



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

Metro Policy Advisory Committee (MPAC)

agenda

Wednesday, December 8, 2021

5:00 PM

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

ID: 958 8991 6633)

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)

If you wish to attend the meeting, but do not have the ability to attend by phone or computer, please contact the Legislative Coordinator at least 24 hours before the noticed meeting time by phone at 503-797-1916 or email at legislativecoordinator@oregonmetro.gov.

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, December 07 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 Update (5:10 PM)

4. Committee Member Communications (5:15 PM)

5. Consent Agenda (5:20 PM)

5.1 Consideration of the October 27, 2021 MPAC Minutes

[COM](#)
[21-0492](#)

Attachments: [October 27, 2021 MPAC Minutes](#)

- 5.2 Consideration of the November 10, 2021 MPAC Minutes

[COM](#)
[21-0493](#)

Attachments: [November 10, 2021 MPAC Minutes](#)

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

- 6.1 Discussion of public comments and proposed RTP amendment for I-205 Toll Project (PE Phase)

[COM](#)
[21-0490](#)

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

Attachments: [MPAC Worksheet - I205 Toll Project112321](#)
[Ordinance 21 1467 205 Toll Project102021](#)
[Exhibit-A-Ordinance 21-1467 RTP+Amendment](#)
[Exhibit B](#)
[Staff-Report-RTP-Amendment-205-Toll-Project-112321](#)
[1-Timeline for ODOT requested RTP and MTIP 205 Toll Project amen](#)
[2-ODOTInformation on205 RTP Amendment 11-2-21](#)
[3-Public Comment Report2021 1123](#)

- 6.2 Emerging Transportation Trends

[COM](#)
[21-0491](#)

Presenter(s): Eliot Rose (he/him), Metro

Attachments: [MPAC Worksheet](#)
[MPAC Memo](#)

7. Adjourn (7:00 PM)

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

إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

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Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

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2021 MPAC Work Program

As of 11/29/2021

Items in italics are tentative

	<p><u>December 8, 2021</u></p> <ul style="list-style-type: none"> • Discussion of public comments and proposed RTP amendment for I-205 Toll Project (PE Phase) (Kim Ellis, Metro and Mandy Putney, ODOT 25 min.) 5:15pm-5:45pm • Emerging Transportation Trends (Eliot Rose, Metro; 30 min) 5:45pm-6:15pm
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Parking Lot:

- New transfers station sites
 - Larger conversation of regional solid waste, food waste
- Engagement during a pandemic
 - Reconvening MPAC? Hybrid?
- Parks bond progress report
- Expo Development Opportunity Study and regional venues
- Employment land
- Transportation funding
- Growth Trends (Ted will schedule)
- Metro code updates to facilitate city and county compliance with HB 2001 Middle Housing requirements (Tim O'Brien or Ted Reid, Metro)
- 2040 Planning and Development grantee highlights (TBD grant recipients)- follow up with Lisa
- Preview of funding opportunities (2040 Grant Cycle, other grant opportunities)

**5.1 Consideration of the October 27, 2021 MPAC
Minutes**

Consent Agenda

Metro Policy Advisory Committee
Wednesday, December 08, 2021



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

METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes
October 27, 2021

MEMBERS PRESENT

Susheela Jayapal
Carmen Rubio
Gerritt Rosenthal
Christine Lewis
Joe Buck
Gordon Hovies

Linda Glover
Lacey Beaty
Peter Truax
Steve Callaway
Vince Jones-Dixon
Ed Gronke
Luis Nava
Thomas Kim
Elizabeth Kennedy-Wong
Kirstin Greene
Terri Preeg Riggsby

Temple Lentz
Pam Treece
Rachel Lyles Smith
Martha Schrader

AFFILIATION

Multnomah County
City of Portland
Metro Council
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 Beaverton, Second Largest City in Washington County
City of Forest Grove, Other Cities in Washington County
City of Hillsboro, Largest City in Washington 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
West Multnomah Soil & Water Conservation District, Special
Districts in Multnomah County
Clark County
Washington County
City of Oregon City, Second Largest City in Clackamas County
Clackamas County

MEMBERS EXCUSED

Ted Wheeler
Brian Hodson
James Fage
Mark Watson

Kathy Hyzy
Brian Cooper

AFFILIATION

City of Portland
City of Canby, City in Clackamas County outside UGB
City of North Plains, City in Washington County outside UGB
Hillsboro School District Board of Directors, Governing Body of
a School District
City of Milawaukie, Cities of Clackamas County
City of Fairview, Other Cities in Multnomah County

ALTERNATES PRESENT

Brett Sherman
Anthony Martin

AFFILIATION

City of Oregon City, Second Largest City in Clackamas County
City of Hillsboro, Largest City 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 (he/him) called the virtual meeting to order at 5:00 PM.

2. **PUBLIC COMMUNICATIONS ON AGENDA ITEMS**

Councilor Anthony Martin (he/him) of Hillsboro gave testimony. He advocated for an open and transparent rate setting process. He expressed a desire to review the fee/rate setting information that Metro uses.

3. **COUNCIL UPDATE**

Councilor Christine Lewis (she/her) gave the Council update. She gave an update on Metro's affordable housing bond, and the first units being opened up. She also gave an update on the projects in the pipeline. She shared information about Metro's redistricting and District 6 appointment efforts.

Mayor Rachel Lyles Smith (she/her) asked if there is a firm opening date for the Newell Creek Canyon Nature Park.

Councilor Lewis could not share an exact opening date, but informed members that construction is complete and they are hoping to open the park very soon.

Councilor Gerritt Rosenthal (he/him) added that another park in the region, Chehalem Ridge, is tentatively scheduled to open a few days before Thanksgiving.

4. **COMMITTEE MEMBER COMMUNICATIONS**

Chair Callaway informed members that a public comment period is open to provide written testimony on Metro's redistricting criteria, and that public hearings would be held on scenarios during the second week of November.

Vice President Gordon Hovies (he/him) shared that Tualatin Valley Fire and Rescue has opened a new station that has been in the works for years.

5. **CONSENT AGENDA**

MOTION: Mayor Peter Truax (he/him) motioned to accept the consent agenda. Thomas Kim (he/him) seconded.

ACTION: With all in favor, the motion passed.

6. INFORMATION/DISCUSSION ITEMS

6.1 Continued MPAC Member Housing Needs Analysis Discussion

Chair Callaway reminded members that at the last meeting members were discussing the work underway for their Housing Needs Analyses. This is an opportunity for members to share who were not able to at the last meeting.

Member Discussion Included:

Mayor Joe Buck (he/him) gave an update on Lake Oswego's Housing Needs Analysis update.

Councilor Vince Jones-Dixon (he/him) gave an update on Gresham's Housing Needs Analysis update and discussed the city's efforts to build affordable housing.

Chair Callaway shared results from Hillsboro's latest Housing Needs Analysis. He discussed new construction currently underway.

Thomas Kim asked what was for the estimated need number of units and Chair Callaway answered that it was from Eco Northwest.

City of Gresham Staff David Berniker (he/him) gave an update on Rockwood Village and discussed Albertina Kerr, which both used Metro housing bond funds.

Ed Gronke (he/him) discussed Clackamas County's efforts to build more affordable housing.

6.2 Regional Solid Waste Discussion

Chair Callaway explained that the objective of this item is to provide an overview of Metro's garbage and recycling system. He introduced Metro Staff Roy Brower (he/him), Brian Kennedy (he/him), Shane Abma (he/him), and Pam Peck (she/her).

Key points of the presentation included:

Shane gave an overview of where Metro's legal authority in solid waste comes from. The three main sources are the Oregon Constitution, Metro's home rule charter, and state statutes ORS 268, 459, and 459A. He gave an overview of the history of Metro's authority and what each of the three sources of authority contribute. He explained each source relates to solid waste and what Metro's statutory authority allows it to do.

Roy discussed where the money from fees goes, which includes public operations, regional programs, and general government expenses. He introduced Brian to go through the rate process.

Brian gave an overview of the fee charges and who pays them. All ratepayers pay a regional system fee, excise tax, DEQ fees, and enhancement fees. He shared the history of Metro's rates from 2004 to now. He explained the rate setting process, which includes a revenue requirement and tonnage forecast. Cost factors in fees include investments in green fuel, improved wages, less-polluting equipment, and additional staff to improve safety at Metro South. He went over the recent rate increases and their impacts. He shared that due to COVID-19, the Waste Prevention and Environmental Services department had its budget cut and the Metro Council authorized the use of half of reserve funds to cover costs.

Roy shared upcoming engagement opportunities related to the budget for Metro's Waste Prevention and Environmental Services department. He discussed why Metro allocates wet waste. Doing so supports system stability, ensures the provision of public services, supports small and local businesses, and advances diversity and equity in the system.

Pam gave an update on Ridwell's facility license application. She explained that Ridwell is a subscription recycling service that collects hard to recycle materials. Ridwell must obtain a facility license from Metro, as it is the regional solid waste authority. Metro will make a decision after the Oregon Department of Environmental Quality makes a permit decision, which will likely be in early 2022. She noted that Metro plans to include a provision in the license requiring Ridwell to comply with all local laws. She discussed changes happening to the system as a result of the Plastics Pollution and Recycling Modernization Act adopted by the Oregon Legislature in 2021. She informed members that there is opportunity for community and local government involvement as the changes are implemented.

Member Discussion Included:

Councilor Jones-Dixon asked how Metro's authority would relate to Ridwell.

Shane explained that Ridwell will have to apply for a license with Metro. Metro will require that Ridwell comply with all local government laws.

Chair Callaway pointed out that counties and cities set rates and franchise fees for collection services, but because of the rates that Metro sets, they have to pass along that rate to citizens.

Shane discussed how the rates set by cities incorporate fees from multiple sources, including Metro's. He also understood the point, and discussed the vertical integration

often seen in the waste industry and how Metro's transfer stations are a part of the larger system.

Mayor Truax noted that Forest Grove gets a part of the enhancement fee and discussed how the funding is used for community enhancement programs.

Mayor Buck asked if the budget reductions from when COVID-19 first hit are still in place for WPES. He also asked what Metro can do to help local jurisdictions when they are trying to understand what goes into setting rates.

Metro Staff answered that the reductions are still in place for the most part. Roy added that Metro staff are happy to assist cities with getting a better understanding of what goes into the rates set by Metro.

Director Terri Preeg Riggsby (she/her) asked about potential future impacts of using the reserve funds.

Brian answered that Metro is not anticipating any rate increases as a result of repaying the reserve, which was built up over time. The more significant impact is that there will be less of the reserve to use in future years if it's needed.

Chair Callaway expressed concern in the increase in tipping fees without knowing where it's going. He noted that the fee is more than the national average. He requested more transparency around how fees are set and the tonnage forecast.

Brian explained that there is no connection between the excise tax and the tip fee. The excise tax is set at a flat rate and determined automatically by a formula. He noted they had shared the rate model to staff that requested it. Rates could be impacted if the Metro Council makes different decisions on capital projects.

Chair Callaway asked for confirmation that they are not expecting to see 10% rate increases over the next three years, which Brian confirmed.

Roy noted that compared to other cities on the west coast, Portland's fees are still better than most.

Mayor Buck asked how the changes to producer responsibilities due to the 2021 legislation could affect prices.

Pam answered that it's expected that producers will pass on the additional costs to consumers based on similar laws in other parts of the world. She added that the Oregon DEQ did research on the topic that is available on their website.

Mayor Lacey Beaty (she/her) requested that information on community involvement be passed on to MPAC members.

Commissioner Pam Treece (she/her) noted that haulers would like the opportunity to participate in similar business opportunities as Ridwell.

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

Chair Callaway introduced Metro Staff Kim Ellis (she/her) and ODOT Staff Brendan Finn (he/him) and Mandy Putney (she/her).

Key elements of the presentation included:

Mandy explained that the purpose of this item is to give provide information about the project to MPAC members. She shared the history of the Urban Mobility Office, which was launched in early 2020, and how the I-205 project came to be. She reviewed the values of the Urban Mobility Office, which included equity, climate change, congestion, safety, and reliable funding. She gave an overview of projects funded by HB 2017 and HB 3055. She noted that the two current tolling projects are the I-205 Toll project and the Regional Mobility Pricing Project, which both aim to manage congestion and generate revenue. She shared a timeline for both projects and what they will pay for. She gave an overview of the I-205 Toll Project and what the preliminary engineering phase would accomplish. She shared information on an equitable, income-based toll rate report, and a transit and multi-modal working group. She discussed the timeline for the diversion impact analysis. The team is seeking to amend the Metropolitan Transportation Improvement Program to fund the preliminary engineering phase of the project.

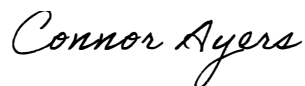
Member discussion included:

Commissioner Martha Schrader (she/her) discussed concerns about the project from residents of Clackamas County. Mitigation of diversion is a major concern. She noted that Clackamas County has less transit options than other parts of the region.

7. ADJOURN

Chair Callaway adjourned the meeting at 7:01 PM.

Respectfully Submitted,



Connor Ayers
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF OCTOBER 27, 2021

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
2.0	Testimony	10/27/21	Anthony Martin Testimony	102721m-01
6.2	Presentation	10/27/21	Regional Solid Waste Presentation	102721m-02
6.3	Presentation	10/27/21	I-205 Toll Project Presentation	102721m-03

**5.2 Consideration of the November 10, 2021
MPAC Minutes**

Consent Agenda

Metro Policy Advisory Committee
Wednesday, December 08, 2021



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METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes
November 10, 2021

MEMBERS PRESENT

Susheela Jayapal
Gerritt Rosenthal
Christine Lewis
Gordon Hovies

Linda Glover
Kathy Hyzy
Peter Truax
Steve Callaway
Vince Jones-Dixon
Ed Gronke
Luis Nava
Terri Preeg Riggsby

Pam Treece
Martha Schrader
Lacey Beaty
Mark Watson

AFFILIATION

Multnomah County
Metro Council
Metro Council
Tualatin Valley Fire & Rescue, Special Districts in
Washington County
City of Vancouver
City of Milwaukie, Cities of Clackamas County
City of Forest Grove, Other Cities in Washington County
City of Hillsboro, Largest City in Washington County
City of Gresham, Second Largest City in Multnomah County
Citizen of Clackamas County
Citizen of Washington County
West Multnomah Soil & Water Conservation District, Special
Districts in Multnomah County
Washington County
Clackamas County
City of Beaverton, Second Largest City in Washington County
Hillsboro School District Board of Directors, Governing Body of
a School District

MEMBERS EXCUSED

Ted Wheeler
Brian Hodson
James Fage
Rachel Lyles Smith
Carmen Rubio
Joe Buck
Thomas Kim
Elizabeth Kennedy-Wong
Kirstin Greene
Brian Cooper
Temple Lentz

AFFILIATION

City of Portland
City of Canby, City in Clackamas County outside UGB
City of North Plains, City in Washington County outside UGB
City of Oregon City, Second Largest City in Clackamas County
City of Portland
City of Lake Oswego, Largest City in Clackamas County
TriMet
Port of Portland
Oregon Department of Land Conservation and Development
City of Fairview, Other Cities in Multnomah County
Clark County

ALTERNATES PRESENT

Brett Sherman

AFFILIATION

City of Happy Valley, Other Cities in Clackamas 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, Patricia Rojas, Emily Lieb, Anne Buzzini, Ramona Perrault, Carrie Maclaren, Megan Gibb, Nick Christensen, Ted Reid, Valeria McWilliams, Clint Chiavarini

1. CALL TO ORDER, INTRODUCTIONS, CHAIR COMMUNICATIONS

Chair Steve Callaway (he/him) called the virtual meeting to order at 5:00 PM.

