kim Ellis, Metro principal transportation planner, at kim.ellis@oregonmetro.gov.
- Questions about the public comment period? Contact Molly Cooney-Mesker, Metro Public Engagement Specialist, at Molly.Cooney-Mesker@oregonmetro.gov.

What packet material do you plan to include?

- Attachment 1 – Public Review Draft 2018 RTP Amendment
- Attachment 2 – Supporting information submitted by ODOT
- Attachment 3 – Schedule

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.

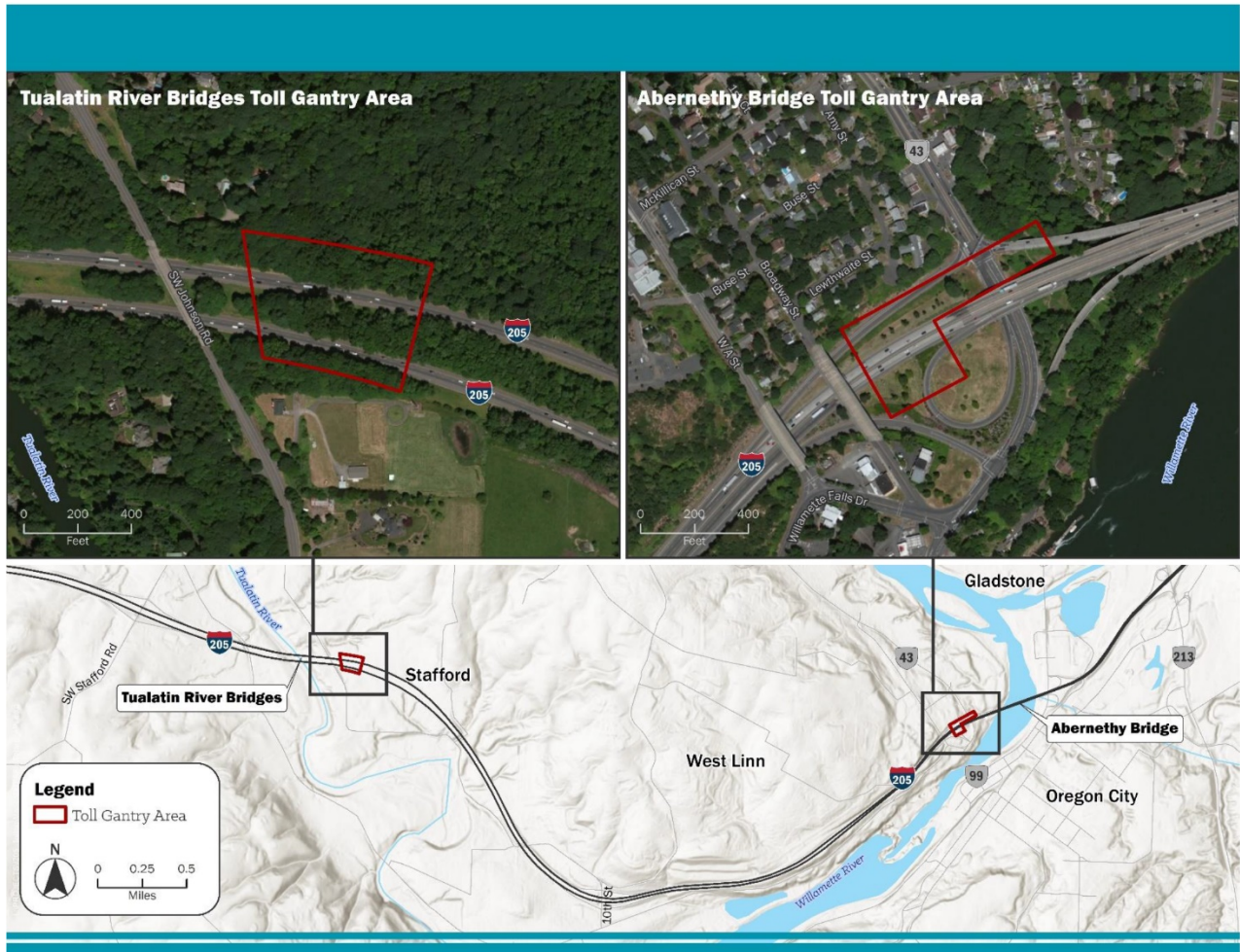
[FHWA responded to the application](#) in January 2019, which kicked off the next phase of analysis for the I-205 Toll Project.

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



☒ 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								■

☒ 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 (DLCD)	<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.

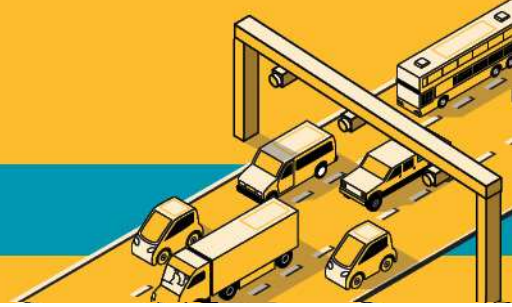
A more rigorous demographic analysis at the census tract level is ongoing to support Environmental Assessment development.

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

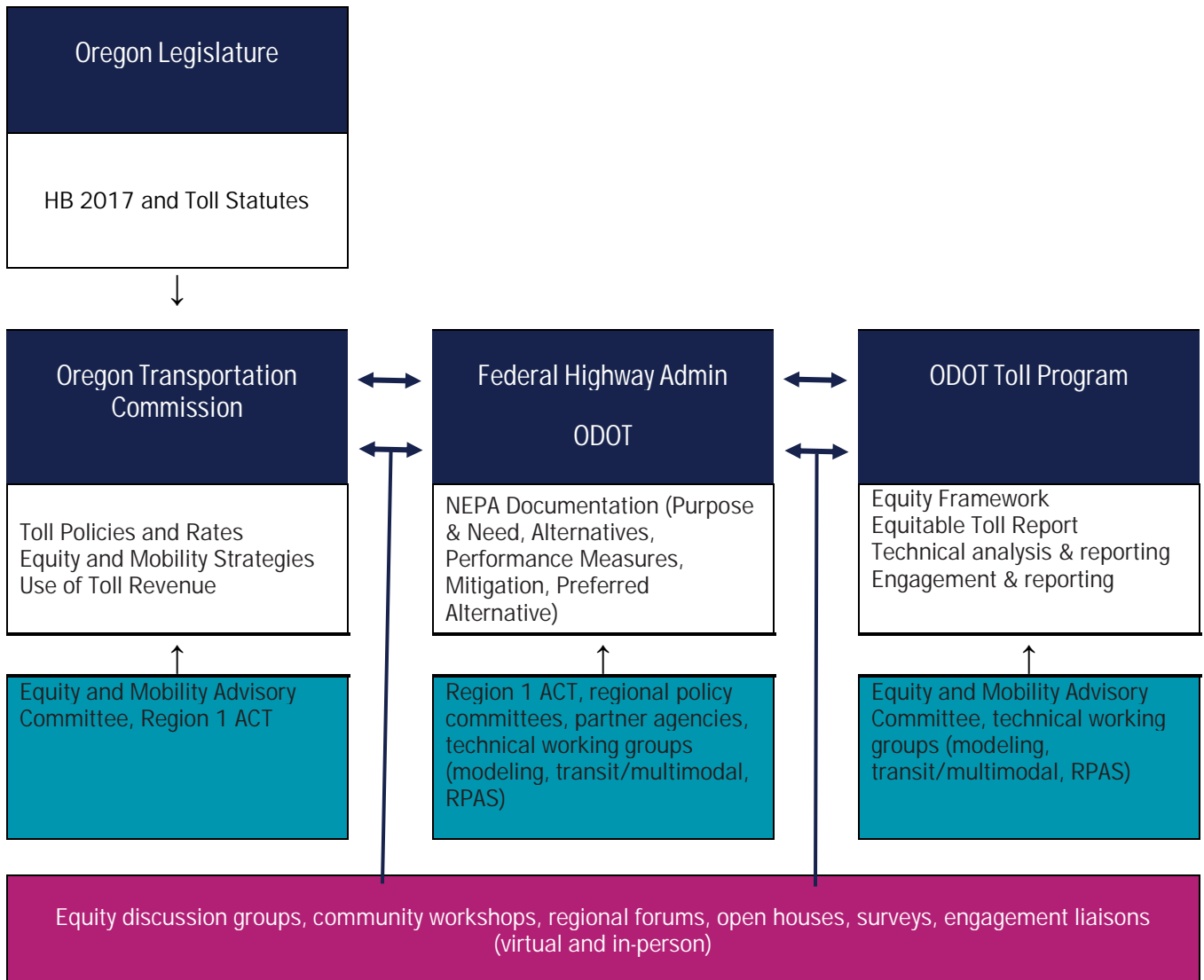
The Project is currently in the environmental review and public input phase to identify toll endpoints and equity and mobility strategies. Two alternatives, plus a “no build” alternative, are under review.

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

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.

- 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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 April 23, 2021

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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 April 23, 2021

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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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

RPAS Roster

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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
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Casey Liles	WSDOT
Chris Deffebach	Washington County
Chris Fick	Multnomah County
Chris Johnson	Metro
Dave Roth	City of Tigard

RPAS Roster

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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
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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
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Lindsey Shafar	Clark County
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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
Tom Mills	TriMet
Zachary Weigel	City of Wilsonville
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RPAS Roster

I-5 and I-205 Toll Projects



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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	Karyn Criswell
Perkins	Interstate Bridge Replacement Program
Asst. Director for Government and External	Administrator Greg Johnson
Relations Lindsay Baker	Assistant Interstate Bridge Replacement
Climate Office Director Amanda Pietz	Program Administrator Ray Mabey
Urban Mobility Office Deputy Director Della	Commission Coordinator Sabrina Foward
Mosier	Temp. Commission Assistant Jessica Virrueta
ODOT Region 4 Manager Gary Farnsworth	

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:

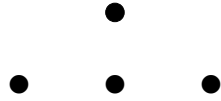
Troy served 36 years in local service, 33 years with ODOT, 21 years as a Division Administrator. Troy has helped lead Oregon to the highest seatbelt use rate of any state, 98.2 percent, states lowest fatality toll since the 1940s, and one of the largest fatality declines from one year to the next. Director 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.



***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.

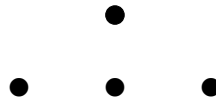
Discussion:

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:

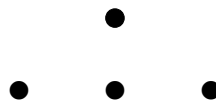
Travis Brouwer introduced the [PowerPoint](#) on the 2021-2024 STIP amendment request. Cooper Brown reviewed the six proposed items that are being brought forward. The proposed investments are \$60 million for Tolling Development and Implementation, \$30 million Interstate Bridge Replacement Program (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.

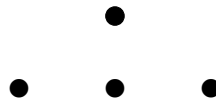
Discussion:

Vice Chair Simpson asked Karen to explain truck parking for the public. Karen then answered the questioned 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 it 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

ORAR 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 ORAR 731-015-0075(7), when the project is consistent with a previous OTC-adopted facility plan.

Per ORAR 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

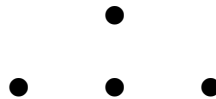
1. Approve the minutes of the January 21, 2021 Commission meeting.
2. Confirm the next two Commission meetings:
 - Thursday, May 13 virtual Commission meeting.
 - Thursday, July 15 virtual Commission meeting.
3. Approve the following Oregon Administrative Rules:
 - a. Adoption of 734-060-0110, 734-060-0120 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

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

As attested by:

(agency manager signature)

(name and title)

(date)



Coordinated Timeline for Proposed I-205 Toll Project Amendments September 2021 to February 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**

Date	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

Date	What
Jan. 6	<i>Close of 30-day public comment period on MTIP amendment for I-205 Toll Project</i>
Jan. 7	TPAC – Request action on RTP amendment for I-205 Toll Project TPAC – Request action on MTIP amendment for I-205 Toll Project
Jan. 19	MTAC – Request action on RTP amendment for I-205 Toll Project
Jan. 20	JPACT – Request action on RTP amendment for I-205 Toll Project JPACT – Request action on MTIP amendment for I-205 Toll Project
Jan. 26	MPAC – Request action on RTP amendment for I-205 Toll Project
Feb. 10	Metro Council (Meeting) – Request action on RTP amendment for I-205 Toll Project Metro Council – Request action on MTIP amendment for I-205 Toll Project
Feb. 14	<i>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>

Materials following this page were distributed at the meeting.

Garbage and Recycling in the Metro region

MPAC

October 27, 2021



Tonight's presentation

Overview and discussion of regional garbage and recycling issues

System overview, governance and structure

Metro solid waste fees and rates, and upcoming budget and fee engagements

Wet waste tonnage allocation to private transfer stations

Updates on Metro's Ridwell facility licensing process and Oregon's new Recycling Modernization law

Authority

Metro derives its solid waste authority from three primary sources



The Oregon Constitution



Metro's home rule charter



State statutes (ORS chapters 268, 459, and 459A)

Authority

In 1991 voters amended the Oregon Constitution

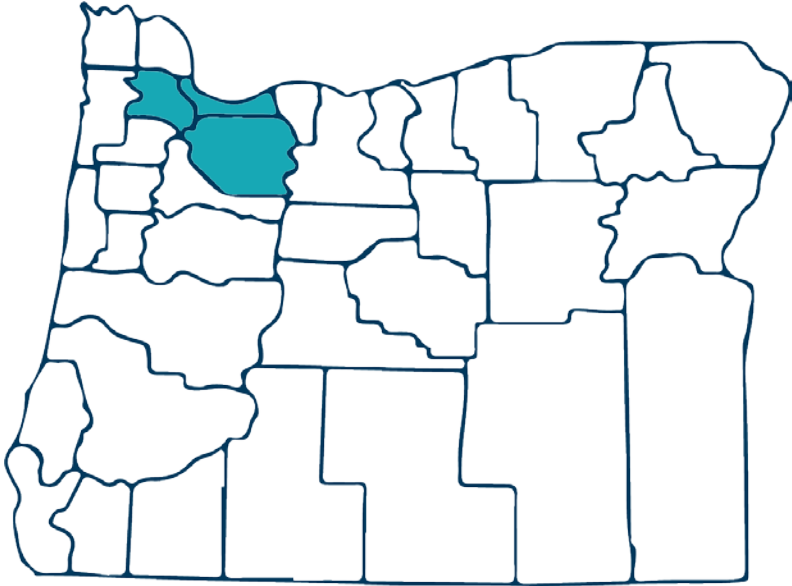
- Authorized Metro to have a home rule charter
- Gave Metro authority over:

“matters of metropolitan concern as set forth in the charter of the district”

(Article XI, Section 14)



Authority



In 1992 voters from Clackamas, Multnomah, and Washington Counties adopted a home rule charter for Metro

Before this action, Metro's regulatory authority was only in state statute

Home Rule Charter



- General authority to “dispose” of solid and liquid wastes
- Specific authority to acquire, develop, maintain and operate facilities for solid waste disposal
- Jurisdiction over any other matter of “metropolitan concern”

Statutory Authority



- ORS Chapter 268 – governs metropolitan service districts generally
- **ORS 268.317** – Metro’s solid waste “powers”

Statutory Authority



For the purposes of solid and liquid waste disposal, a district may:

- (1) Build, construct, acquire, lease, improve, operate and maintain landfills, transfer facilities, resource recovery facilities and other improvements, facilities or equipment necessary or desirable for the solid and liquid waste disposal system of the district. Leases authorized by this subsection include lease purchase agreements whereunder the district may acquire ownership of the leased property at a nominal price. Such leases and lease purchase agreements may be for a term of up to 30 years.
- (2) Sell, enter into short or long-term contracts, solicit bids, enter into direct negotiations, deal with brokers or use other methods of sale or disposal for the products or by-products of the district's facilities.
- (3) Require any person or class of persons who generate solid or liquid wastes to make use of the disposal, transfer or resource recovery sites or facilities of the district or disposal, transfer or resource recovery sites or facilities designated by the district.
- (4) Require any person or class of persons who generate, collect or transport solid or liquid wastes to make use of the disposal, transfer or resource recovery sites or facilities of the district or disposal, transfer or resource recovery sites or facilities designated by the district.
- (5) Regulate, license, franchise and certify disposal, transfer and resource recovery sites or facilities; establish, maintain and amend rates charged by disposal, transfer and resource recovery sites or facilities; establish and collect license or franchise fees; and otherwise control and regulate the establishment and operation of all public or private disposal, transfer and resource recovery sites or facilities located within the district. Licenses or franchises granted under this subsection may be granted to existing landfills authorized to accept food wastes which, on March 1, 1979, are either franchised by a county or owned by a city are exempt from the district's franchising and rate regulation.
- (6) Prescribe a procedure for the issuance, administration, renewal or denial of contracts, licenses or franchises granted under subsection (5) of this section.
- (7) Regulate the service or services provided by contract, license or franchise and order modifications, additions or extensions to the equipment, facilities, plan or services as shall be in the public interest.
- (8) Receive, accept, process, recycle, reuse and transport solid and liquid wastes.

Regulate

License

Operate

Franchise

Authorize

Statutory Authority

ORS Chapters 459 and 459A govern solid waste management and recycling generally but are not specific to Metro

However, they do include statutes describing Metro's authority in certain circumstances

The most important statute for purposes of Metro's authority with respect to local governments is ORS 459.095

Statutory Authority



ORS 459.095

“(1) No ordinance, order, regulation or contract affecting solid waste management shall be adopted by a local government unit if such ordinance, order, regulation or contract conflicts with ... a solid waste management plan or program adopted by a metropolitan service district and approved by the Department of Environmental Quality or any ordinances or regulations adopted under such plan or program.”

Roles in regional garbage and recycling system

State *sets legal framework, planning and oversight*

State level planning and oversight – 2050 Vision for Materials Management, recycling service and education requirements, private solid waste facility regulation and permits, and sets and collects landfill fee

Metro *planning, oversight and regional services for tri-county “wasteshed”*

Regional level planning, coordination and oversight – 2030 Regional Waste Plan, standards for local government garbage, recycling and food scraps collection services, disaster debris planning, and private facility authorizations and wet waste tonnage allocations, non-system hauler and generator licenses

Regional services - household hazardous waste and self-haul collection, operates two transfer stations for garbage, recycling, yard debris and food waste, regional clean up services and grant programs, regional education programs

Sets and collects excise tax, regional system fee and fees for transfer station services

Counties and cities *local planning, oversight, education and collection services*

Local level planning, oversight and code enforcement

Residential and business collection services for garbage, recycling, yard debris and food waste

Oversee and manage agreements with franchised haulers

Provide local recycling and waste reduction education programs and technical assistance to businesses (services provided by County cooperatives in some areas)

Set rates and franchise fees for local collection services, collect franchise fees

Questions



Where does the money go?