He noted that Ricardo Lujan Valerio (he/him) is attending on behalf of Commissioner Carmen Rubio (she/her).

2. PUBLIC COMMUNICATIONS ON AGENDA ITEMS

There was none.

3. COUNCIL UPDATE

Councilor Gerritt Rosenthal (he/him) gave the Council Update. He shared that ODOT is holding a forum on congestion pricing and later there would be a public hearing on Metro redistricting scenarios. He gave an update on the 2019 parks bond and the local share program. He gave a brief update on Metro's redistricting process. He noted that the zoo has a new polar bear.

4. COMMITTEE MEMBER COMMUNICATIONS

Chair Callaway asked that members let Metro Staff know now if they will not be on MPAC next year. MPAC will also be recruiting new 1st and 2nd Vice Chairs.

Councilor Vince Jones-Dixon (he/him) asked for more information about Metro's Supportive Housing work, and if Metro Staff would present on it to MPAC soon.

Mayor Callaway suggested putting it on the work program for early next year.

Vice President Gordon Hovies (he/him) informed members that Tualatin Valley Fire and Rescue had successfully passed a bond measure.

Mayor Peter Truax (he/him) thanked fire and rescue departments across the region for attending the service of Rick Ilg.

In honor of Veteran's Day Chair Callaway thanked MPAC members who have served in the armed forces.

5. INFORMATION/DISCUSSION ITEMS

5.1 2020 Census Data Presentation and Redistricting

Chair Callaway introduced Metro Staff Anne Buzzini (she/her) and Clint Chiavarini (he/him).

Key elements of the presentation included:

Anne shared that the Metro Council had set forth criteria for the new districts in October and that Metro had received feedback from the public on those criteria. Most specific feedback advocated for keeping 82nd avenue in one district, reuniting the City of Aloha, and keeping Cedar Mill, Cedar Hill, Bethany, and Rock Creek in one district.

Clint reviewed the five proposed scenarios and the reasoning behind each one's borders. He shared the criteria that had shaped the districts, which included consideration for cities with fewer than 20,000 residents, school districts, transit corridors, federally recognized transit districts, regional and town centers and investment areas, and neighborhoods.

Anne asked if there were any scenarios preferred by MPAC members or considerations they may have missed.

Member discussion included:

Commissioner Susheela Jayapal (she/her) asked for more information about community engagement. She noted that map B2 uses NE Martin Luther King Jr Blvd as a dividing line, which would split a significant community of interest.

Anne discussed how Metro Staff had reached out to community based organizations and the public hearings happening on November 9 and 10.

Director Terri Preeg Riggsby (she/her) expressed support for scenario B2 because district 6 lines up better with special districts and projects happening in the area.

Councilor Brett Sherman (he/him) discussed the differences between the east and west sides of the City of Happy Valley. He noted that using 122nd Avenue as a border would split the downtown in half. He expressed support for scenarios A1 or C because they better align with how the city will develop.

Clint asked if there was a dividing line that makes sense.

Councilor Sherman pointed to 152nd as a reasonable place to put a district border.

Mayor Lacey Beaty (she/her) expressed support for scenario A1 because it would divide the City of Beaverton among fewer districts.

Mayor Truax asked if there has been dialogue between Metro and the counties and the state as they also go through redistricting to ensure that local cities do not get divided between too many representatives.

Clint commented that he and Anne had attending meetings with Multnomah County elections staff, which also included staff from Clackamas and Washington Counties. Metro Staff has tried to make sure that city boundaries are maintained as much as possible, but haven't looked as much at congressional or county districts.

Commissioner Pam Treece (she/her) agreed with Mayor Beaty's comments, and noted that Beaverton already has two county commissioners.

Councilor Rosenthal commented that the City of Tualatin had also expressed concern that the city might be split between multiple districts.

Chair Callaway noted that growth will likely continue in the same areas that we have already seen, and suggested keeping that in mind as Metro draws districts that will be in place until 2030. He asked if there is data on what the income level is like between districts.

Clint answered that they could get that data, though it is from a survey that does not have the same level of detail as the census.

In the chat Director Riggsby asked why Councilor Sherman preferred scenario A1 over B2. He responded that the two sides of Happy Valley have very different needs and having them each have distinct representation is helpful.

In the chat Ricardo asked what the timeframe is for providing public comment and if a report on public comments would be available.

Anne answered that public comment is open until November 14 and a summary of public comments and engagement would be available for the November 30 Metro Council meeting.

6.2 2023 Regional Transportation Plan – Kickoff Scoping Phase

Chair Callaway explained that Metro is seeking feedback from MPAC members as they begin to update the Regional Transportation Plan (RTP) and introduced Metro Staff Kim Ellis (she/her).

Key points of the presentation included:

Kim gave a background on the RTP and the questions that Metro Staff would like feedback on. The plan will be updated to go out to 2045. She explained the importance of

the RTP in building regional projects and gave an outline of the regional decision-making process. She shared a map showing the Metropolitan Planning Area and noted that Metro coordinates with Clark County and the Southwest Regional Transportation Council as they develop their own RTP. She highlighted that the region continues to grow and become more diverse. She explained that the RTP is an outcome based plan and reviewed the four priority policy outcomes of equity, climate, safety, and congestion. She reviewed the project priorities from the 2018 RTP. She went through each step of the proposed process for the 2023 RTP update. She explained that the engagement approach will work with partners and lead with racial equity. She concluded by sharing next steps for shaping the work plan and engagement strategy in conjunction with the Metro Council.

Member Discussion Included:

Councilor Kathy Hyzy (she/her) noted that Clackamas County does have a robust a system of Community Based Organizations and encouraged Metro Staff to speak with city managers and elected officials to better understand underserved communities. She advocated for an ambitious an innovative RTP that addresses climate. She suggested prioritizing travel options other than single occupancy vehicles. She acknowledged that current funding mechanisms prioritize single occupancy vehicles.

Ricardo discussed the climate issues facing the region and the need to lower emissions. He also highlighted the need to improve safety.

Mayor Beaty agreed with Councilor Hyzy's comments around climate and the need to be ambitious with the huge amount of investment in infrastructure right now. She commented that it would be good for Kim to come to a Beaverton council meeting to hear about their transportation needs.

Chair Callaway asked Director Mark Watson (he/him) if there are major school issues related to transportation planning.

Director Watson noted that the Hillsboro school district has different transportation needs than other districts in the region. He also informed members that Vice Chair Erica Fuller (she/her) from Centennial School district would soon be a new MPAC member.

Ed Gronke (he/him) commented that the major issues for his part of Clackamas County are tolling and congestion pricing. He noted that community planning organizations near him had not heard about plans for tolling and they have major concerns about it.

Kim noted that at the next MPAC meeting, ODOT would present on the tolling projects and their proposed amendment to the 2018 RTP. She acknowledged that there has been a strong lack of support for the project. She commented that Metro's Regional Congestion Pricing Study showed the potential of it to address climate, congestion, and safety concerns, which the RTP process will help to discuss.

Chair Callaway discussed the issue of safety when it comes to diversion. He expressed concern for the extra cars being diverted to other streets causing more accidents.

Kim discussed how Metro will look at safety data for major streets. Metro Staff is working to understand the causes of traffic accidents. She noted that many high crash corridors are in parts of the region with higher concentrations of BIPOC and low-income communities.

6. **ADJOURN**

Chair Callaway adjourned the meeting at 6:33 PM.

Respectfully Submitted,

Connor Ayers

Connor Ayers
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF NOVEMBER 10, 2021

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
5.1	Presentation	11/10/21	Metro Redistricting Scenarios	111021m-01
5.2	Presentation	11/10/21	Regional Transportation Plan Update Presentation	111021m-02

**6.1 Discussion of public comments and proposed RTP
amendment for I-205 Toll Project (PE Phase)**

Information/Discussion Items

Metro Policy Advisor Committee
Wednesday, December 08, 2021

MPAC Worksheet

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

Presenters: Tom Kloster, Metro, Mandy Putney, ODOT and Garet Prior, ODOT

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

Purpose/Objective

- Provide an opportunity for additional discussion of the proposed amendment to the [2018 Regional Transportation Plan](#) (RTP) and public comments received.

Outcome

- MPAC discusses the amendment requested by the Oregon Department of Transportation (ODOT) and prepares to make a recommendation to the Metro Council in January 2022.

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

- On Nov. 4, 2021, the Metro Council held a public hearing on the RTP amendment and requested clarification of ODOT's commitment to addressing key concerns raised consistent with HB 3055 and the NEPA review process, including:
 - Reducing traffic congestion and managing demand;
 - Documenting the impacts of diversion of traffic onto local streets and bridges and identifying transit and multimodal investments needed to reduce the impacts of diversion;
 - Improving safety;
 - Meeting the state's greenhouse gas emissions reduction goals;
 - Minimizing impacts to historically and currently underrepresented and disadvantaged communities; and
 - Establishing equitable income-based toll rates to be paid by users of tollways.
- On Nov. 15, 2021, the 45-day public comment period for the requested amendment closed.
- ODOT staff documented the public comment period and the public comments received, and continued to provide informational briefings and respond to questions about the work to be completed as part of the I-205 Toll Project preliminary engineering (PE) phase in 2022.
- On Nov. 17, 2021, the Metro Technical Advisory Committee (MTAC) discussed the requested amendment and highlights of the public comments received.
- Metro staff prepared legislation and staff report for discussion by the Transportation Policy Alternatives Committee (TPAC), MPAC, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council in December, prior to requesting final recommendations and action in early 2022.

What packet material do you plan to include?

- Ordinance No. 21-1467
 - Exhibit A - 2018 RTP Amendment
 - Exhibit B - Responses to public comments received
- Staff Report
 - Attachment 1 - Schedule
 - Attachment 2 - Supporting information submitted by ODOT
 - Attachment 3 - Public comment report

BEFORE THE METRO COUNCIL

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

WHEREAS, the planning work to date has been conducted with input from several state, regional and local committees, elected bodies and commissions, such as the Transportation Policy Alternatives Committee (TPAC), the Metro Technical Advisory Committee (MTAC), the Metro Policy Advisory Committee (MPAC), the Oregon Transportation Commission, the Region 1 Area Commission on Transportation (R1ACT), ODOT's Equitable Mobility Advisory Committee (EMAC), and County Coordinating Committees (staff and policymakers) in the greater Portland area; and

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

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

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

THE METRO COUNCIL ORDAINS AS FOLLOWS:

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

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

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

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

DRAFT



Exhibit A to Ordinance No. 21-1467

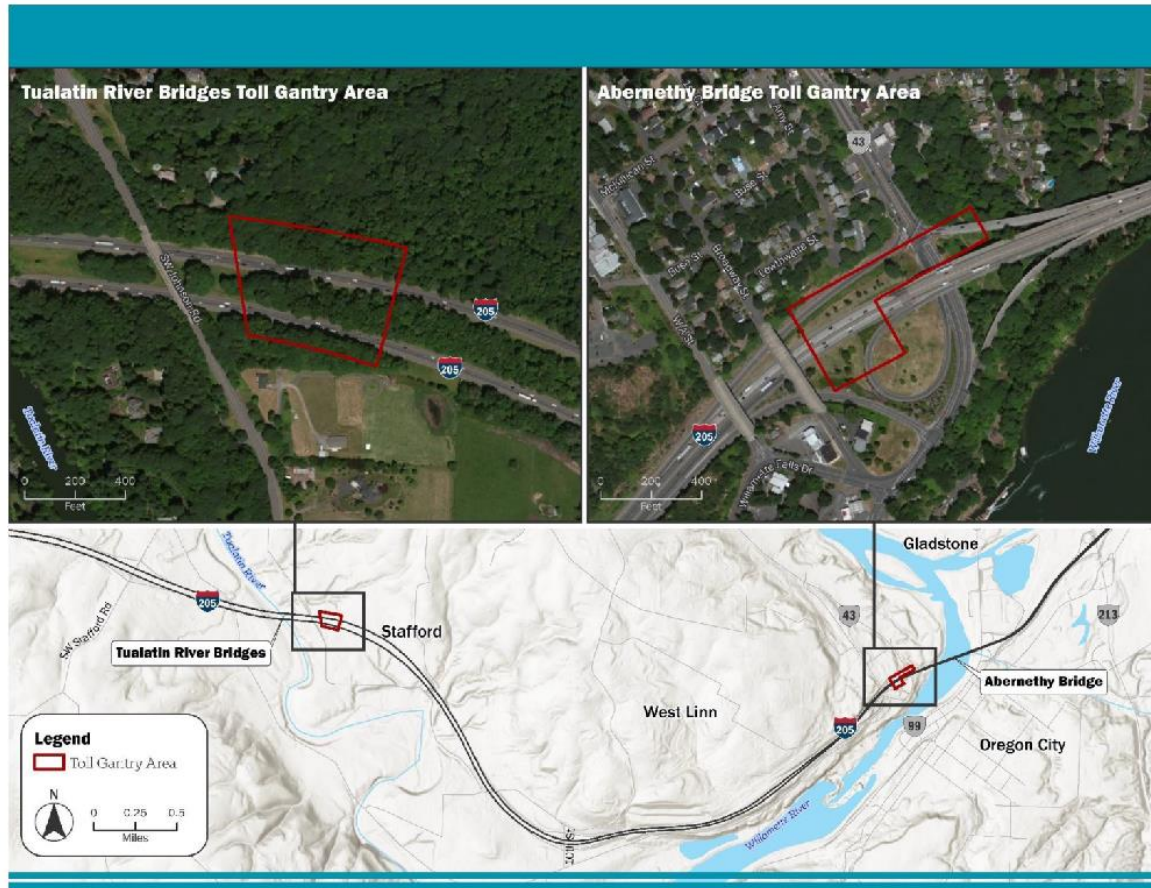
2018 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENT

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.

Figure 8.13b I-205 Toll Project Draft Map



Source: ODOT



Exhibit A to Ordinance No. 21-1467
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>

Exhibit B to Ordinance No. 21-1467

This exhibit is under development and will detail responses to substantive comments received during the public comment period.

See Table 5-3 in Attachment 3 to the staff report for a summary of substantive comments received.

STAFF REPORT

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

Date: November 23, 2021
Department: Planning, Development & Research

Presenters: Margi Bradway, Metro
Brendan Finn, ODOT
Mandy Putney, ODOT

Council Meeting Date: December 14, 2021

Prepared by: Kim Ellis,
kim.ellis@oregonmetro.gov

ISSUE STATEMENT

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

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

IDENTIFIED POLICY OUTCOMES

The requested amendment will:

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

ACTION REQUESTED

Approve Ordinance No. 21-1467.

POLICY QUESTIONS

1. Does Council have questions about the requested I-205 Toll Project amendment?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

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

RECOMMENDED ACTION

Approve Ordinance No. 21-1467.

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

STRATEGIC CONTEXT AND FRAMING COUNCIL DISCUSSION

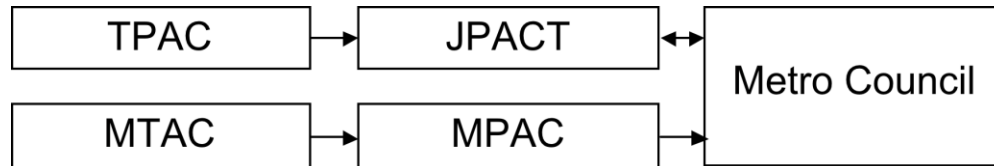
In 2018, JPACT and the Metro Council adopted a significant update to the RTP following three years of engagement that included more than 19,000 touch points with community members, community and business leaders, and local, regional and state jurisdictional partners. Reflecting the extensive engagement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

- Equity
- Safety
- Climate
- Congestion relief

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

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

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



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

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

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

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

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

- **Oct. 1 to Nov. 15, 2021** – Metro held a 45-day public comment period. Comments were accepted through an online comment form, email, mail, phone, and a public hearing held by the Metro Council on Nov. 4, 2021. A report documenting the comment period and all comments received is provided in **Attachment 3**.

- **November and Dec. 2021** – Metro and ODOT staff reported back public comments received to the Metro Technical Advisory Committee (MTAC), the Transportation Policy Advisory Committee on Transportation (TPAC), the Metro Policy Advisory Committee (MPAC), JPACT and the Metro Council. The briefings provided opportunity for discussion and consideration of public comments received and the requested amendment.
- **Early 2022** – Request final recommendations from TPAC, MTAC and MPAC and action by JPACT and the Metro Council.

ANALYSIS/INFORMATION

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

Legal Antecedents:

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

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

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

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

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

PACKET MATERIALS

- Is legislation required for Council action? **Yes**
- If yes, is draft legislation attached? **Yes**
- What other materials are you presenting today?
 - **Ordinance No. 21-1467**
 - **Exhibit A.** Public Review Draft 2018 RTP Amendment
 - **Staff Report to Ordinance No. 21-1467**
 - **Attachment 1.** Coordinated Timeline for Proposed I-205 Toll Project Amendments
 - **Attachment 2.** I-205 Toll Project RTP Amendment supporting information submitted by ODOT
 - **Attachment 3.** Public Comment Report



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>

I-205 Toll Project

Regional Transportation Plan Amendment

September 22, 2021



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Attachments

I-205 Toll Project Public Involvement Plan

I-205 Toll Project Equitable Engagement Plan

Agencies and Stakeholders Involved in the I-205 Toll Project

Oregon Transportation Commission Meeting Minutes

2018 RTP Public Engagement and Non-Discrimination Checklist

1 Background

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

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

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

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

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

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

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

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

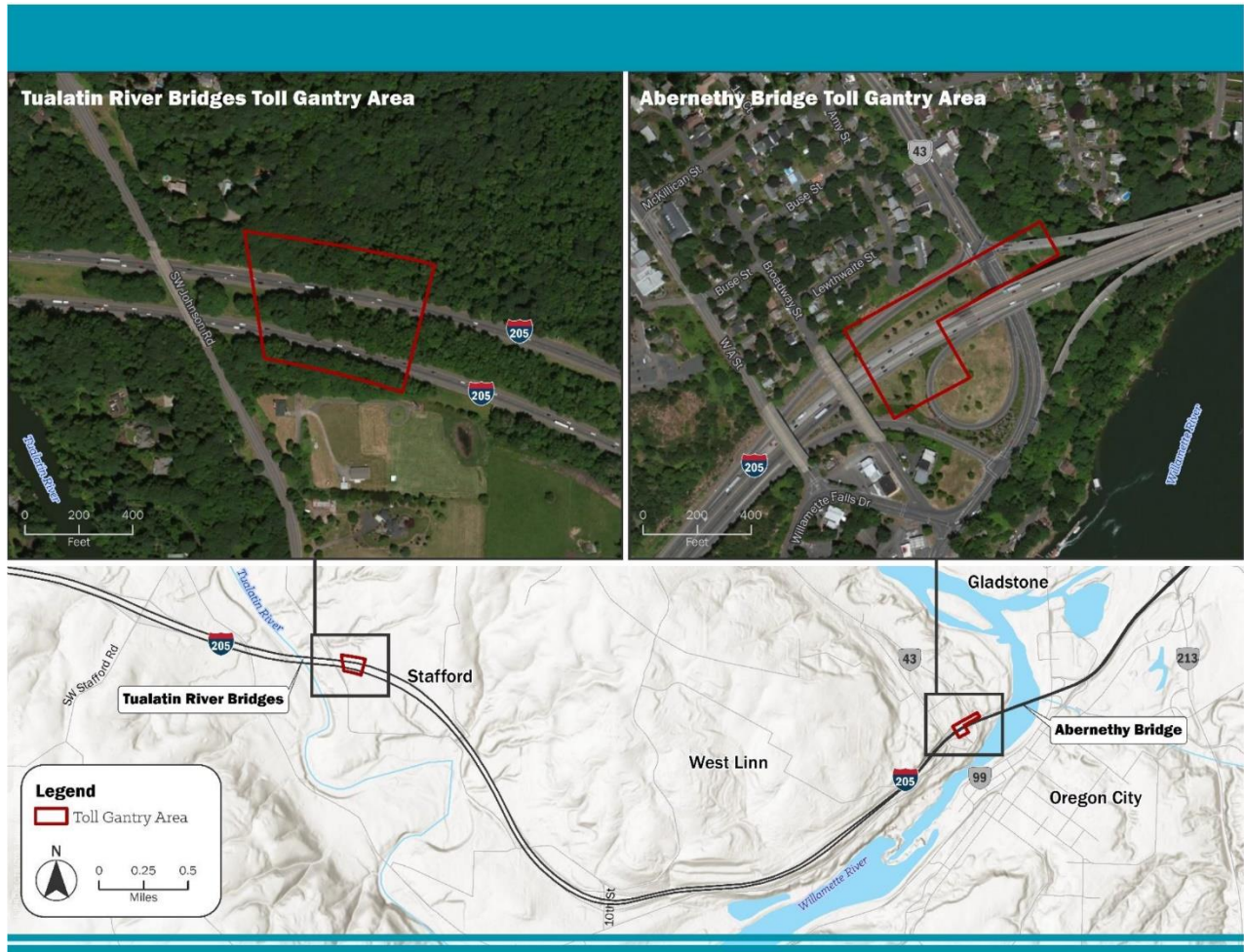
[FHWA responded to the application](#) in January 2019, which kicked off the next phase of analysis for the I-205 Toll Project.

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

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

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

Figure 1. I-205 Toll Project – DRAFT MAP



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

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

These designs will include the following:

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

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

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

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

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

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

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

Table 1. I-205 Toll Project Major NEPA Milestones

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

Transportation Modeling

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

Traffic Analysis

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

Environmental Assessment Technical Reports

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

Draft Environmental Assessment

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

Environmental Assessment Public Comment Period

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

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

Comment Response Matrix

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

Preferred Alternative Modeling and Analysis

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

Revised Transportation Technical Report

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

Prepare Final Environmental Assessment

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

Final Environmental Assessment/FONSI

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

I-205 Toll Project Scope Of Work Summary

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

Communications and Outreach

Strategic Communications, Coordination and Public Involvement Plan

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

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

Public Events and Community Outreach

Engagement activities are anticipated for the following project components:

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

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

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

Equity Strategy and Equity and Environmental Justice Outreach

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

Advisory Committee and Stakeholder Outreach

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

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

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

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

Technical Analysis and Outputs

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

Alternatives Analysis and Screening

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

Alternatives Modeling

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

Equity Environmental Justice Analyses and Policy

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

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

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

Traffic and Revenue Forecasts and Report

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

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

Cost Analysis and Net Revenue Projections

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

Funding Strategies and Financial Planning and Support

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

I-205 Environmental Assessment Transportation Technical Report

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

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

Data Review and Collection

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

Existing and Future No Build Conditions

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

Build Alternatives Analysis

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

I-205 Draft and Final Environmental Assessment Transportation Technical Reports

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

I-205 NEPA Documentation

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

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

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

I-205 NEPA Early Public Engagement

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

I-205 Draft Environmental Assessment Technical Reports and Memoranda

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

I-205 Draft Environmental Assessment

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

I-205 Final Environmental Assessment/FONSI

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

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

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

Some of the major challenges include:

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

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

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

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

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

Table 2. Lead Agencies

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

Table 3. Agencies and Tribes Invited to be Participating Agencies

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

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

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

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

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

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

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

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

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

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

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

2 Regional Significance Determination

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

Within the 2018 RTP, I-205 is designated:

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

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

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

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

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

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

3 Regional Transportation Plan Consistency

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

GOAL 1: Vibrant Communities

The greater Portland region is a great and affordable place to live, work and play where people can easily and safely reach jobs, schools, shopping, services, and recreational opportunities from their home by walking, biking, transit, shared trip or driving.

Objective 1.1 2040 Growth Concept Implementation – Focus growth and transportation investment in designated 2040 growth areas (the Portland central city, regional and town centers, corridors, main streets, and employment and industrial areas).

Objective 1.2 Walkable Communities – Increase the share of households in walkable, mixed-use areas served by current and planned frequent transit service.

Objective 1.3 Affordable Location-Efficient Housing Choices – Increase the number and diversity of regulated affordable housing units within walking distance of current and planned frequent transit service.

Objective 1.4 Access to Community Places¹ – Increase the number and variety of community places that households, especially households in historically marginalized communities, can reach within a reasonable travel time for all modes of travel.

Response:

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

GOAL 2: Shared Prosperity

People have access to jobs, goods and services and businesses have access to workers, goods and markets in a diverse, inclusive, innovative, sustainable and strong economy that equitably benefits all the people and businesses of the greater Portland region.

Objective 2.1 Connected Region – Build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes that provide access to jobs, markets and community places within and beyond the region.

Objective 2.2 Access to Industry and Freight Intermodal Facilities – Increase access to industry and freight intermodal facilities by a reliable and seamless freight transportation system that includes air

cargo, pipeline, trucking, rail, and marine services to facilitate efficient and competitive shipping choices for goods movement in, to and from the region.

Objective 2.3 Access to Jobs and Talent – Attract new businesses and family-wage jobs and retain those that are already located in the region while increasing the number and variety of jobs that households can reach within a reasonable travel time.

Objective 2.4 Transportation and Housing Affordability – Reduce the share of income that households in the region spend on transportation to lower overall household spending on transportation and housing.

Response:

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

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

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

GOAL 3: Transportation Choices

People throughout the region have safe, convenient, healthy and affordable options that connect them to jobs, school, services, and community places, support active living and reduce transportation-related pollution.

Objective 3.1 Travel Choices – Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce vehicle miles traveled.

Objective 3.2 Active Transportation System Completion – Complete all gaps in regional bicycle and pedestrian networks.

Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service.

Objective 3.4 Access to Active Travel Options – Increase household and job access to planned regional bike and walk networks.

Response:

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

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

- Maximize interoperability with other transportation systems.

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

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

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

GOAL 4: Reliability and Efficiency

The transportation system is managed and optimized to ease congestion, and people and businesses are able to safely, reliably and efficiently reach their destinations by a variety of travel options.

Objective 4.1 Regional Mobility – Maintain reasonable person-trip and freight mobility and reliable travel times for all modes in the region's mobility corridors, consistent with the designated modal functions of each facility and planned transit service within the corridor.

Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.

Objective 4.3 Travel Information – Increase the number of travelers, households and businesses with access to real-time comprehensive, integrated, and universally accessible travel information.

Objective 4.4 Incident Management – Reduce incident clearance times on the region's transit, arterial and throughway networks through improved traffic incident detection and response.

Objective 4.5 Demand Management – Increase the number of households and businesses with access to outreach, education, incentives and other tools that increase shared trips and use of travel options.

Objective 4.6 Pricing – Expand the use of pricing strategies to manage vehicle congestion and encourage shared trips and use of transit.

Objective 4.7 Parking Management – Manage the supply and price of parking in order to increase shared trips and use of travel options and to support efficient use of urban land.

Response:

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

- Support safety, regardless of mode of transportation.

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

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

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

Through the work of our Transit Multimodal Work Group, which comprises representatives from most of the region's transit providers and Transportation Management Agencies, we have been discussing how to increase the number of households and businesses with access to outreach, education, incentives and other tools that increase shared trips and use of travel options.

GOAL 5: Safety and Security

People's lives are saved, crashes are avoided and people and goods are safe and secure when traveling in the region.

Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.

Objective 5.2 Transportation Security – Reduce the vulnerability of the public and critical passenger and freight transportation infrastructure to crime and terrorism.

Objective 5.3 Preparedness and Resiliency – Reduce the vulnerability of regional transportation infrastructure to natural disasters, climate change and hazardous incidents.

Response:

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

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

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

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

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

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

GOAL 6: Healthy Environment

The greater Portland region's biological, water, historic and cultural resources are protected and preserved.

Objective 6.1 Biological and Water Resources – Protect fish and wildlife habitat and water resources from the negative impacts of transportation.

Objective 6.2 Historic and Cultural Resources – Protect historic and cultural resources from the negative impacts of transportation.

Objective 6.3: Green Infrastructure – Integrate green infrastructure strategies in transportation planning and design to avoid, minimize and mitigate adverse environmental impacts.

Objective 6.4: Light Pollution – Minimize unnecessary light pollution to avoid harm to human health, farms and wildlife, increase safety and improve visibility of the night sky.

Objective 6.5: Habitat Connectivity – Improve wildlife and habitat connectivity in transportation planning and design to avoid, minimize and mitigate barriers resulting from new and existing transportation infrastructure.

Response

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

GOAL 7: Healthy People

People enjoy safe, comfortable and convenient travel options that support active living and increased physical activity, and transportation-related pollution that negatively impacts public health are minimized.

Objective 7.1 Active Living – Improve public health by providing safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services.

Objective 7.2 Clean Air – Reduce transportation-related air pollutants, including criteria pollutants and air toxics emissions.

Objective 7.3 Other Pollution Impacts – Minimize air, water, noise, light and other transportation-related pollution health impacts.

Response

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

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

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

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

GOAL 8: Climate Leadership

The health and prosperity of people living in the greater Portland region are improved and the impacts of climate change are minimized as a result of reducing transportation-related greenhouse gas emissions.

Objective 8.1 Climate Smart Strategy Implementation – Implement policies, investments and actions identified in the adopted Climate Smart Strategy, including coordinating land use and transportation; making transit convenient, frequent, accessible and affordable; making biking and walking safe and convenient; and managing parking and travel demand.

Objective 8.2 Greenhouse Gas Emissions Reduction – Meet adopted targets for reducing transportation-related greenhouse gas emissions.

Objective 8.3 Vehicle Miles Traveled – Reduce vehicle miles traveled per capita.

Objective 8.4 Low and Zero Emissions Vehicles – Support state efforts to transition Oregon to cleaner, low carbon fuels and increase the adoption of more fuel-efficient vehicles and alternative fuel vehicles, including electric and hydrogen vehicles.