PUBLIC OPERATIONS

Staff & major contracts

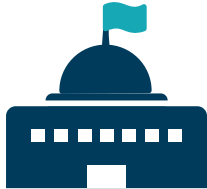
\$45M



REGIONAL PROGRAMS

Programs, grants, partnerships & projects

\$36M



GENERAL GOVERNMENT

Excise tax

\$18M

What fees does Metro charge and who pays?

1

Metro customers



- Transaction charges
- Tonnage charges

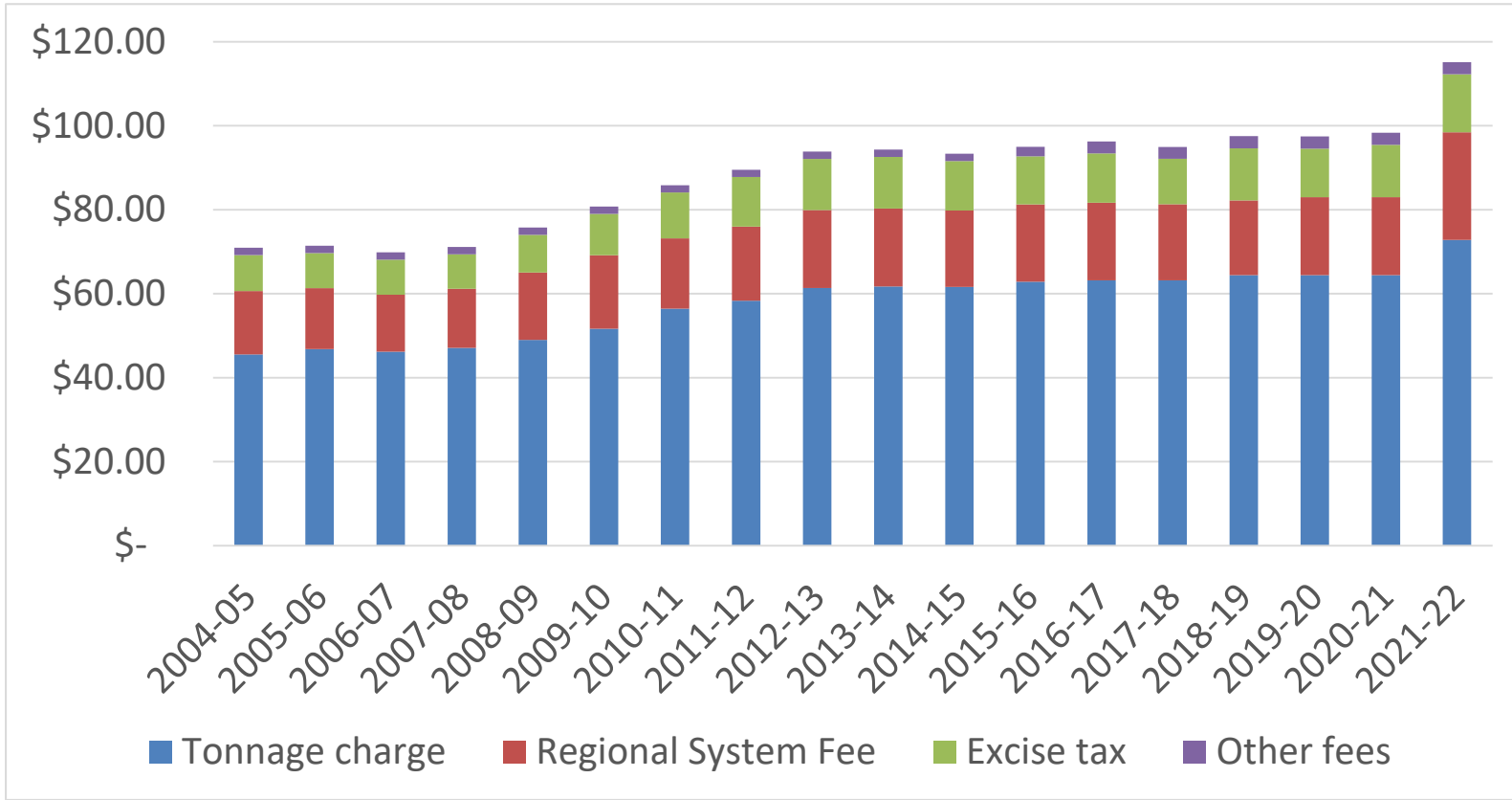
2

All ratepayers

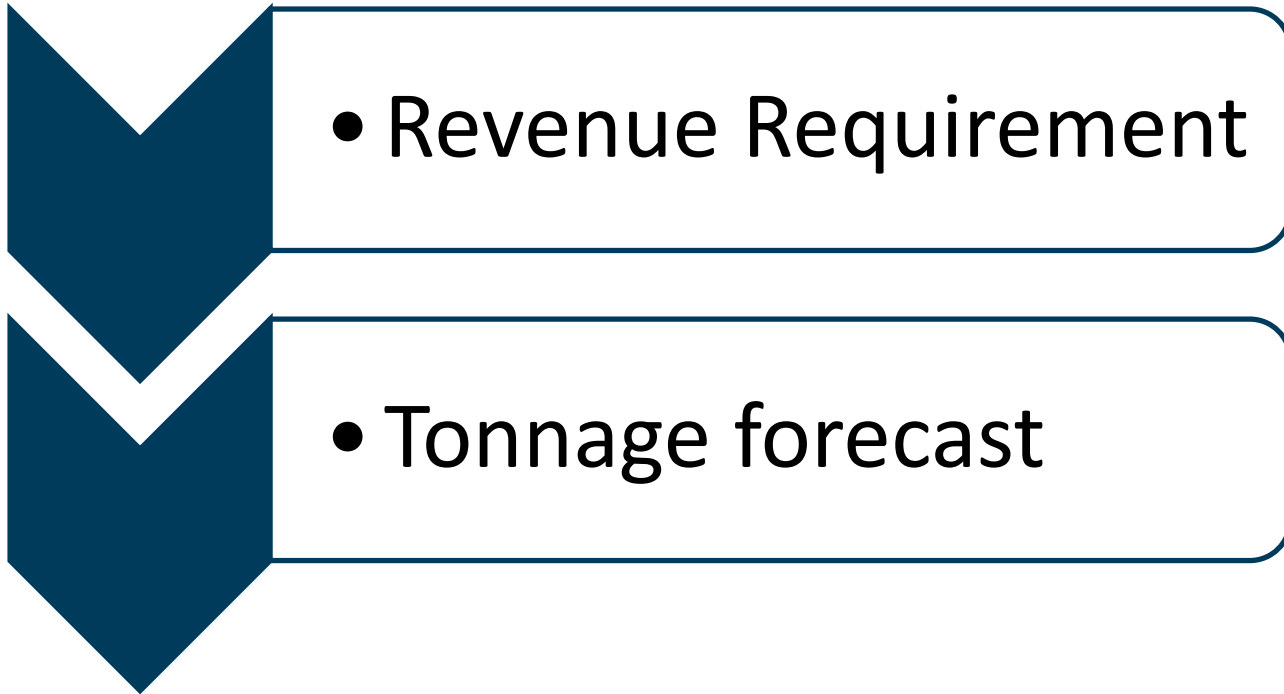


- Regional system fee
- *Excise tax*
- DEQ fees
- Enhancement fees

Rate history



Rate setting process



Cost factors

- Investments in green fuel, improved wages, less-polluting equipment and additional staff to improve safety at Metro South
- Nearly 10% increase in facility customers
- Costs DO NOT include investments in new public facilities

Metro's approach

- Reduce solid waste budget \$15 million in FY20-21
- Use up to 50% of Metro's rate stabilization reserve (\$7.5 million)
- Increase transaction fees, tonnage charges and Regional System Fee

July 1, 2021 increase

	Previous	Increase	New
Tonnage fee	\$64.41	\$8.40	\$72.81
Regional system fee	\$18.58	\$7.07	\$25.65
Excise tax	\$12.47	\$1.33	\$13.80
DEQ fee	\$1.89	NA	\$1.89
Enhancement (host) fee	\$1.00	NA	\$1.00
TOTAL TIP FEE	\$98.35	\$16.80	\$115.15

Rate increase impacts

- Maintains current operations (open hours/days)
- Reduces some regional programs and services
- Fully funds Metro's solid waste operating reserve, uses at least 50% of rate stabilization reserve
- Residential customer (35 gallon cart) impact up to \$0.90/month

Upcoming engagement opportunities

- ***Budget and fee engagement series*** to learn about and provide feedback on 2022-23 budget and fee change recommendations to the Metro Council – planned for Winter 2021 and Spring 2022
- ***Solid waste and recycling system facility plan*** – planning and engagement process - 2022 to 2023

Why do we allocate wet waste?

Garbage is a limited public resource, managed by Metro to serve the public good.

2030 Regional Waste Plan calls for Metro to “Locate garbage transfer stations and allocate material tonnage to them in a way that benefits the public, emphasizing geographic equity, access to service and a reduction in environmental and human health impacts.” (Action 16.1)

Metro allocates wet waste to support system stability, ensure provision of public services, support small and local businesses, and advance diversity and equity in the system.