Objective 8.5 Energy Conservation - Reduce transportation-related consumption of energy and reliance on sources of energy derived from petroleum and gasoline.

Objective 8.6 Green Infrastructure – Promote green infrastructure that benefits both climate and other environmental objectives, including improved stormwater management and wildlife habitat.

Response

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

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

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

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

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

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

GOAL 9: Equitable Transportation

The transportation-related disparities and barriers experienced by historically marginalized communities, particularly communities of color, are eliminated.

Objective 9.1 Transportation Equity – Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other historically marginalized communities.

Objective 9.2 Barrier Free Transportation – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs.

Response

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

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

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

GOAL 10: Fiscal Stewardship.

Regional transportation planning and investment decisions provide the best return on public investments.

Objective 10.1 Infrastructure Condition – Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs.

Objective 10.2 Sustainable Funding – Develop new revenue sources to prepare for increased demand for travel on the transportation system as our region grows.

Response

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

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

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

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

GOAL 11: Transparency and Accountability

Regional transportation decisions are open and transparent and distribute the benefits and burdens of our investments in an equitable manner.

Objective 11.1 Meaningful Public and Stakeholder Engagement – Engage more and a wider diversity people in providing input at all levels of decision-making for developing and implementing the plan, particularly people of color, English language learners, people with low income and other historically marginalized communities.

Objective 11.2 Performance-Based Planning – Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

Objective 11.3 Coordination and Cooperation – Improve coordination and cooperation among the owners and operators of the region's transportation system.

Response

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

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

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

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

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

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

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

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

THE CHALLENGE

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

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

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

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

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

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

OUR CHARGE

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

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

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

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

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

- **Advancing equity**

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

- **Improving safety**

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

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

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

3.2 OVERARCHING SYSTEM POLICIES

3.2.1 Safety and security policies

3.2.1.1 Regional Transportation Safety Strategy (2018)

3.2.1.2 Using the Safe System approach

3.2.1.3 Regional high injury corridors and intersections

3.2.1.4 Safety and security policies

Response

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

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

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

3.2.2 Transportation equity policies

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

3.2.2.2 Transportation equity and the Regional Transportation Plan

3.2.2.3 Regional Transportation Plan equity focus areas

3.1.2.4 Transportation equity policies (7 policies)

Response

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

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

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

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

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

3.2.3 Climate leadership policies

3.2.3.1 Climate Smart Strategy (2014)

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

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

3.2.3.4 Climate Smart Strategy monitoring

3.2.3.5 Transportation preparedness and resilience

Response

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

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

3.2.4 *Emerging technology policies*

3.2.4.1 *Emerging Technology Strategy (2018)*

3.2.4.2 *Emerging technology principles*

3.2.4.3 *Emerging technology policies*

Response

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

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

3.3.1 *Streets serve many functions*

3.3.2 *Regional design classifications*

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

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

Response

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

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

3.4.1 *Regional mobility corridor concept*

Response

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

3.5 REGIONAL MOTOR VEHICLE NETWORK VISION AND POLICIES

3.5.1 Regional motor vehicle network vision

3.5.2 Regional motor vehicle network concept

3.5.3 Regional motor vehicle network policies (Throughways)

3.5.4 Interim regional mobility policy

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

Response

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

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

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

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

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

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

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

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

3.6 REGIONAL TRANSIT NETWORK VISION AND POLICIES

3.6.1 *Regional transit network vision*

3.6.2 *Regional transit network concept*

3.6.3 *Regional transit network functional classifications and map*

3.6.4 *Regional transit network policies (8 Policies)*

Response

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

3.7 REGIONAL FREIGHT NETWORK VISION AND POLICIES

3.7.1 *Regional freight network concept facilities.*

3.7.2 *Regional freight network policies (7 Policies)*

3.7.3 *Regional freight network classifications and map*

Response

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

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

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

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

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

3.8 REGIONAL ACTIVE TRANSPORTATION NETWORK VISION

3.8.1 Regional active transportation network vision

Response

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

3.9 REGIONAL BICYCLE NETWORK CONCEPT AND POLICIES

3.9.1 Regional bicycle network concept

3.9.2 Regional bicycle network policies (5 policies)

3.9.3 Regional bicycle network functional classifications and map

Response:

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

3.10 REGIONAL PEDESTRIAN NETWORK CONCEPT AND POLICIES

3.10.1 Regional pedestrian network concept

3.10.2 Regional pedestrian network policies

3.10.3 Regional pedestrian network classifications and map

Response

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

3.11 TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS VISION AND POLICIES

3.11.1 Transportation system management and operations concept

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

Response:

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

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

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

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

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

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

4 Fiscal Constraint

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

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

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

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

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

5 Performance

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Shapefile is included.

6 Public Engagement

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- See attached

I-205 Toll Project

Public Involvement Plan

Updated: April 23, 2021

PURPOSE

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

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

Equitable engagement considerations and approach

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

OVERVIEW AND CONTEXT

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

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

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

Projects in the CCMMP are underway and include:

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

Description of the Project

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

Tolls will be paired with strategies that:

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

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

Current status

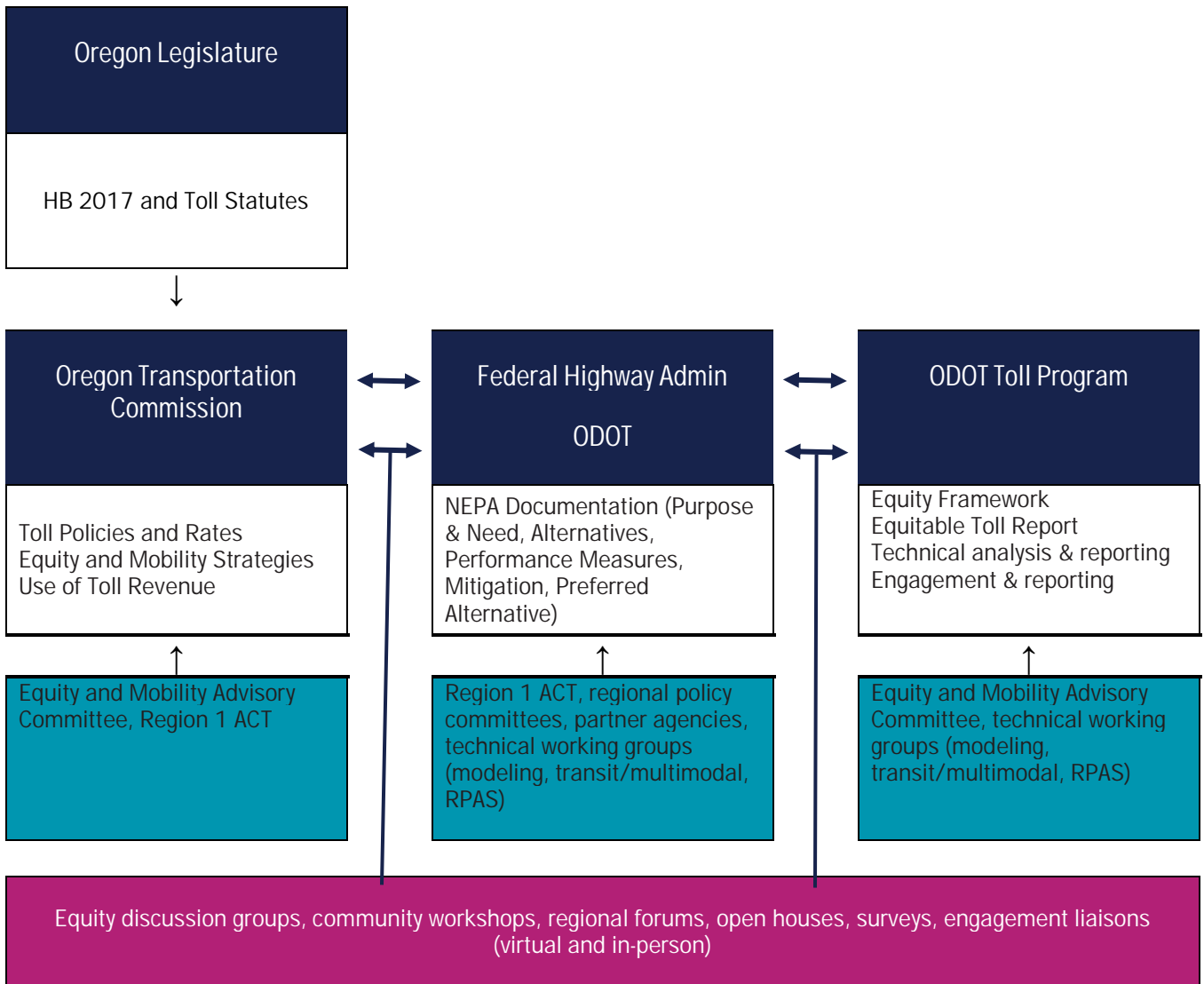
The Project is currently in the environmental review and public input phase to identify toll endpoints and equity and mobility strategies. Two alternatives, plus a “no build” alternative, are under review.

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

I-205 TOLL PROJECT SCHEDULE

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

ADVISORY AND ENGAGEMENT STRUCTURE



Public engagement scope

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

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

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

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

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

STAKEHOLDER ASSESSMENT

Audiences and stakeholders

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

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

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

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

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

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

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

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

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

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

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

Additional important stakeholders include:

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

Demographics overview

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

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

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

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

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

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

PUBLIC INVOLVEMENT PRINCIPLES, GOALS, OBJECTIVES AND PERFORMANCE MEASURES:

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

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

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

The following will apply:

Principles

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

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

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

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

The following additional communications priorities also apply:

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

Goals, Objectives, Evaluation Criteria and Performance Measures

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

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

Objective 1.1:

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

Evaluation Criteria:

Availability of information about:

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

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

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

Performance Measures:

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

Evaluation Criteria:

Accessibility of information about:

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

Performance Measures:

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

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

Evaluation Criteria:

Level of understanding of project context and status

Performance Measures:

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

Objective 1.2:

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

Evaluation Criteria:

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

Performance Measures:

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

Evaluation Criteria:

Participation levels demonstrate interest in project engagement activities

Performance Measures:

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

Evaluation Criteria:

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

Performance Measures:

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

Evaluation Criteria:

Participant satisfaction with engagement opportunities

Performance Measures:

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

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

Objective 2.1:

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

Evaluation Criteria:

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

Performance Measures:

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

Evaluation Criteria:

Project decisions are clearly communicated directly to stakeholders and commenters.

Performance Measures:

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

Evaluation Criteria:

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

Performance Measures:

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

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

Objective 3.1:

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

Performance Measures:

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

PRIMARY COMMUNICATIONS AND ENGAGEMENT TOOLS

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

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

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

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

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

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

REPORTING AND EVALUATION:

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

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

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

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

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

ATTACHMENTS:

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

I-205 Toll Project

Equitable Engagement Plan

Updated April 23, 2021

PURPOSE

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

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

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

I-205 TOLL PROJECT SCHEDULE

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

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

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

INTEGRATION WITH OTHER PLANS

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

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

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

EQUITABLE ENGAGEMENT CONSIDERATIONS

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

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

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

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

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

AFFECTED COMMUNITIES

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

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

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

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

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

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

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

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

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

INCLUSIVITY STRATEGIES

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

FOCUSED STRATEGIES

Community Engagement Liaisons

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

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

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

The community liaisons will support engagement by:

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

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

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

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

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

Methods:

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

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

Preparation of Accessible Materials

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

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

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

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

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

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

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

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

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

COMMUNICATIONS AND ENGAGEMENT TOOLS

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

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

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

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

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

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

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

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

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

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

Si desea obtener información sobre este proyecto traducida al español, sírvase llamar al 503-731-4128.

Nếu quý vị muốn thông tin về dự án này được dịch sang tiếng Việt, xin gọi 503-731-4128.

Если вы хотите чтобы информация об этом проекте была переведена на русский язык, пожалуйста, звоните по телефону 503-731-4128.

如果您想瞭解這個項目，我們有提供繁體中文翻譯，請致電：503-731-4128。

如果您想了解这个项目，我们有提供简体中文翻译，请致电：503-731-4128。

For Americans with Disabilities Act or Civil Rights Title VI accommodations, translation / interpretation services, or more information call 503-731-4128, TTY (800) 735-2900 or Oregon Relay Service 7-1-1.

I-5 and I-205 Toll Projects



REGIONAL MODELING GROUP

Organization	Representative	Email	Phone
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ODOT AND WSP

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INTERESTED PARTIES

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	Mauricio Leclerc	Mauricio.Leclerc@portlandoregon.gov	503- 823-7808

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

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

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

Attachment to Staff Report to Ordinance No. 21-1467

I-5 and I-205 Toll Projects



TRANSIT/MULTIMODAL WORKING GROUP ROSTER

Organization	Representative	Email	Phone
TriMet	Tom Mills, Service Planning Manager	millst@trimet.org	503-962-4883
	Jeff Owen, Strategic Planning Coordinator	owenj@trimet.org	503 962 5854
	Brenda Martin	MartinBr@TriMet.org	
	Kate Lyman	LymanK@TriMet.org	
C-Tran	Larry Ham, Operations Planning Supervisor	Larry.ham@c-tran.org	360 906 7438
	Scott Patterson, Chief External Affairs Officer	scottp@c-tran.org	360-906-7306
	Taylor Eidt, Senior Planner	Taylor.Eidt@c-tran.org	
SMART	Dwight Brashear, Transit Director	brashear@ridesmart.com	503-682-7790 x1576
Metro	Elizabeth Mros-O'Hara, Principal Planner	Elizabeth.Mros-OHara@oregonmetro.gov	503-797-1641
	Matt Binh, Planner	Matt.Bihn@oregonmetro.gov	503-797-1824
	Alex Oreschak	Alex.oreschak@oregonmetro.gov	
	Grace Cho, Associate Transportation Planner	Grace.cho@oregonmetro.gov	503 797 1751
SW WA RTC	Bob Hart, Transportation Section Supervisor	bob.hart@rtc.wa.gov	564-397-5206
WSDOT	Laurie Lebowsky, Region Planning Director	lebowl@wsdot.wa.gov	360-905-2082
Multnomah County	Jessica Berry, Senior Transportation Planner	jessica.berry@multco.us	503-988-3897
	Eve Nilenders	eve.nilenders@multco.us	
Washington County	Dyami Valentine, Senior Planner	dyami_valentine@co.Washington.or.us	503-846-3821
	Chris Deffebach, Policy Analyst	Christina_deffebach@co.washington.or.us	503 846 3406
Clackamas County	Karen Buehrig, Planning Manager	karenb@clackamas.us	503-742-4683
	Kristina Babcock, Transit Coordinator	kbabcock@clackamas.us	

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

City of Portland	Bob Kellett, Planner II, Policy Innovation + Regional Collaboration	Bob.Kellett@portlandoregon.gov	503-823-2699
	April Bertelsen, Transit Coordinator	April.bertelsen@portlandoregon.gov	503 823 6177
City of Oregon City	Dayna Webb, Senior Engineer	dwebb@orcity.org	503-974-5508
City of Vancouver	Rebecca Kennedy, Planning Manager	rebecca.kennedy@cityofvancouver.us	360-487-7896
	Katherine Kelly, Senior Policy Advisor	Katherine.kelly@cityofvancouver.us	
Canby Area Transit (CAT)	Todd Wood, Transit Director	WoodT@canbyoregon.gov	503-266-4022
South Clackamas Transportation District	Tom Strader, District Manager	tstrader@sctd.org	503-829-7020
Clackamas Community College	Ray Atkinson, Transportation Systems Analyst	ray.atkinson@clackamas.edu	503-594-0989
City of Hillsboro	Gregg Snyder, Transportation Planning Supervisor	Gregg.Snyder@hillsboro-oregon.gov	503-681-6418
Lloyd TMA	Owen Ronchelli, Executive Director	owen@golloyd.org	503 236 6441
Westside Transport Alliance	Jeff Pazdalski, Executive Director	jeff@wta-tma.org	503 906 7941
City of Sandy	Andi Howell	ahowell@ci.sandy.or.us	503-489-0925

INTERESTED PARTIES

Organization	Representative	Email	Phone
City of Portland	Shoshana Cohen, Mobility and Intergovernmental Affairs Manager	Shoshana.cohen@portlandoregon.gov	503-823-4466
	Emma Sagor, Climate Advisor	Emma.Sagor@portlandoregon.gov	503-823-1530

ODOT AND WSP

Organization	Representative	Email	Phone
WSP	Ken Zatarain (Facilitator)	Ken.zatarain@wsp.com	971-344-3690
	Sine Madden	Sine.madden@wsp.com	503-478-2819
	Mat Dolata	Mat.dolata@wsp.com	503-417-9364
	Chris Wellander	Chris.wellander@wsp.com	206-382-5296
	Emily Wolff	Emily.wolff@wsp.com	503-478-2844
ODOT	Lucinda Broussard	lucinda.broussard@odot.state.or.us	
	Jason Kelly, Region 1 Transit Coordinator	jason.d.kelly@odot.state.or.us	503-731-3320

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

Stephanie Millar, Transportation Options Program Manager	Stephanie.L.MILLAR@odot.state.or.us	503-986-4224
Mike Mason, NEPA Tolling Contract Manager	michael.w.mason@odot.state.or.us	503.731.3077
Garet Prior, Toll Policy Manager	Garet.PRIOR@odot.state.or.us	503.396.2588
Marsha Hoskins	Marsha.A.HOSKINS@odot.state.or.us	503-986-3266
Carol Snead	Carol.SNEAD@odot.state.or.us	
Karyn Criswell	Karyn.C.CRISWELL@odot.state.or.us	
Valerie Egon	Valerie.EGON@odot.state.or.us	

OREGON TRANSPORTATION COMMISSION

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

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

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

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

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

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

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

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*Chair's Report
Agenda Item A*

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

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Director's Report
Agenda Item B

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

Winter Ice Storm February 12-16, 2021:

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

Troy Costales Retirement May 1, 2021:

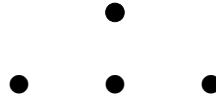
Troy served 36 years in local service, 33 years with ODOT, 21 years as a Division Administrator. Troy has helped lead Oregon to the highest seatbelt use rate of any state, 98.2 percent, states lowest fatality toll since the 1940s, and one of the largest fatality declines from one year to the next. Director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

Wildfire Update from Mac Lynde:

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

Discussion:

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



***Real-Time Virtual Oral Public Comment
Agenda Item C***

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

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

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

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

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

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

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

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

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

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Climate Office Update
Agenda Item D

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

Background:

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

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

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

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

Attachments:

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

Presentation:

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

Discussion:

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

Action:

None taken.

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Interstate Bridge Replacement Update
Agenda Item E

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

Background:

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

Presentation:

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

Discussion:

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

Action:

None taken.

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

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

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

Background:

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

The March OTC presentation, will provide:

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

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

Next Steps:

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

Attachments:

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

Presentation:

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

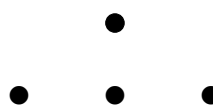
Discussion:

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

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

Action:

None taken.



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

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

Discussion:

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

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

Background:

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

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

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

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

Cost Reduction Actions

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

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

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

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

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

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

Program Funding

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

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

Attachments:

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

Presentation:

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

Discussion:

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

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

Action:

None taken.

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COVID-19 Relief Funding Package
Item H

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

Background:

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

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

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

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

Proposed Allocation

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

Local Government Funding: \$55,791,257

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

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

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

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

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

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

Attachments:

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

Presentation:

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

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

Discussion:

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

Action:

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

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

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

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

Background:

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

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

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

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

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

Additional Available Funding

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

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

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

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

Critical Needs

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

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

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

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

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

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

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

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

ADA Curb Ramps: \$57,810,687

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

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

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

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

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

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

Multimodal Corridor Network: \$650,000

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

Attachments:

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

Presentation:

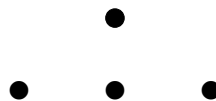
Travis Brouwer introduced the [PowerPoint](#) on the 2021-2024 STIP amendment request. Cooper Brown reviewed the six proposed items that are being brought forward. The proposed investments are \$60 million for Tolling Development and Implementation, \$30 million Interstate Bridge Replacement Program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

Discussion:

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

Action:

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



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

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

Background:

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

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

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

Enhance Highway Discretionary Program

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

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

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

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

Attachments:

- Attachment 1 – *Enhance Highway Discretionary Program*

Presentation:

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

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

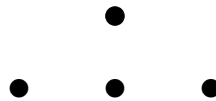
Discussion:

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

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

Action:

None taken.



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

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

Background:

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

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

A. Equity

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

B. Agency Initiatives

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

C. Communication

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

Next Steps and Recommendations:

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

Attachments:

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

Presentation:

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

Discussion:

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

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

Action:

None taken.

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***Continuous Improvement Advisory Committee (CIAC) Update
Agenda Item L***

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

Background:

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

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

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

Next Steps:

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

Attachments:

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

Presentation:

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

Discussion:

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

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

Action:

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

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

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Delegation Order
Agenda Item M

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

Background:

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

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

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

Recommended Delegations:

State Highway All-Terrain Vehicle Accessibility

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

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

State Agency Coordination and Approval of Land-Use Compatibility

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

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

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

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

Attachments:

Attachment 1 – *Delegation Policy*

Presentation:

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

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

Discussion:

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

Action:

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

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Consent Items
Agenda Item N

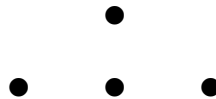
1. Approve the minutes of the January 21, 2021 Commission meeting.
2. Confirm the next two Commission meetings:
 - Thursday, May 13 virtual Commission meeting.
 - Thursday, July 15 virtual Commission meeting.
3. Approve the following Oregon Administrative Rules:
 - a. Adoption of 734-060-0110, 734-060-0120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

changed after notice was filed.

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

Action:

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



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



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

2018 Regional Transportation Plan call for projects

Background and purpose

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

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

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

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

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

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

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

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

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

A. Checklist

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

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

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

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

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

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

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

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

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

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

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

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

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

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

B. Summary of non-discriminatory engagement

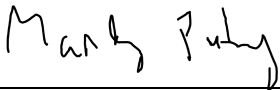
Attach a summary (1-2 pages) of the key elements of:

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

C. Certification statement

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

As attested by:



(agency manager signature)

Mandy Putney, Urban Mobility Office Strategic Initiatives Director

(name and title)

10/27/2021

(date)

I-205 Toll Project

RTP Amendment Public Comment Report

DRAFT

November 23, 2021



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Attachments

ATTACHMENT A	NOTIFICATION METHODS
ATTACHMENT B	SUBMITTED AND VERBAL COMMENTS
ATTACHMENT C	SURVEY QUESTIONS
ATTACHMENT D	ONLINE SURVEY RESPONSES

Acronyms and Abbreviations

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

1 Public Comment Period Outcomes

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

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

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

1.1 Key Takeaways and Themes

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

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

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

- Personal Financial Impacts,

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

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

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

2 Background

2.1 Report Purpose

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

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

3 Description of the Comment Period

3.1 Dates

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

3.2 Project Description

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

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

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

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

3.3 Notification Methods

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

3.4 Survey Questions

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

3.5 Public Response

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

3.5.1 Personal Financial Impacts

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

3.5.2 Revenues and Taxes

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

3.5.3 Diversion

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

3.5.4 Equity and Fairness

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

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

3.5.5 Lack of Alternatives

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

3.5.6 Environmental Impacts

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

3.5.7 Public Engagement Process

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

3.5.8 Capacity Expansion

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

3.5.9 Additional Recommendations and Requests: Amendment Language

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

4 Participant Demographics

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

4.1.1 Survey Respondents by Race

Respondents were asked to self-identify their race or ethnicity from a list of pre-set categories (Table 3-1). Respondents were able to choose more than one option in response. Of 348 respondents to Metro's online survey, 66% (229) identified as white, followed by 24% (84) who preferred not to disclose.

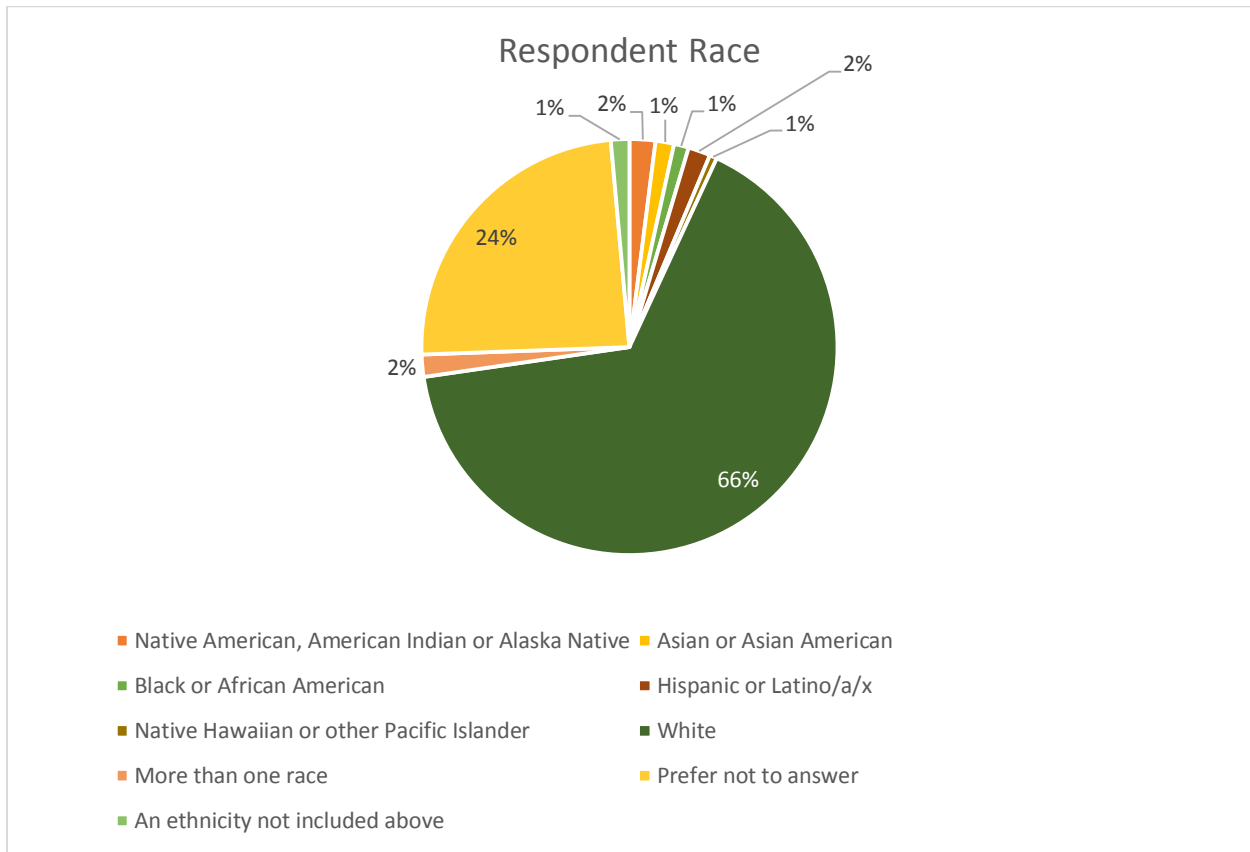
Table 4-1 Survey respondents' self-identified race

Race	Count	Percentage	Oregon Percentage*
Native American, American Indian or Alaska Native	7	2%	1.8%
Asian or Asian American	5	1%	4.9%
Black or African American	4	1%	2.2%
Hispanic or Latino/a/x	6	2%	13.4%
Native Hawaiian or other Pacific Islander	2	1%	0.5%
White	229	66%	86.7%
More than one race	6	2%	4.0%
Prefer not to answer	84	24%	-
An ethnicity not included above	5	1%	-
TOTAL	348	101%[†]	110.5%[†]

* Source: United State Census Bureau, 2019

† Note that percentages do not add up to 100 percent because some respondents selected multiple options.

Figure 4-1 Survey respondents' self-identified race



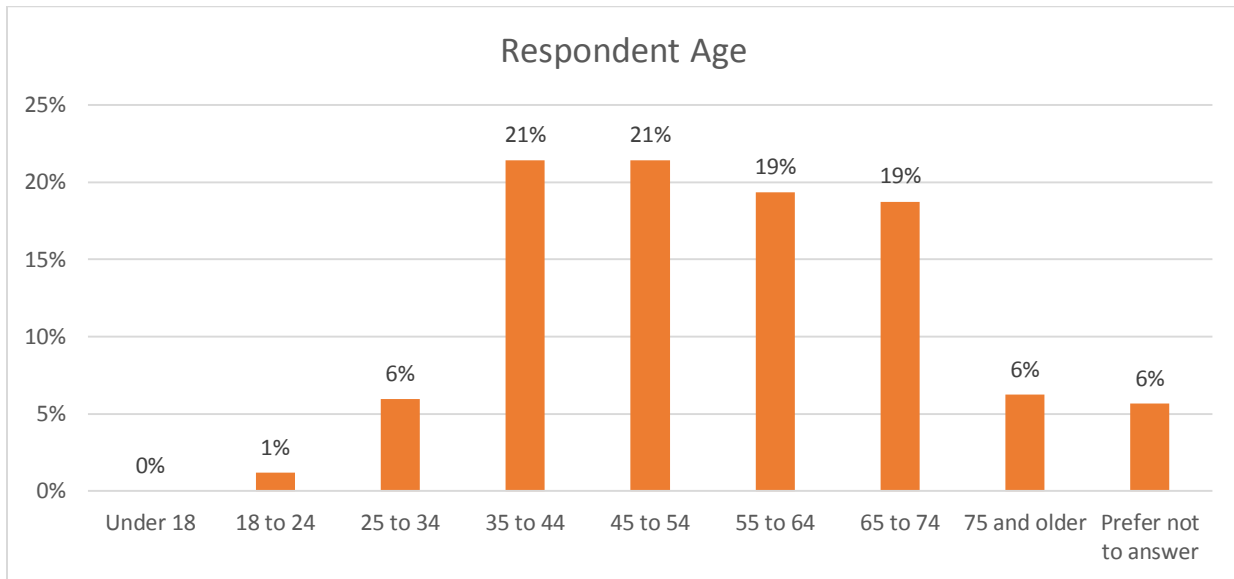
4.1.2 Survey Respondents by Age

The majority of respondents to the survey (80%) identified as being between 35 and 74 years of age.