Incentivized Regional Waste Plan goals



Living wages and good benefits



Increase workforce diversity



Reduce environmental impacts



Invest in communities



Reasonable, responsive, consistent rates

Questions



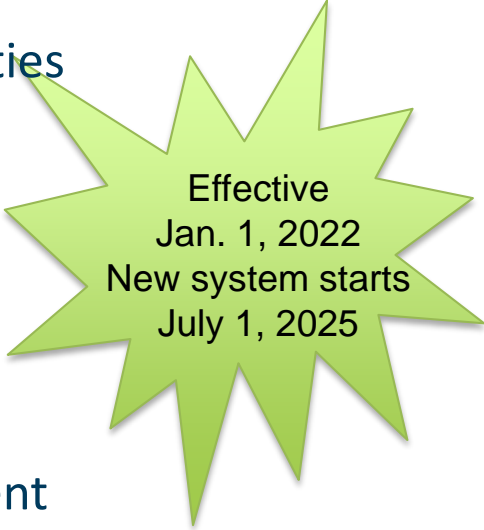
Ridwell facility license update

- Metro ensures that solid waste (including recyclable materials) generated in the region is managed in a manner that protects public health, safety and the environment
- Ridwell must obtain a Metro facility license
- Public comment period and information session Nov. 2021
- Metro decision after OR DEQ permit decision likely early 2022
- Will continue to coordinate and share info with cities and counties and review other new recycling business/service models

Plastics Pollution and Recycling Modernization Act (SB 582)

Adopted in 2021 Oregon Legislative session

- More public education and one statewide collection list
- Meets needs of underserved and unserved communities
- Producers obligated to share responsibility with governments and ratepayers
- Recycling increases as it becomes easier and more accessible
- Oversight of producers and processors to ensure responsible recycling (applications for local government seats on state oversight board due Nov 19, 2021)



Effective
Jan. 1, 2022
New system starts
July 1, 2025

SB 582 and currently hard to recycle items

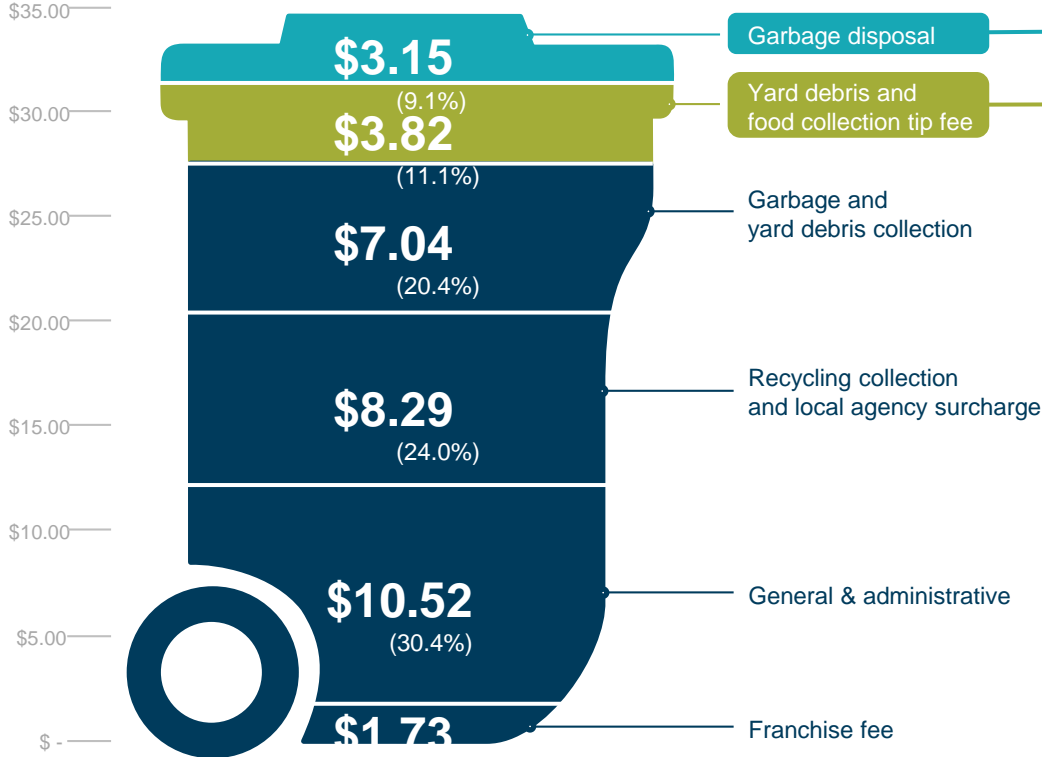
- Statewide recycling list determines what should be collected for recycling and how best to collect (“on route”, depot or other)
- Statewide recycling rate goals for plastic packaging and food service items
- Opportunity to collect more volume and a broader array of packaging
- Producers are required to fund and/or operate depots, offset processing cost increases and ensure responsible end markets.

Thank you

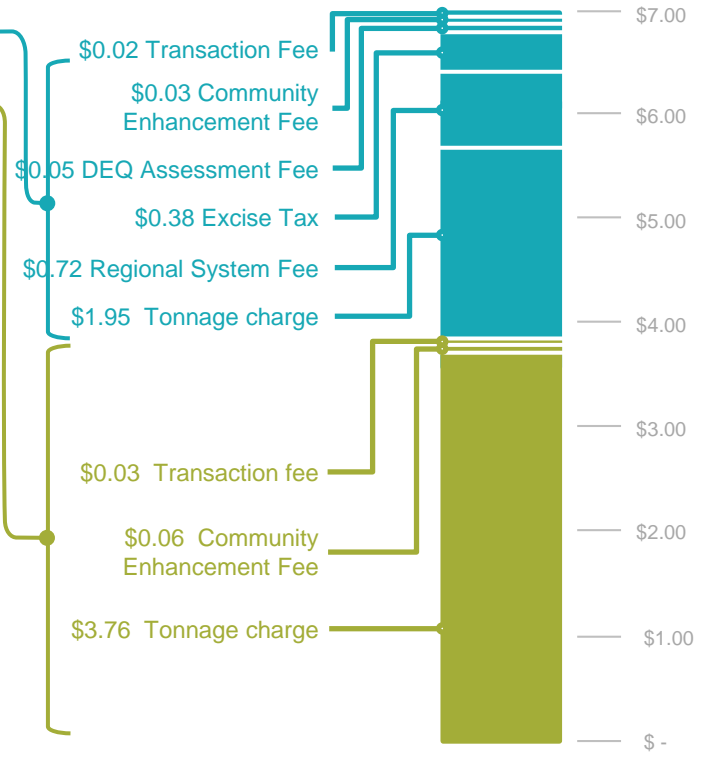
oregonmetro.gov



Household Garbage Bill \$34.55/month

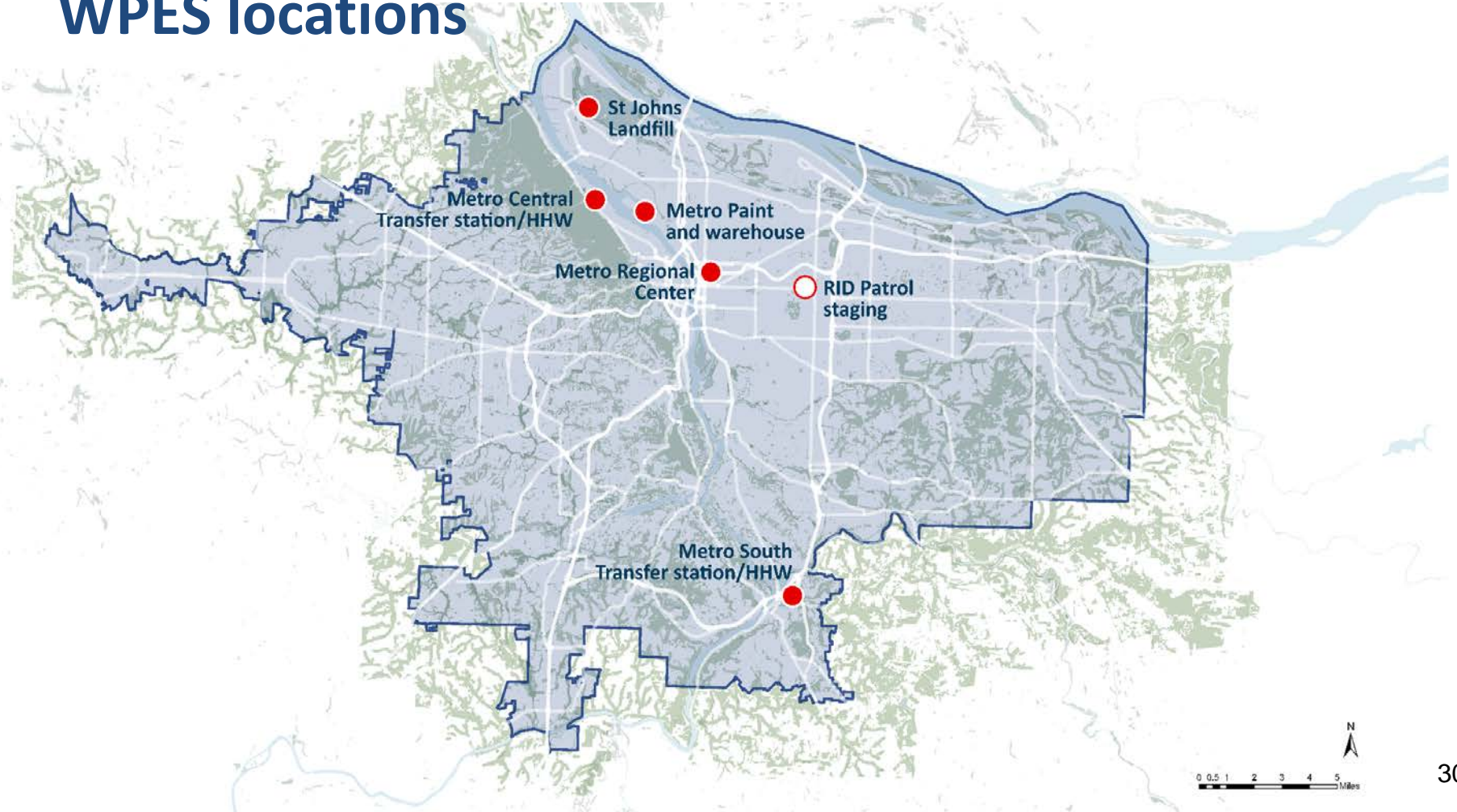


Metro Portion \$6.97/month



NOTE: All costs and fees shown here are associated with current City of Portland rates as of July 2021 for FY20-21.