Table 4-2 Survey respondents' self-identified age range

Age Range	Count	Percentage
Under 18	0	0%
18 to 24	4	1%
25 to 34	20	6%
35 to 44	72	21%
45 to 54	72	21%
55 to 64	65	19%
65 to 74	63	19%
75 and older	21	6%
Prefer not to answer	19	6%
TOTAL	336	100%

Figure 4-2 Survey respondents' self-identified age range



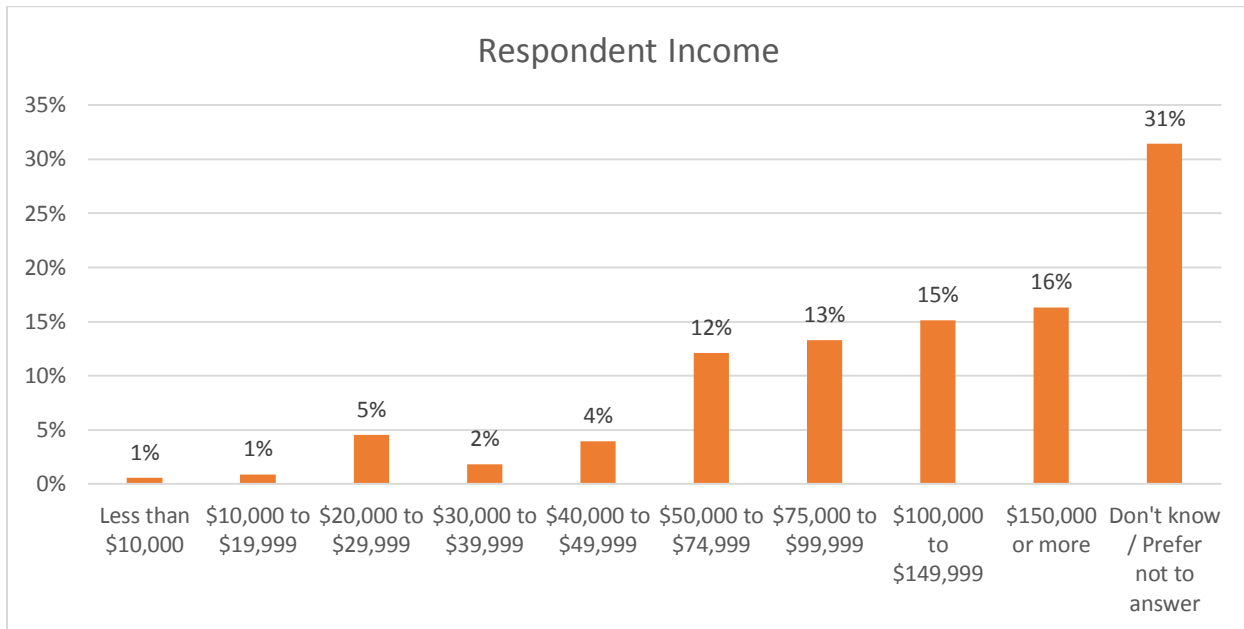
4.1.3 Survey Respondents by Income

About one-third of survey respondents either didn't know or preferred not to disclose their annual income range. Another third of respondents self-reported a household income of \$100,000 or more per year, before taxes. About 13% of respondents disclosed making less than \$50,000 per year.

Table 4-3 Survey respondents' self-identified income range

Income Range	Count	Percentage
Less than \$10,000	2	1%
\$10,000 to \$19,999	3	1%
\$20,000 to \$29,999	15	5%
\$30,000 to \$39,999	6	2%
\$40,000 to \$49,999	13	4%
\$50,000 to \$74,999	40	12%
\$75,000 to \$99,999	44	13%
\$100,000 to \$149,999	50	15%
\$150,000 or more	54	16%
Don't know / Prefer not to answer	104	31%
TOTAL	331	100%

Figure 4-3 Survey respondents' self-identified household income range



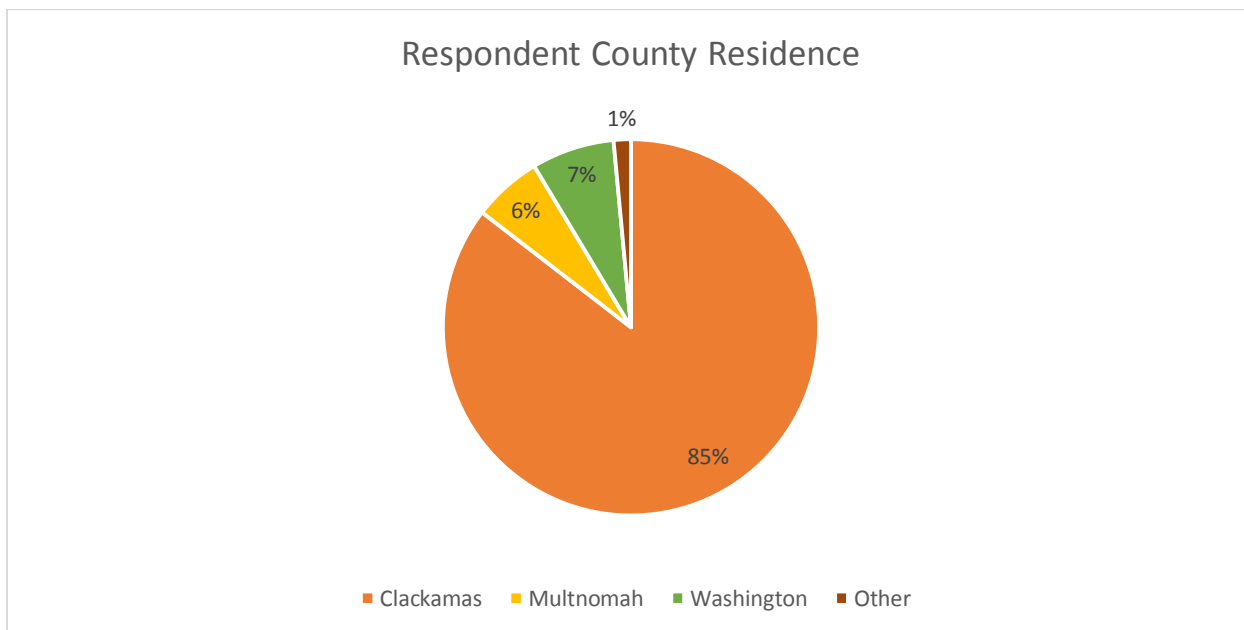
4.1.4 Survey Respondents by County

85% of respondents to the online survey reported residence in Clackamas County, which is the location of the project.

Table 4-4 Survey respondents' self-identified county of residence

County	Count	Percentage
Clackamas	288	85%
Multnomah	20	6%
Washington	24	7%
Other	5	1%
TOTAL	337	100%

Figure 4-4 Survey respondents' self-identified county of residence



5 Comment Log

5.1 Descriptive Statistics

Table 5-1 Survey respondents' opinion on the RTP Amendment

	Opinion on RTP Amendment	
		<i>Count</i>
Support		1
Conditional Support		3
Oppose		2
No Indication		1
TOTAL		7

5.2 Abridged Comments

Between October 1 and November 15, 2021, a total of 348 public responses were received. Of those, 12 written comments were submitted via email and 336 were submitted via the online survey with 252 providing a written comment. The vast majority (97% or 341) of the comments received did not respond to the proposed RTP amendment for the I-205 Toll Project. Many commenters expressed opposition to the I-205 Toll Project in general. Only seven of the comments mentioned the RTP amendment explicitly. Of those comments, one supported the RTP amendment, three expressed conditional support, two opposed, and one indicated neither support nor opposition. Table 5-2 displays a summary of these seven comments. As with all other written comments, these comments in their entirety can be found in the attachments to this report.

Table 5-2 Comments on the RTP Amendment specifically

#	Respondent Affiliation	Opinion	Comment Summary
1	Resident	Oppose	<p>“I am opposed to this proposed RTP amendment. While I support congestion pricing as a tool to reduce VMT and to improve the environment, ... Expanding freeways is not a smart investment. It leads to more driving, people living and working further away, and exacerbates existing inequities by limiting the options of poor and other underserved populations. It is time to put the brakes on the plans to expand I-205. Implement congestion pricing first. Invest in high quality transit. Encourage people to drive less. In other words, please do all you can to help save our planet.”</p> <p>(See the table of online survey responses in Appendix D for complete comments.)</p>
2	Resident	Oppose	<p>“I have read the document. This is not an amendment that serves the public. This was not passed by the public. The ballot measure was passed to improve roads, and the funding the measure generated was intended by the voters to be put directly into the road improvements. ... It is fiscally irresponsible to kick the payment of this toll project (which drivers don’t even want) to drivers of the future, and dishonest to say that the toll is for this project alone. Once a toll is in place, it will not go away. If Metro needs more money, it should propose a tax to increase revenue directly to voters. ... If the project is begun as described, I will not use 205 during the construction work. Instead I will use the back roads I use currently when there is some issue on 205. ... There will be many drivers who join me, and we will see our neighborhood roads such as Borland, 10th St, 65th, 99W, the Sellwood bridge and Tacoma St, etc suddenly have much higher use and wear. ... Please consider abandoning this tolling project. With integrity, please consider bringing such a project before voters with transparency and honesty.”</p> <p>(See the table of online survey responses in Appendix D for complete comments.)</p>

#	Respondent Affiliation	Opinion	Comment Summary
3	The Street Trust	Conditional Support	<p>“The Street Trust does NOT support roadway tolling as an instrument for funding infrastructure that increases drive-alone trips. ... We encourage Metro leadership to only support an amendment to the RTP once you have established, with certainty that the tolling revenue will be used to increase seismic resilience; increase access to walking, biking, and transit; and will reduce vehicle miles traveled and greenhouse gas emissions. ... Only once this regional, system-wide traffic demand management system has been implemented should we consider the right (and right-sized) infrastructure investments to increase mobility for our state and region. In many cases, expensive road widening projects may not be necessary.”</p> <p>(See entry in the Comment Log below for more detailed comments and the attached letter from André Lightsey-Walker in Appendix B for complete comments.)</p>

#	Respondent Affiliation	Opinion	Comment Summary
4	Resident	Conditional Support	<p>“ODOT plans to add 14 lane-miles of freeway to this region and planet, in addition to seismic strengthening of the Abernethy Bridge and other related work. ... Metro needs to direct ODOT to properly analyze the project, and consider alternatives that take into account the VMT suppression from tolling and provide a robust transit alternative. Not because NEPA requires this, but because this is the only way to move toward compliance with regional and statewide greenhouse gas reduction goals. Metro should not move forward with an RTP amendment, and should withhold subsequent MTIP approval until ODOT agrees to do the needed analysis of alternatives. ... One alternative to consider is a frequent express bus connecting various points between Clackamas Town Center and Beaverton Transit Center along I-205, I-5, and Hwy 217, funded by ODOT. ... A less satisfactory alternative would be to modify the freeway in the non-tolled stretches to allow Bus on Shoulder operation to bypass congestion. When frequent express bus service is time-competitive with auto travel, and is well-integrated with an improved regional transit system, the need for expanding freeways might be reduced.”</p> <p>(See entry in the Comment Log below for more detailed comments and the attached testimony from Doug Allen in Appendix B for complete comments.)</p>

#	Respondent Affiliation	Opinion	Comment Summary
5	Multnomah County	Conditional Support	<p>“Multnomah County supports ODOT’s efforts to build a seismically resilient transportation system. ... At the same time, [there are] additional steps that we think should be taken to ensure the project can meet the needs of the region. [We] strongly encourage ODOT to consider the impact of the tolling project on low income households and individuals to ensure that the tolling system does not have a disproportionate impact on those users of the transportation system.”</p> <p>“In addition, the County offers two clarifications on the language in the amendment proposal:</p> <ol style="list-style-type: none"> 1. ODOT asserts that tolling will improve air quality by decreasing congestion. We support the use of traffic and air quality modeling to confirm this, including high resolution dispersion modeling to determine impacts adjacent to the project. 2. The project description in the proposed amendment narrowly defines the purpose of the tolling as only funding the I-205 Improvements Project and managing congestion. However, according to House Bill 3055, the project will also include mitigation measures on adjacent, connected, or parallel highways to address diversion and improve safety. The tolling projects will also result in ongoing revenue that will continue after the I-205 Improvements Project is completed. The project description should acknowledge the broader funding authority.” <p>(See entry in the Comment Log below for more detailed comments and the attached letter from Multnomah County in Appendix B for complete comments.)</p>

#	Respondent Affiliation	Opinion	Comment Summary
6	Clackamas County	No Indication	<p>“We offer these comments and questions purely to encourage transparency and to gain clarity of what specifically ODOT is proposing. These comments are not an indication of support for the proposed amendment. First, we would like to know if ODOT anticipates adding additional funds to the PE phase for this project. We also would like to know if ODOT would be required to bring forward future RTP and MTIP amendments for the construction phase of the I-205 Toll Project. Second, Clackamas County transportation staff offer the following technical edits to clarify the proposed RTP Amendment language. ...</p> <ul style="list-style-type: none"> • Clarify that Phase 1A includes more than just the Abernethy Bridge and update funding language to match previous recommendation. Also make a stronger connection to HB 3055 language in amendments to 8.3.1.8 by adding a second paragraph that explains the I-205 Toll Project as outlined below. • Remove the draft description on the RTP Project List and replace it with a description that more narrowly identifies what specifically will be accomplished within the PE Phase of the I-205 tolling project.” <p>(See entry in the Comment Log below for more detailed comments and the attached letter from Clackamas County in Appendix B for complete comments.)</p>
7	Washington County Board of Commissioners	Support	<p>“I am writing to express support from the Washington County Board of Commissioners for Regional Transportation Plan amendments for the I-205 Improvement Project and I-205 Toll Project. ... On behalf of the Board, I must also add that we wish there were other ways to fund this important project without tolling. However, we accept that our support for HB 2017 included a commitment to initiate tolling in the region. We also recognize that a successful toll program can improve travel speed and reliability on our major throughways and must address equity, include mitigation for diversion and include attractive travel options to driving.</p> <p>(See entry in the Comment Log below for more detailed comments and the attached letter from Washington County in Appendix B for complete comments.)</p>

Conditional support is defined as support only if ODOT takes specified actions. These specified actions are documented in the Comment Log below, as well as summarized in section 2.1, Public Comment Period Outcomes.

The following Comment Log documents only comments with substantive and actionable suggestions related to the RTP Amendment or the I-205 Toll Project in general. The Comment Log includes five comments received via email and 65 comments from the online survey, a total of 70 actionable suggestions. The original comments have been abridged and summarized where appropriate, in an effort to keep the table useful and a reasonable length. All comments and letters in their entirety are included as attachments to the Comment Report.

The comments in the Comment Log are ordered as follows: comments by email, sorted chronologically from earliest to latest, then comments via the online survey, again sorted chronologically from earliest to latest.