WPES locations





PUBLIC OPERATIONS

Staff & major contracts

- Transfer station operations \$17.1m
- Disposal fees \$10.2m
- Waste transport \$13.5m

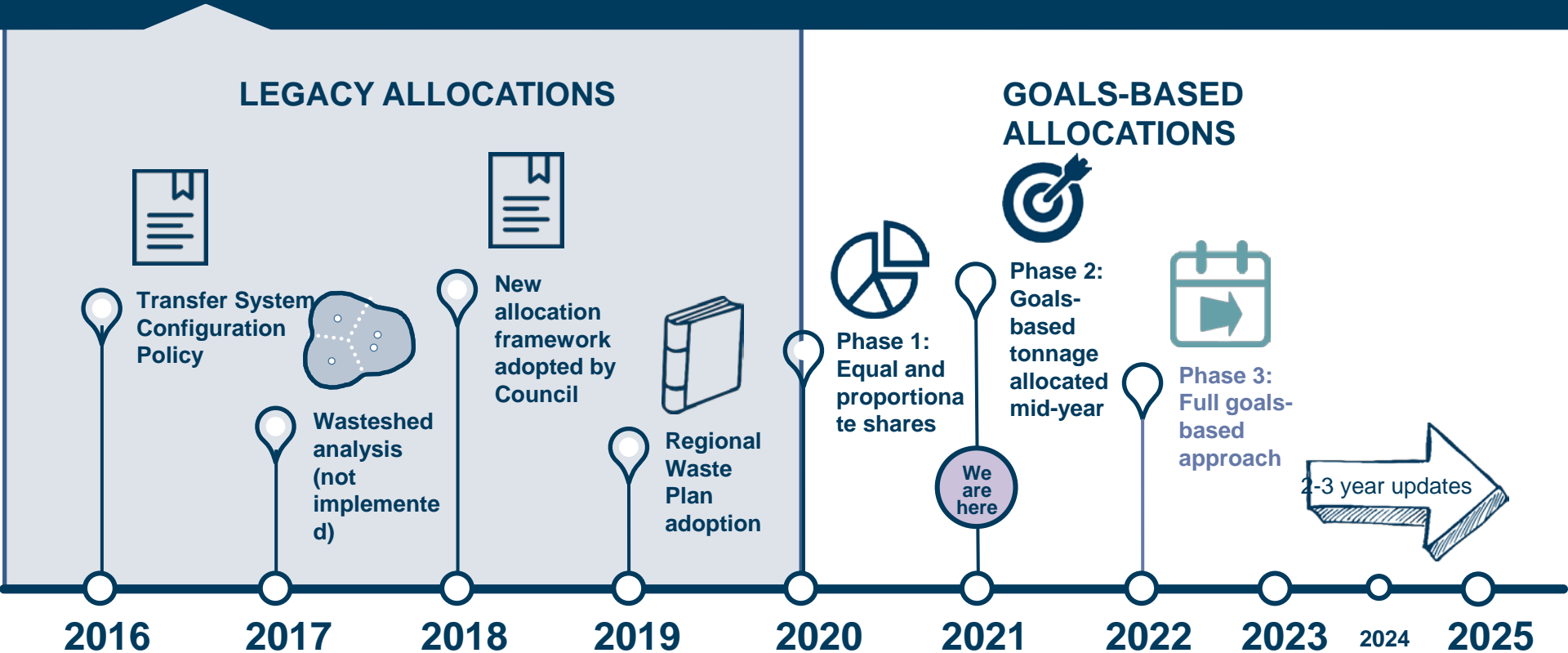


REGIONAL PROGRAMS

Programs, grants, partnerships & projects

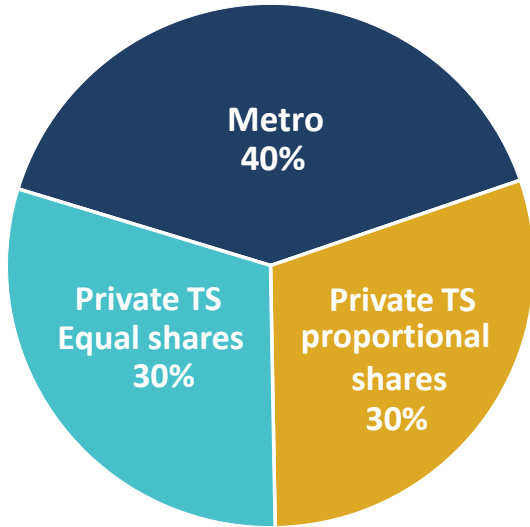
- Household hazardous waste
- Community clean up services to address dumped waste
- Waste reduction and education programs
- System planning and oversight

Major developments in allocation work

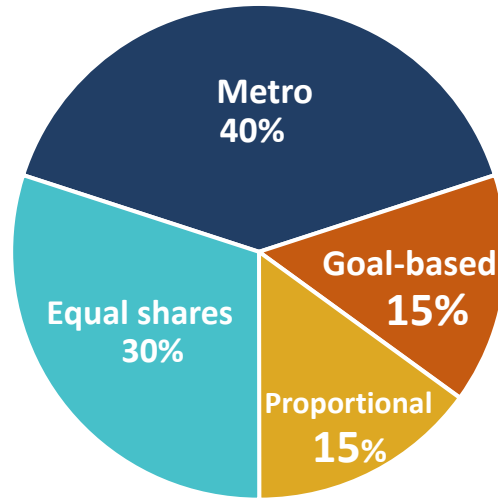


Phased implementation

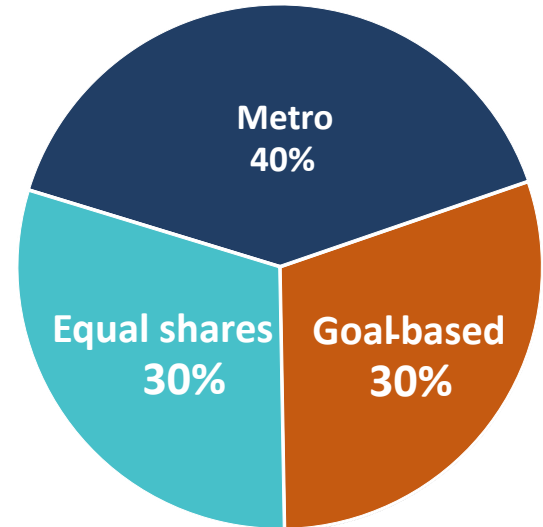
Phase 1: 2020



Phase 2: 2021



Phase 3: 2022 and beyond





Oregon (Congestion Pricing!) Toll Program

Metro Policy Advisory Committee
(MPAC) Update

Presenters:

Mandy Putney (she/her)

Brendan Finn (he/him)

October 27, 2021

How we got here

2015-2016: Governor led transportation visioning panel

2017: House Bill 2017 “Keep Oregon Moving” passed – core projects identified and gives direction to toll

2020: Urban Mobility Office launched in early 2020 to coordinate strategy for climate, equity, safety, and mobility

2021: House Bill 3055 passed – provides financial flexibility, affirms legislative commitment to core projects

Our charge – Urban Mobility Office



Equity



**Climate
Change**



Congestion




Safety



**Reliable
Funding**

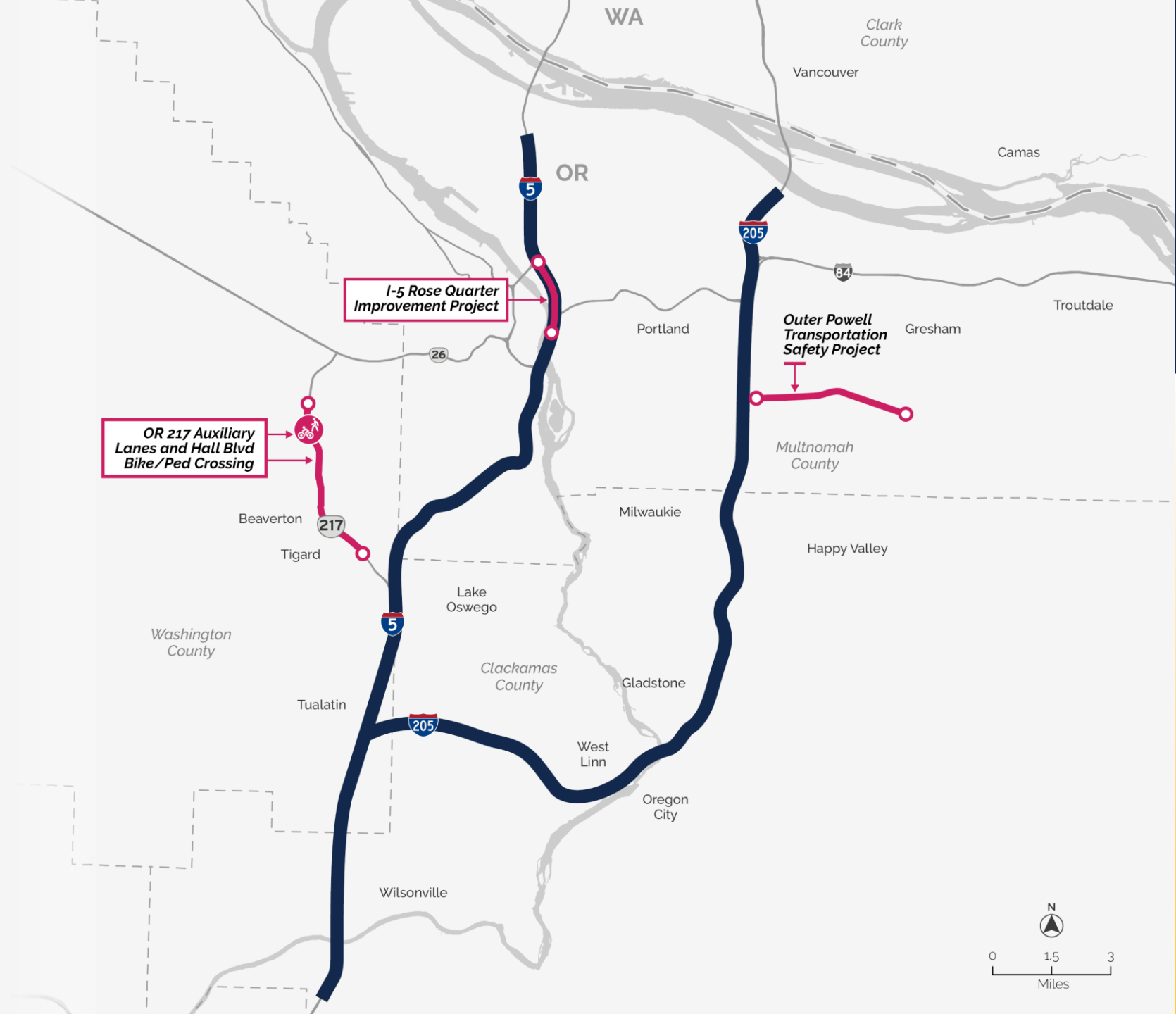
Comprehensive Congestion Management and Mobility Projects Map

Currently Funded by HB2017

 System Improvement Project



 Bike/Ped Crossing Project

Note: Core project names are boxed





Comprehensive Congestion Management and Mobility Projects Map






Currently Funded by HB2017

-  System Improvement Project
-  Bike/Ped Crossing Project

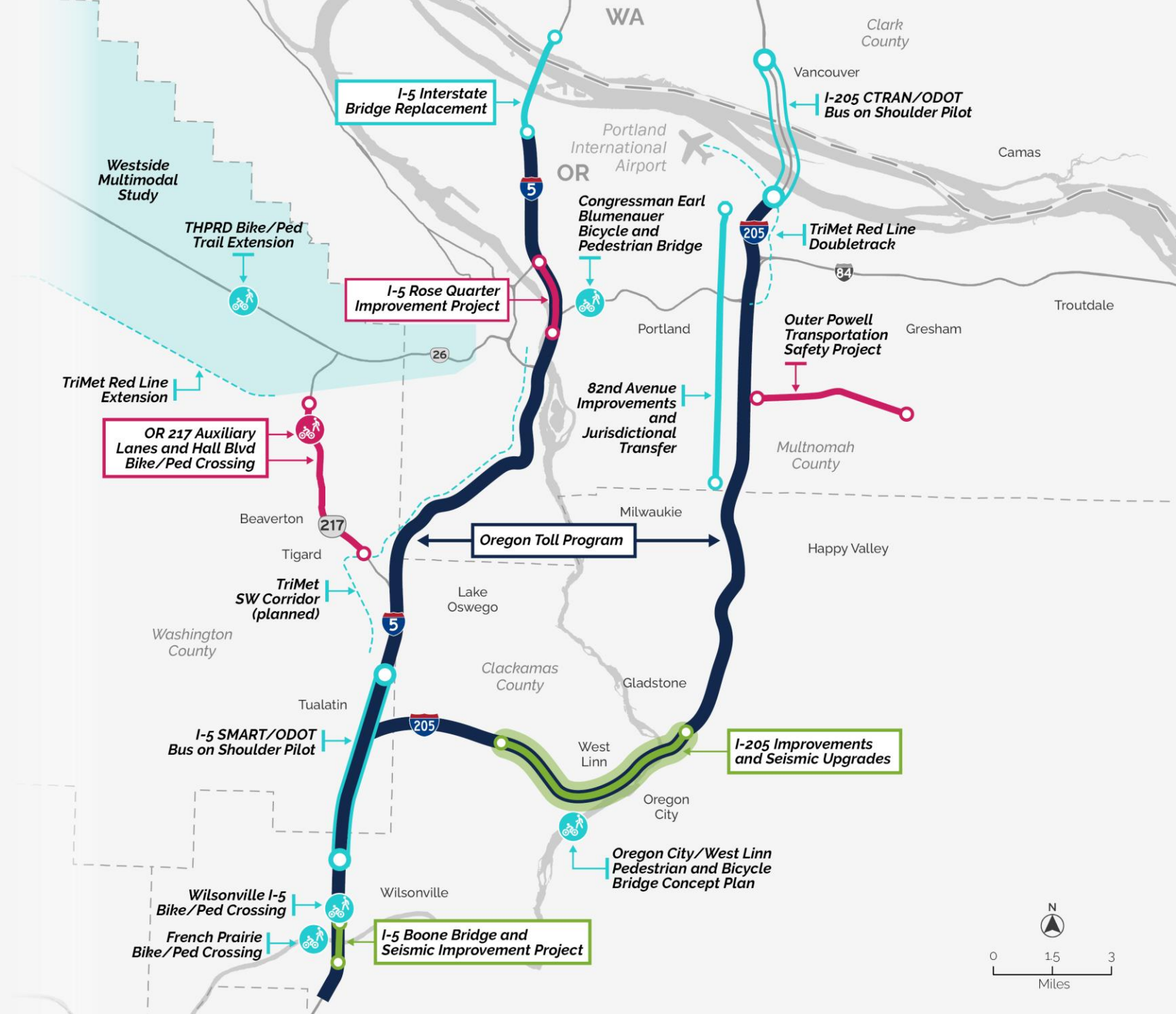
Made Possible with HB3055

-  System Improvement Project
-  Regional Mobility Pricing Project
-  I-205 Toll Project

Partner Project with ODOT Support

-  System Improvement Project
-  Bike/Ped Crossing Project
-  Bus on Shoulder Pilot
-  TriMet Project
-  Multimodal Study

Note: Core project names are boxed



Freight Dependency in the Portland Metro

Interstate Bridge is ranked as the 23rd worst freight bottleneck in the US

Rose Quarter is ranked as the 28th worst freight bottleneck in the US



Regional Mobility Pricing Project & I-205 Toll Project

Manage
Congestion



Generate
Revenue



When will it start?



Oregon Toll Program

www.OregonTolling.org



What will it pay for?



UMO core
improvement
projects



Transit and
multimodal
transportation
options

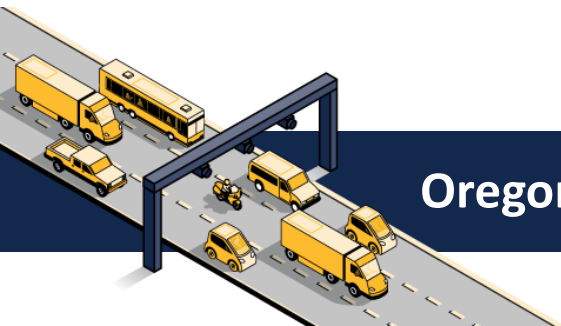


Neighborhood
health and
safety



People
experiencing
low income

*September 2022
report to OTC*



Oregon Toll Program

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Equity and Mobility Advisory Committee