Table 5-3 Comment Log of abridged, substantive comments with actionable suggestions

#	Name	Affiliation	Date	Method	Proposed change identified in comment (changes shown in strikeout and <u>underscore</u>)
1	Elizabeth Lindsey	Resident	10/25/2021	Email	Suggests using System Development Charges (SDCs) rather than tolls to address the transportation funding gap and failure to reach GHG emission goals. “SDCs for regional transportation <u>are</u> a congestion-reduction/demand management tool (despite Ask ODOT’s assertion to the contrary ¹). ... System Development Charges for regional transportation could be quite complementary to enacting Vehicle Miles Travelled charges and Vehicle Miles Reduction programs, that are under consideration.” “While SDCs can’t be charged for congestion that predates new development, new development can pay for the congestion it generates as soon as you implement the SDCs. And, as soon as you implement the SDCs, the “funding gap” to correct congestion will stop growing.”

¹ The ODOT comment cited by Elizabeth Linsey is as follows:

Elizabeth Lindsey <eaglsing@gmail.com> Jun 11, 2018, 11:34 AM

Good morning Elizabeth –

Thanks for reaching out to Ask ODOT with your questions about system development charges (SDCs). As you probably know, the funding decisions and mechanisms involved with transportation projects are complex. ODOT is funded in large part by fuel taxes (both state and federal) and often works in partnership with local jurisdictions to complete projects.

You specifically asked whether ODOT has considered funding projects through System Development Charges. The short answer is yes. However, SDCs can only be assessed on new development and the revenues from those charges are only invested in related projects. As SDCs cannot be assessed at a high enough rate to cover 100% of project costs, this leaves a funding gap. Often, if these projects are not included in investment plans (either by the state or another jurisdiction) then these projects (and the SDC funds already generated/committed) sit awaiting additional funding. For myriad reasons, ODOT does not currently assess SDCs or rely on revenues generated therein to maintain our transportation system. In the past, some state facilities have been included in local government SDCs revenues.

You also asked about value pricing as a revenue generation mechanism. As you may know, the Oregon Legislature passed [HB 2017, Keep Oregon Moving](#), during the 2017 legislative session. In that funding package, the Legislature directed ODOT to evaluate different value pricing options both as a congestion-reduction/demand management tool and a revenue generation tool. Consistent with the legislative direction, ODOT is in the process of [evaluating all available options](#), with input from the Policy Advisory Committee and members of the public. If tolls are ever placed on Oregon roadways, it will be after engagement with the public, the [legislature](#), and the [Oregon Transportation Commission](#).

As a final note, value pricing focuses on demand management *and* revenue generation, whereas SDCs aren't an effective roadway management tool.

If you're interested in specific projects in your area or specific details about the value pricing options I'd be happy to talk in more detail, or direct you to the right person. Hope this helps. Please let me know if you have additional questions. Thanks.

Lindsay

Lindsay Baker
Government Relations Manager
Oregon Department of Transportation
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2	Chris Smith	No More Freeways	11/3/2021	Email	<p>“The purpose of a pricing system needs to be the management of congestion and the reduction of Vehicle Miles Travelled (VMT) and the associated impacts of over-reliance on single-occupancy automobile trips - NOT the expansion of freeway facilities.”</p> <p>“pricing should be considered as an alternative to freeway expansion, rather than being applied after construction of new facilities.”</p> <p>“The document is devoid of any mention of induced demand.”</p> <p>“Revenue from congestion pricing should be focused on giving disadvantaged communities alternatives to buying and maintaining an expensive vehicle to be able to access our transportation system. These include solutions that expand transit, biking and walking options.”</p> <p>“ODOT should be required to analyze a transit alternative to the construction project.”</p> <p>“The document fundamentally mis-identifies the sources of emissions from our road network. While traffic congestion may result in concentrating emissions in some areas, the source of greenhouse gases and other emissions is traffic, not traffic congestion. A larger amount of free flowing traffic produces more emissions than a lesser amount of congested traffic².”</p> <p>“VMT reduction is a footnote in this document. It must become a major theme.”</p> <p>“This proposal is freeway-centric and does not look at the whole transportation system.”</p> <p>“The region deserves a robust conversation about pricing on a regional basis. If Metro has established that this policy development should occur in the 2023 RTP process, then ODOT’s pricing projects should also be processed as part of the RTP, and NOT BEFORE.”</p> <p>“Pricing motor vehicle travel is a critical tool for addressing our climate emergency, but using the revenue from that pricing to expand freeways is counter productive and wastes the opportunity to shift travel to transit, biking and walking and to serve the region’s equity, climate and safety goals.”</p>
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#	Name	Affiliation	Date	Method	Proposed change identified in comment (changes shown in strikeout and <u>underscore</u>)
					<p>“ODOT is creating a pattern of doing NEPA analysis on construction projects, then later doing a separate NEPA process for pricing which would fund the project. This is a faulty process that avoids analyzing pricing as an alternative to construction.”</p> <p>“ODOT should be required to analyze a transit alternative to the construction project.”</p>

² Alexander Y. Bigazzi, Miguel A. Figliozzi (2012). Congestion and emissions mitigation: A comparison of capacity, demand, and vehicle based strategies, Transportation Research Part D: Transport and Environment, Volume 17, Issue 7, Pages 538-547. https://pdxscholar.library.pdx.edu/cgi/viewcontent.cgi?article=1130&context=open_access_etds

3	Doug Allen	Resident	11/4/2021	Email	<p>“ODOT plans to add 14 lane-miles of freeway to this region and planet, in addition to seismic strengthening of the Abernethy Bridge and other related work. The VMT that will be induced by the additional miles of freeway lanes, and the VMT that will be suppressed by tolling, are currently unknown. Why? Because the project was excluded from a full environmental analysis. Not only were reasonable alternatives not considered, but an important component of the actual project, tolling, was not analyzed.”</p> <p>“Metro needs to direct ODOT to properly analyze the project, and consider alternatives that take into account the VMT suppression from tolling and provide a robust transit alternative. Not because NEPA requires this, but because this is the only way to move toward compliance with regional and statewide greenhouse gas reduction goals.</p> <p>Metro should not move forward with an RTP amendment, and should withhold subsequent MTIP approval until ODOT agrees to do the needed analysis of alternatives.</p> <p>By “robust transit alternative” I don’t mean a fake commitment to some form of additional transit service, without any funding for actual transit service. Robbing resources from existing TriMet riders is unacceptable.</p> <p>One alternative to consider is a frequent express bus connecting various points between Clackamas Town Center and Beaverton Transit Center along I-205, I-5, and Hwy 217, funded by ODOT.”</p> <p>“I have attached an Express Bus concept proposal created by retired transit planner Jim Howell. With suitable use of congestion pricing, much of this route could be managed to keep the freeway free-flowing. This could involve a single managed lane, or all lanes subject to variable pricing. A less satisfactory alternative would be to modify the freeway in the non-tolled stretches to allow Bus on Shoulder operation to bypass congestion. When frequent express bus service is time-competitive with auto travel, and is well-integrated with an improved regional transit system, the need for expanding freeways might be reduced.”</p>
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#	Name	Affiliation	Date	Method	Proposed change identified in comment (changes shown in strikeout and <u>underscore</u>)
4	Karen Buehrig	Clackamas County	11/15/2021	Email	<p>“Revise language in Table 8.3 as follows –</p> <p><u>As identified in HB 3055 (and ORS 383), Toll revenue will <u>is expected to</u> be needed to complete construction of this project. A separate Environmental Assessment for the I-205 Toll Project began in August 2020; expected completion in December 2022.”</u></p> <p>“Clarify that Phase 1A includes more than just the Abernethy Bridge and update funding language to match previous recommendation. Also make a stronger connection to HB 3055 language in amendments to 8.3.1.8 by adding a second paragraph that explains the I-205 Toll Project as outlined below.</p> <p>Construction financing for Phase 1A (<u>including</u> Abernethy Bridge) is identified in HB 3055 (2021 Session). Variable Rate Tolls priced to manage travel demand as well as provide revenue will <u>are expected to</u> be used to fund the rest of the project (Phase 1B, 1C, 1D and Phase 2).</p> <p><u>The proposed I-205 Toll Project would toll I-205 near the Abernethy and Tualatin River Bridges (see figure 8.13b) to raise revenue for construction of the planned I-205 Improvements Project and manage congestion between Stafford Road and Oregon Route 213 to give travelers a better and more reliable trip. Potential diversion onto local roads caused by tolling will need to be addressed as part of this project. More information about the I-205 Toll Project can be found at https://www.oregon.gov/odot/tolling/Pages/I-205-Tolling.aspx.”</u></p> <p>“Remove the draft description on the RTP Project List and replace it with a description that more narrowly identifies what specifically will be accomplished within the PE Phase of the I-205 tolling project. One concept could look something like:</p> <p><u>Conduct preliminary engineering and NEPA review for the I-205 Toll Project. The NEPA process for the I-205 Toll Project will analyze the impacts of tolling on I-205 between Stafford Road and Oregon Route 213 (OR 213).”</u></p>

#	Name	Affiliation	Date	Method	Proposed change identified in comment (changes shown in strikeout and <u>underline</u>)
5	Jon Henrichsen	Multnomah County	11/15/2021	Email	<p>The County “strongly encourage[s] ODOT to consider the impact of the tolling project on low income households and individuals to ensure that the tolling system does not have a disproportionate impact on those users of the transportation system.”</p> <p>“In addition, the County offers two clarifications on the language in the amendment proposal:</p> <ol style="list-style-type: none"> 1. ODOT asserts that tolling will improve air quality by decreasing congestion. We support the use of traffic and air quality modeling to confirm this, including high resolution dispersion modeling to determine impacts adjacent to the project. 2. The project description in the proposed amendment narrowly defines the purpose of the tolling as only funding the I-205 Improvements Project and managing congestion. However, according to House Bill 3055, the project will also include mitigation measures on adjacent, connected, or parallel highways to address diversion and improve safety. The tolling projects will also result in ongoing revenue that will continue after the I-205 Improvements Project is completed. The project description should acknowledge the broader funding authority.”

6	André Lightsey-Walker	The Street Trust	?	Email	<p>“The Street Trust does NOT support roadway tolling as an instrument for funding infrastructure that increases drive-alone trips.”</p> <p>“we encourage Metro leadership to get clarity on the following from ODOT’s I-205 project team:</p> <ol style="list-style-type: none"> 1. The extent to which the proposed tolling will generate revenue for infrastructure that supports drive-alone trips versus the revenue generated for transit, walking, biking and other low-carbon modes and in what percentages; 2. Whether the proposed freeway expansion in conjunction with road pricing will lead to an increase or decrease in overall vehicle miles traveled and to what extend; and 3. Whether the proposed freeway expansion in conjunction with road pricing will lead to an increase or decrease in overall greenhouse gas emissions and to what extent. <p>We encourage Metro leadership to only support an amendment to the RTP once you have established, with certainty that the tolling revenue will be used to increase seismic resilience; increase access to walking, biking, and transit; and will reduce vehicle miles traveled and greenhouse gas emissions.</p> <p>We also ask that you please hold ODOT accountable by pushing back on the simplistic framing of idled vehicles as the primary source of environmental concern. We encourage you to instead ask that idling be framed more holistically, as a by-product of the larger issue, a history of disproportionate investment in autocentric infrastructure.</p> <p>Only once this regional, system-wide traffic demand management system has been implemented should we consider the right (and right-sized) infrastructure investments to increase mobility for our state and region. In many cases, expensive road widening projects may not be necessary.</p> <p>As leaders in the discussion of congestion pricing, it is important that Metro embraces its responsibility for guiding an essential cultural shift towards the</p>
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#	Name	Affiliation	Date	Method	Proposed change identified in comment (changes shown in strikeout and <u>underscore</u>)
					elevation and prioritization alternatives to the carbon-intensive, drive-alone trip. Innovative pricing policy has the potential to play a key role in this cultural shift -- only if the funds generated are used responsibly."
7	Anonymous	Resident	10/4/2021	Online survey	Suggests a bus system or other mass transit for the I-205 corridor as a part of the plan.
8	Anonymous	Resident	10/4/2021	Online survey	Expresses opposition to the RTP amendment. Supports congestion pricing to reduce VMT and emissions, but not to fund freeway expansion. Suggests to invest in transit instead.
9	Anonymous	Resident	10/4/2021	Online survey	Suggests establishing a finite period for tolling and defining how toll revenue will be used.
10	Anonymous	Resident	10/4/2021	Online survey	Suggests not expanding the highway due to climate change concerns. Supports tolling as disincentive for driving, but not merely for "profit."
11	Anonymous	Resident	10/4/2021	Online survey	Suggests "aggressively planting trees (Douglas Fir if possible) in the more barren areas of ODOT's Right-of-way. ... The Gateway Transit Center area is particularly barren and a massive planting there could help restart the vision of the Gateway Regional Center while dovetailing beautifully with the momentum building at Gateway Green bike park. This strategy would be highly visible, environmentally and equitably sound, help soften the blow of new tolls and be a huge PR win for ODOT."
12	Anonymous	Resident	10/5/2021	Online survey	Suggests a "full EIR process" for the project to evaluate emissions impacts and to justify a highway expansion project instead of investing in alternatives to driving.
13	Anonymous	Resident	10/10/2021	Online survey	Suggests that tolling would be more politically acceptable if it were project-specific and limited to a definite period of time.
14	Anonymous	Resident	10/13/2021	Online survey	Objects using congestion pricing revenue to fund freeway expansions. Use it to maintain roadways and invest in multi-modal transit instead.
15	Anonymous	Resident	10/15/2021	Online survey	Use corporate taxes and taxes on luxury goods to maintain infrastructure. "Direct a greater portion of corporate taxes toward expanding and maintaining and upgrading infrastructure. Create a development tax, especially on luxury development, to fund infrastructure. Create a luxury tax on luxury vehicles and direct it toward these infrastructure goals."

#	Name	Affiliation	Date	Method	Proposed change identified in comment (changes shown in strikeout and <u>underline</u>)
16	Zsolt Bacskai	Resident	10/18/2021	Online survey	“the problem that is causing traffic jams are the entry and exit points , when the entry is before the exit you create cross traffic with low speed , it makes no difference how many lanes you got 3, 2, or 6 like in Texas, the traffic will slow down at those points , also as someone who lives at that area going south toward I-5 was never a problem , coming up north on the afternoon is the problem , which is the opposite of the bottle neck , 2 lane becomes 3, so the traffic should flow like a dream , but it does not thanks to the Lake Oswego entry and the 99 exist that are crossing each other within 500 feet, so unless you can stop the behavior of the drivers who like to stay in the left lane until the very last second to exit the freeway your project is a waste of our money”
17	Anonymous	Resident	10/21/2021	Online survey	“I would like to see Metro actually address automobile traffic issues by increasing road capacity and design roads with throughput increasing ideas. For example, having on-ramp meters tied to freeway traffic flow, adding diverging diamond interchanges (DDI).”
18	Lisa Scribner	Resident	10/21/2021	Online survey	“Bidens infrastructure bill would assumably reach Oregon. Use THAT money for I 205 improvements. “Reallocate lottery money for I 205 improvements”
19	Anonymous	Resident	10/21/2021	Online survey	“Build good public transportation infrastructure with tax dollars”
20	Anonymous	Resident	10/21/2021	Online survey	“local residents should have an exemption”
21	Anonymous	Resident	10/21/2021	Online survey	“Having worked in the industry for a number of years and also many years in lean manufacturing, I can tell you it wouldnt take very long at all to make a few minimal cuts and be able to fund the project without any issues. I highly recommend actually talking to real working class people and taking their comments seriously.”
22	Anonymous	Resident	10/21/2021	Online survey	“Make the electric vehicles pay there fair share of road taxes like gas and diesel do.”
23	Anonymous	Resident	10/21/2021	Online survey	“If tolls are used they should be placed farther out so that local traffic staying within the local area doesn’t just clog up the old Oregon City bridge.”
24	Anonymous	Resident	10/21/2021	Online survey	“Is there a max line from Oregon City to St. Vincent hospital that is easily accessible and won’t add a substantial amount of time to our commute? Or to Tualatin?”