Oregon Transportation Commission



Oregon Toll Program

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I-205 Toll Project



Equity



Climate Change



Congestion

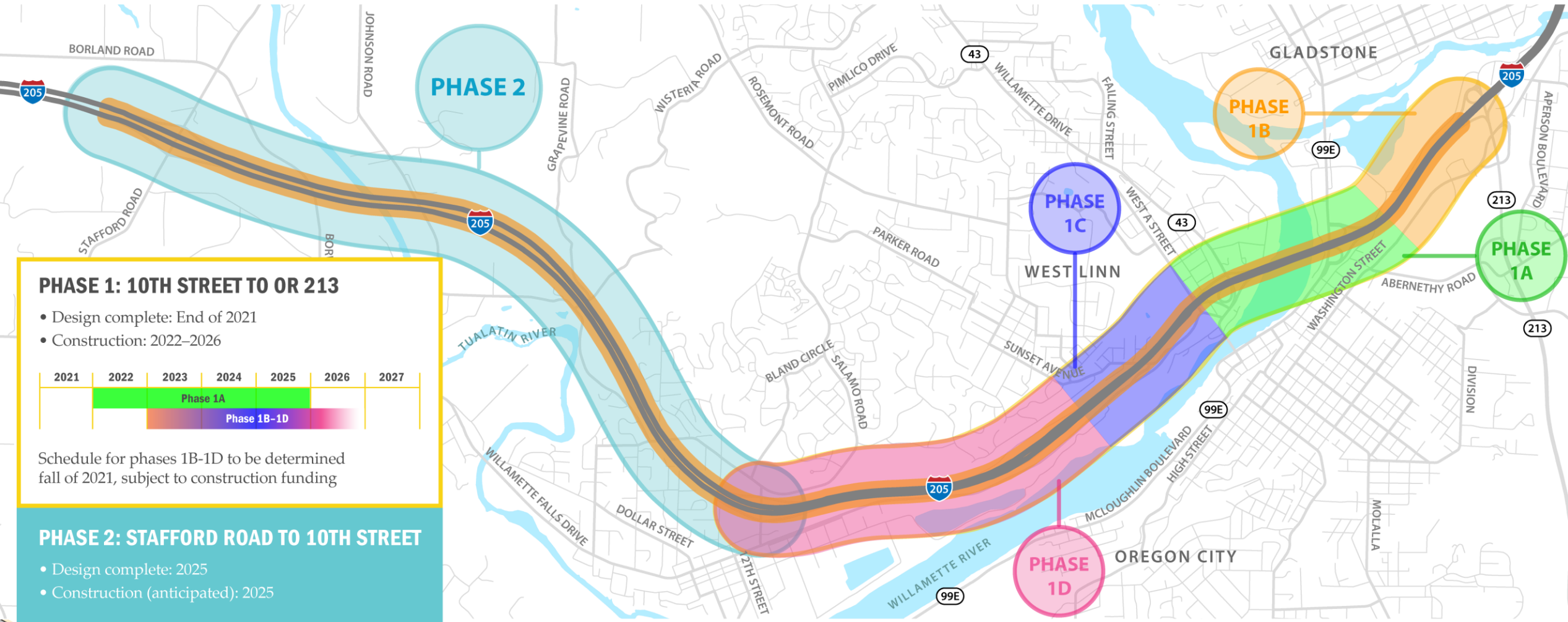


Safety

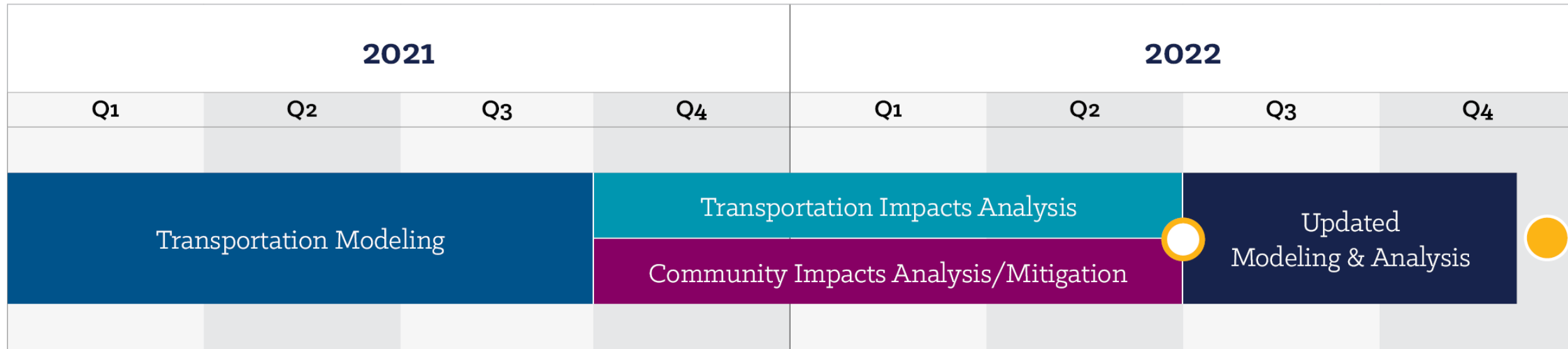


Reliable Funding



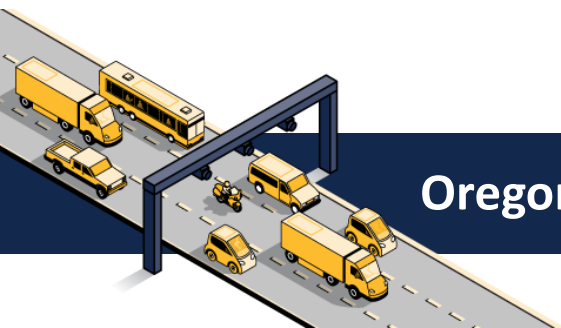


I-205 Toll Project Environmental Assessment (EA) Schedule



 Publish Environmental Assessment

 Publish Revised Environmental Assessment



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Congestion pricing/toll policy coordination

- ❑ Address diversion impacts to neighborhood health and safety
- ❑ Investment in transit and multimodal transportation
- ❑ Address impacts to affordability

Moving to Our Future:
*Pricing Options for **Equitable Mobility***

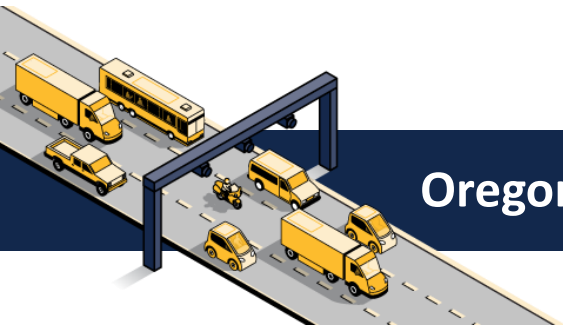


PBOT
PORTLAND BUREAU OF TRANSPORTATION



Regional congestion pricing study

Metro is collecting information to determine if congestion pricing can reduce traffic and greenhouse gas emissions and increase safety and equity in our regional transportation system.



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Questions Answered during NEPA (during “PE” phase)

- How will income-based toll rates be established?
- What the process for identifying transit and multimodal investments for the project?
- Where are the diversion impacts located and what will be done for mitigation?



Equitable, Income-Based Toll Rate Report



Fall 2021 – Fall 2022

How

- Equity and Mobility Advisory Committee
- Coordination with toll projects
- Engagement through workshops and briefings
- Congestion pricing/toll policy development with the RTP and OTP updates

Information

- Equity Framework
- Community feedback
- Research from other programs
- Toll rate and revenue analysis from toll projects

September 15, 2022

Report back to legislature (directed by HB3055)

Contact: Garet Prior, ODOT Toll Policy Manager



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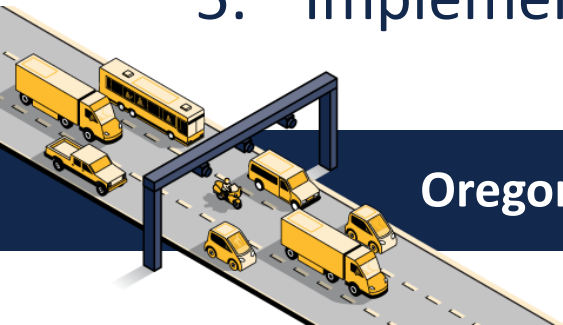
I-205 Toll Project - Transit & Multimodal Corridor Strategy



Purpose: To consult and partner with transit providers to guide ODOT's commitments for transit and multimodal improvements

Process:

1. Environmental Assessment transportation analysis
2. Compile multimodal/transit projects from existing plans
3. Identify additional project ideas from TMWG meetings and related discussions
4. Prioritize projects for investment (as a project element or mitigation item)
5. Implement agreed upon transit and multimodal projects



Timeline: Diversion Impact Analysis



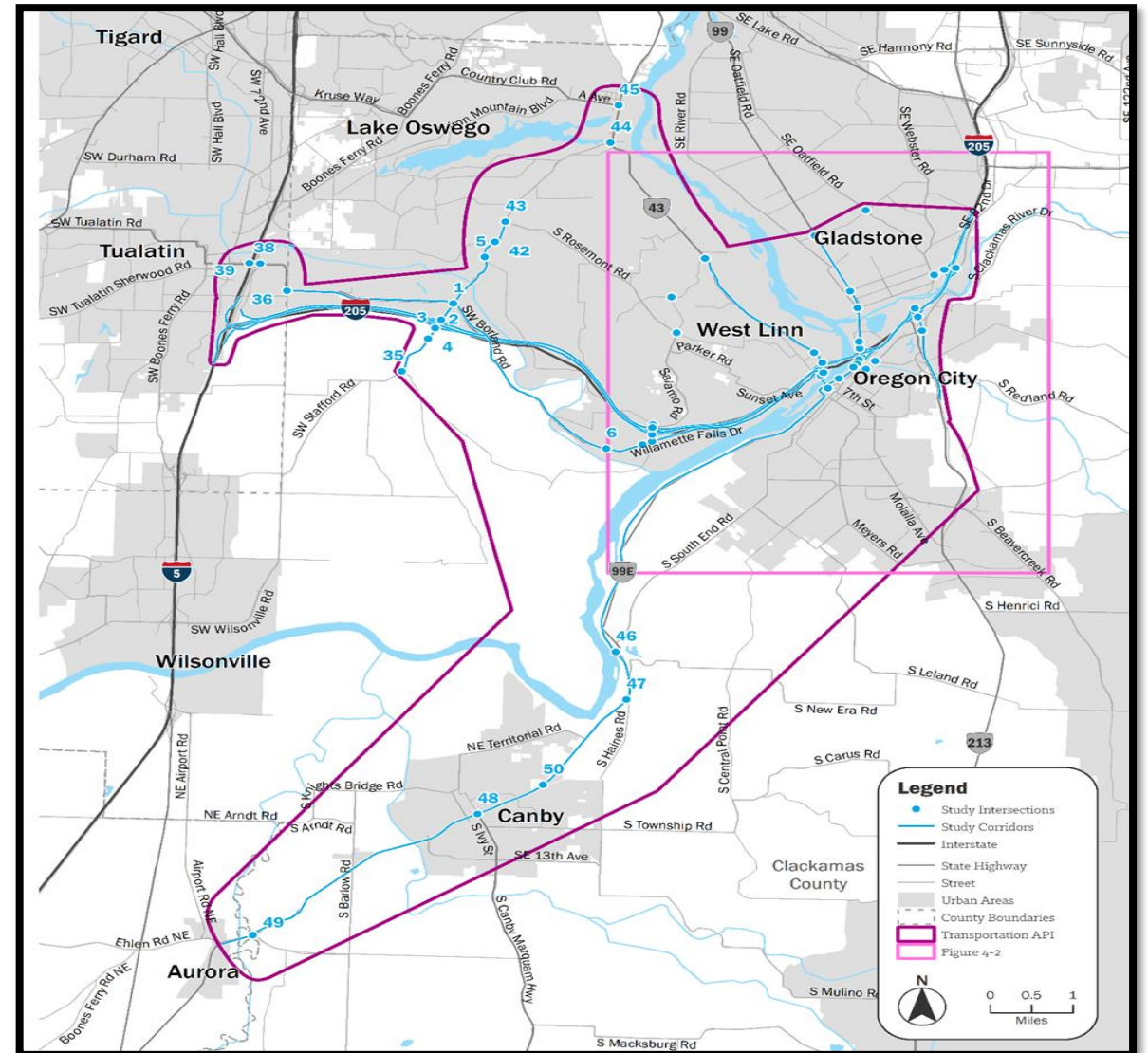
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I-205 Toll Project

More information on traffic benefits and impacts, including diversion, is coming

We are studying 50 intersections

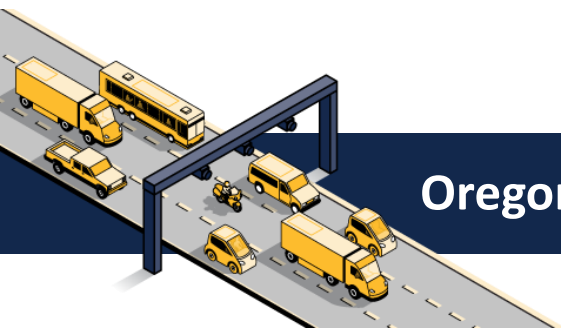




Example: Equity Framework Communities Analysis Approach for Travel Time

1. Identify Representative Home and Activity TAZ
2. Travel Impacts Analysis
 - Accessibility to jobs, community places, medical facilities
3. Identify Home and Activity Locations
 - Social and community resources
 - ODOT and EMAC input
4. Develop Representative Travel Scenarios for Public Review

**Transportation Analysis Zones = TAZ
(geographic area of travel)**



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Representative Travel Scenarios

Scenario #	Scenario Description	Existing Conditions (No Toll)	2045 No-Build (No Toll)	2045 Build (Toll)
1	EXAMPLE: Person lives in Tualatin, OR (TAZ 844). TAZ 844 is an EFC TAZ. Person commutes to Clackamas Town Center (TAZ 1059) in Happy Valley, OR for an hourly, non-salaried job Tuesday through Saturday. Their shifts are from 11:00am to 7:00pm.	Trip 1 takes about ## to ## minutes	Trip 1 would increase/decrease by about #%. Trip 1 would take about ## to ## minutes.	Trip 1 would increase/decrease by about #%. Trip 1 would take about ## to ## minutes.
		Trip 2 takes about ## to ## minutes	Trip 2 would increase/decrease by about #%. Trip 2 would take about ## to ## minutes.	Trip 2 would increase/decrease by about #%. Trip 2 would take about ## to ## minutes.
Etc.				

Trip 1 – Route with tolled I-205
Trip 2 – Route without tolled I-205

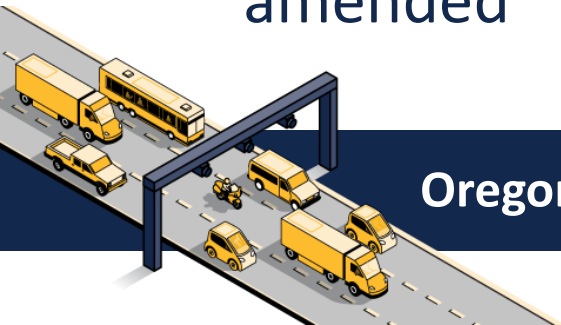
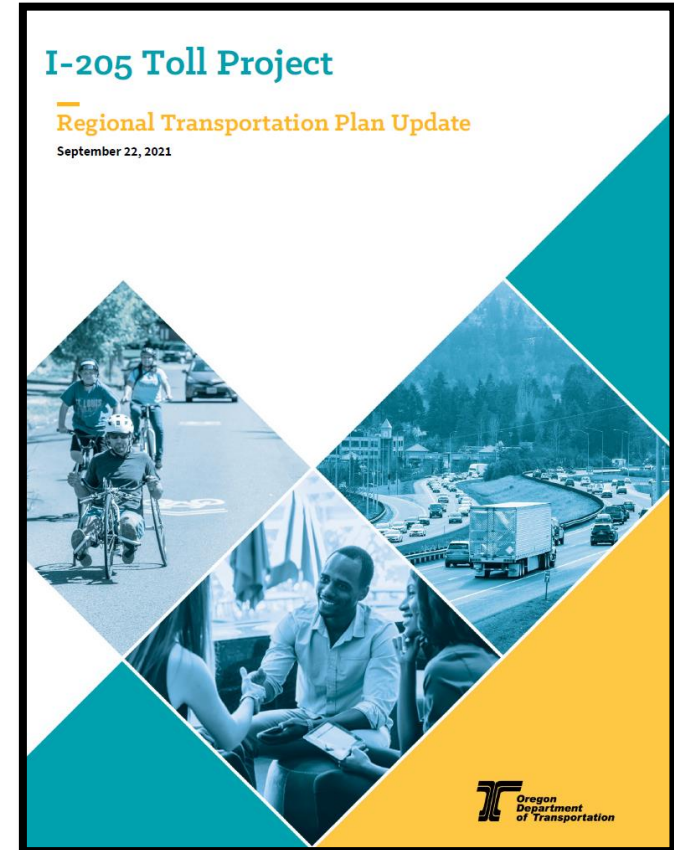


I-205 Toll Project RTP amendment

- October 2021 to February 2022
- TPAC, MTAC, JPACT, MPAC, and Metro Council

Why now?

- Align the federal documentation (NEPA analysis) for I-205 Toll Project and I-205 Improvements Project
- FHWA requires NEPA to be completed under a programmed PE phase
- The RTP needs to be updated so that the MTIP can be amended

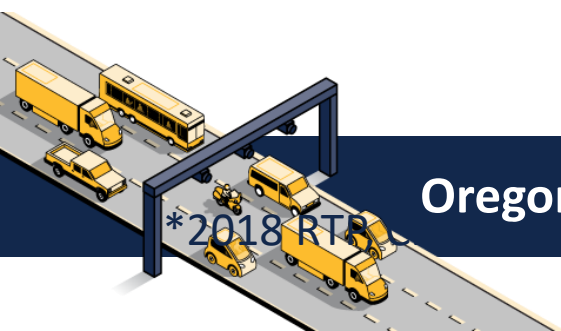


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I-205 Improvements Project Description

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.**

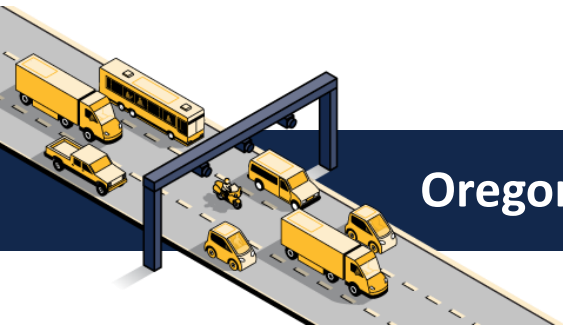


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Proposed edits

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 will be used to fund the rest of the project (Phase 1B, 1C, 1D and Phase 2).



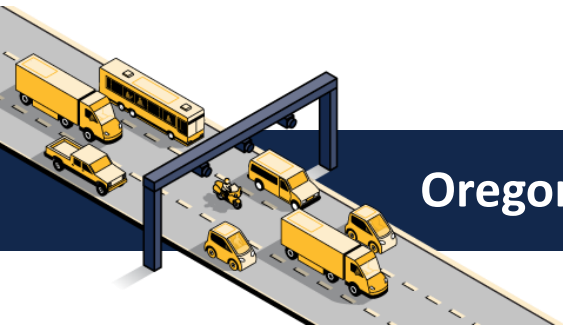
Congestion pricing/toll policy development

Oregon Transportation Plan update (2022-23)

- Oregon Transportation Commission, as advised by the Equity Mobility Advisory Committee and Region 1 Area Commission on Transportation

Regional Transportation Plan update (2022-23)

- Joint Policy Advisory Committee on Transportation and Metro Council



Oregon Toll Program

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Please contact us with your questions

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Brendan Finn, ODOT Urban Mobility Office Director

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