#	Name	Affiliation	Date	Method	Proposed change identified in comment (changes shown in strikeout and <u>underscore</u>)
25	Anonymous	Resident	10/21/2021	Online survey	"Exempt those in adjacent communities from the toll and much of your pushback will go away."
26	Anonymous	Resident	10/21/2021	Online survey	"I don't think locals should be tolled as long as they live in a certain radius from the tolls."
27	Anonymous	Resident	10/21/2021	Online survey	"I do not see anywhere in this document how ODOT will address diversion traffic. In the West Linn, Oregon City area. Diversion, will cause substantially greater air pollution caused by vehicles cuing up for miles, as drivers cross the river."
28	Anonymous	Resident	10/22/2021	Online survey	"At least add a local discount for surrounding families or free times to drive through the area. Or an alternate freeway at no cost to allow a choice."
29	Anonymous	Resident	10/22/2021	Online survey	"This should be illegal without a vote."
30	Anonymous	Resident	10/22/2021	Online survey	"There needs to be a review of the impact this action will have on local street traffic."
31	Anonymous	Resident	10/22/2021	Online survey	"I would be interested in seeing sketches of the multipurpose lanes. Any plans to expand/include light rail?"
32	Anonymous	Resident	10/22/2021	Online survey	"Please make it rush hour only 3 ish hours in the morning and 3 more in the evening."
33	Anonymous	Resident	10/22/2021	Online survey	"Any plan to place toll roads anyplace in oregon should be put to a state wide vote."
34	Anonymous	Resident	10/22/2021	Online survey	"Nowhere within the document could I find what the toll cost would be per drive and there is nothing that states that costs will not exceedingly rise over time."
35	Anonymous	Resident	10/22/2021	Online survey	"Maybe you should actually start listening to the public instead of creating pointless surveys you're not even going to take into consideration, since you haven't listened yet."
36	Anonymous	Resident	10/22/2021	Online survey	"please genuinely aim to hear folks telling you that this will be absolutely terrible for the communities most impacted. They may not be planning and transportation experts like you (and me, for what it is worth), but they are experts about their own communities and are not (all) just coming from a place of NIMBYism."
37	Anonymous	Resident	10/22/2021	Online survey	Suggests "special relief" for "city residents unfairly impacted by the tolls"

#	Name	Affiliation	Date	Method	Proposed change identified in comment (changes shown in strikeout and <u>underscore</u>)
38	Anonymous	Resident	10/24/2021	Online survey	<p>"If you want to toll roads, toll those that allow Washington drivers to enter the state. They come here to shop without paying taxes and they do not help to pay for roads in Oregon."</p> <p>"This idea needs to go to the voters within the metro area, we deserve the right to have our say."</p>
39	Anonymous	Resident	10/25/2021	Online survey	<p>"After looking through the plan, there is a disappointing lack of investment into better cycling, walking, and transit infrastructure. ... I was hoping to see plans for many more multi-use paths, dedicated bus lanes, and MAX light rail improvements, but there just doesn't seem to be enough in this current plan."</p> <p>"The commitment to equity and accessibility in the project so far is great, and I hope to see it continue."</p>
40	Anonymous	Resident	10/25/2021	Online survey	<p>"There doesn't seem to be any additional plan for public transit within the project scope. Has there been any study to determine if an extension of the Max along the I-205 corridor would benefit from <u>parallel construction with the I-205 toll project</u>?"</p>
41	Anonymous	Resident	10/31/2021	Online survey	<p>"Proceed with tolls but also make improvements, change (reduce) speed limits and add enforcement on surface streets that could see additional traffic associated with toll avoidance."</p>
42	Anonymous	Resident	11/1/2021	Online survey	<p>"While tolling is a fair way to raise a portion of funds for maintenance and seismic upgrades from those who use the highway most, expanding the highway infrastructure to more traffic lanes would need to be a deeper discussion which includes topics such as climate change. Otherwise, unfortunately all aspects of this project may be disagreeable."</p>
43	Anonymous	Resident	11/2/2021	Online survey	<p>"You need to provide a toll exclusion for west linn residents who must use the roads to get to their home."</p>
44	Anonymous	Resident	11/3/2021	Online survey	<p>"If the toll is pursued, it should be considered to have a set income amount below which Oregonians are exempt; some type of subsidized polling pass if you will."</p>

#	Name	Affiliation	Date	Method	Proposed change identified in comment (changes shown in strikeout and <u>underscore</u>)
45	Anonymous	Resident	11/3/2021	Online survey	<p>"I hope the Committee will pay attention to the issue of connectivity of our neighborhoods."</p> <p>"Has there been any consideration to creating a traffic lane on the Abernathy Bridge that would allow entrance and exit at both ends so West Linn residents (and Gladstone/Oregon City) could stay connected to nearby neighborhoods without having to pay a fee? If that is not possible, could there be a "reader sticker" provided to local residents that would allow travel across the Abernathy Bridge only? I think <u>Connectivity</u> to nearby neighborhoods is very important."</p>
46	Anonymous	Resident	11/3/2021	Online survey	<p>"If a toll is put in place it should not be indefinite. The toll should stop when the project is funded. ... I feel if you can guarantee this you would get more buy in from the community as long as you are fourth coming monthly as how to much money has been raised for the project."</p>
47	Anonymous	Resident	11/3/2021	Online survey	<p>"Tolling will result in diverting motor vehicle traffic to local roads. It will not reduce greenhouse gas emissions unless the tolling revenue can be used to make alternative transportation more feasible for people throughout the region. I do not support tolling I-205 or any other roadway unless the Oregon constitution is changed to allow tolling revenue to be used to encourage people to walk, bike and most importantly, improve transit to meet our daily needs."</p>

#	Name	Affiliation	Date	Method	Proposed change identified in comment (changes shown in strikeout and <u>underscore</u>)
48	Anonymous	Resident	11/3/2021	Online survey	<p>"I am in full support of making the bridge seismically safe, but I don't understand why we're still looking to adding lanes as being the answer to congestion when we know that through induced demand there'll come a day when 3 lanes isn't enough, and then 4, and so on. And so far I haven't heard any substantial promises about toll revenue going towards transit, bike, ped infrastructure. If we really want to mitigate congestion and greenhouse gas emissions, we need to prioritize getting people out of single occupancy vehicles. I understand that this project does include some of that which I appreciate, but it's not enough."</p> <p>"I'd want to see congestion pricing go towards deep investments in transit, bike, and ped infrastructure - not just including those things as an afterthought or requirement in order to add more lanes."</p> <p>"We need intercity transit. We need rural public transit. We need sidewalks and protected bike lanes. We don't need more room for cars on the road."</p>
49	Anonymous	Resident	11/3/2021	Online survey	<p>"I really don't want to deal with the hassle of paying tolls. The only way to fix that would be if it were fully automated, no stopping, no cards, no gates, no lanes, no nothing - traffic cams keep track of license plates, and billing happens automatically, a letter shows up in your mailbox with a QR code you can scan to pay immediately online. Of course the toll would have to avoid being regressive as well ... Ultimately, if we need more money to maintain public roads, I'd prefer to see the funds raised by something more like a bracketed levy tax. ... let that burden fall on residents who are more financially secure."</p>
50	Anonymous	Resident	11/3/2021	Online survey	<p>"Have you ever considered just tolling every entrance to I-205, so you (1) aren't just screwing over the people who use one section of the freeway, and (2) allow those who wish to jump ahead of other traffic pay for the convenience? By tolling every entrance to I-205, you spread the pain equally across all users of the freeway."</p>
51	Anonymous	Resident	11/3/2021	Online survey	<p>"(1) Tolling should be on all of I-205, not just the West Linn area. (2) The toll should start before the Stafford Exit so that people cannot get off on that exit to cut through the neighborhoods. (3) West Linn residents should have pass"</p>

#	Name	Affiliation	Date	Method	Proposed change identified in comment (changes shown in strikeout and <u>underscore</u>)
52	Anonymous	Resident	11/3/2021	Online survey	“Only that the increases in traffic side-roads by persons avoiding the tolls is a reality that ODOT needs to effectively deal with. This may mean tolling side-roads (good luck on that one) to bring this probable situation under control if undue congestion occurs on the side-roads. One possibility is "penalty tolling" which might cause toll-avoiders to have second thoughts. If drivers have a readable bar-code or some such on their vehicles, then sensors on the side-roads could pick them up and when they do use the tolled road (I-205) they pay more as a result of their side-road use. Of course, there are other approaches, but this is just one idea.”
53	Anonymous	Resident	11/3/2021	Online survey	“Quite frankly there should be no tolls. funding should come from other sources that would further spread the costs as local residents will pay an unfair higher burden. Even residents that personally do not use the 205 corridor would benefit from the changes and seismic upgrades but would not pay any of the cost. A better option would be to build a new road just south of the Boon bridge and have it join 205 past Oregon City. This would result in upgraded structures that would withstand the "big one" and at the same time substantially reduce current congestion issues. Any toll that is applied should be used only for 205 and not for other projects. Any toll that is applied should have a SUNSET clause that would eliminate the toll once the project is paid for and not be used as a general funding source. This method has been applied to the I-5 bridge and Astoria bridge and others.”
54	Anonymous	Resident	11/3/2021	Online survey	“If you are going to toll a freeway, do it the entire length of 205 so more people than us can be unhappy. I5 and 217 traffic is much worse and they’ve never been rolled to satisfy the state.”
55	Anonymous	Resident	11/3/2021	Online survey	“this is too targeted - should this be a larger thought-out toll policy for the entire metro area. Perhaps start with the WA border bridges?”
56	Anonymous	Resident	11/3/2021	Online survey	“I support the project goals. But not these means. ... The impact of this must be spread out across the metro area to be equitable. I believe Metro and the State should add to or redirect Vehicle and Gas tax fees from the whole region to cover this rather than trapping Us Locals with this "Pay if you want to leave home or get back home" idea you seem stuck on.”
57	Anonymous	Resident	11/3/2021	Online survey	“If you must put in place a toll, please consider a toll lane instead of all of the lanes being charged. This way the ones who can afford to pay for a easier commute will.”

#	Name	Affiliation	Date	Method	Proposed change identified in comment (changes shown in strikeout and <u>underline</u>)
58	Anonymous	Resident	11/3/2021	Online survey	<p>“How does ODOT plan to mitigate for local road diversion?”</p> <p>“Modeling data to date shows limited to no overall effect for congestion mitigation by tolling just this one small section of I-205. In addition, data to date suggests tolling all of I-5 and I-205 in the Portland Metro area is required to generate the revenue needed to pay for improvements identified in the tolling study. Why not move ahead now with tolling the entire Portland metro area instead of a small section of I-205?”</p> <p>“Why not pursue other options for revenue generation like a regional or statewide diesel fuel tax and HOV/HOT lane designation for the outside passing lanes of both I-205 and I-5 for significant regional congestion mitigation?”</p>
59	Anonymous	Resident	11/3/2021	Online survey	“Why don't you supply a synopsis, do you really expect everyone to read 121 pages?”
60	Anonymous	Resident	11/3/2021	Online survey	“Residents of the area should be exempt from tolls.”
61	Anonymous	Resident	11/3/2021	Online survey	“I'd much rather just add onto our local taxes instead of wasting revenue on a temporary toll program.”
62	Anonymous	Resident	11/3/2021	Online survey	“There should be a reasonable limit for those living in West Linn”
63	Anonymous	Resident	11/4/2021	Online survey	“The proposed toll site at the 43 - 205 interchange will impact us, and many people in the area, numerous times a day. This will mean the local community pays heavily for the regional transportation rather than spreading out the cost. It would be much better if financing was found elsewhere even if it was an increase in taxes, vehicle fee, or anything else!”
64	Anonymous	Resident	11/4/2021	Online survey	Consider the “undue financial and mobility burden on seniors in the West Linn area. The certain increased traffic on already over stressed local roads will limit access to medical care facilities and food sources and the increased local traffic poses greater danger to pedestrians and bicycle traffic and will force many seniors to limit their mobility.”

#	Name	Affiliation	Date	Method	Proposed change identified in comment (changes shown in strikeout and <u>underscore</u>)
65	Anonymous	Resident	11/4/2021	Online survey	"No one has explained why this location is a better option for revenue generation and emissions mitigation than say, the Glenn Jackson Bridge or I205 between Damascus and Killingworth. Please share your reasoning. I also have concerns about the honesty of the communications around this project. Some sources say tolling is a done deal while others are saying it's not. Please be consistent and honest with your messaging."
66	Anonymous	Resident	11/4/2021	Online survey	"If there are tolls, they should be reduced or eliminated for those who are low-income."
67	Anonymous	Resident	11/4/2021	Online survey	"There should not be a targeted segment that have to unduly bear the burden of this cost just because their livelihood takes them through the wrong area. Provide more commuter options but stop looking for more ways to slice us up when we are already dying by a thousand cuts. Make no truck zones or dedicated truck only lanes to ease their routes while mitigating their presence in some areas. Already there are trucks getting stuck on roads they should not be on in order to get around congestion, I imagine a toll road would not make that situation better."
68	Anonymous	Resident	11/4/2021	Online survey	"Toll the whole length of I-205. This short length will cause local traffic issues with people avoiding the tolls."

#	Name	Affiliation	Date	Method	Proposed change identified in comment (changes shown in strikeout and <u>underscore</u>)
69	Anonymous	Resident	11/15/2021	Online survey	<p>“Although the I-205 Project (the Project) to widen and toll between Abernathy Bridge and Stafford Road predates Oregon Executive Order 20-4 (the EO), the imperatives of Climate Change dictate that the Project at least meet the spirit of the EO. The Project must facilitate reduction of Greenhouse Gas (GHG) emissions per EO. The Project documents I have found to review do not make it clear that it does. I have a few starter questions. 1. How does the Project - with its expansion of freeway lanes - fit with the goals and plans of the Oregon Statewide Transportation Strategy - A 2050 Vision for Greenhouse Gas Emissions Reduction and the Every Mile Counts program, which (in part) implements the STS through reducing vehicle miles traveled? 2. Has ODOT worked with the Department of Land Conservation and Development as required by the EO to examine land use changes that might reduce the congestion currently experienced in the corridor? Such examination could start with analysis of current origin-destination data from which transport, commute, and other transportation needs can be pretty accurately derived and then used to recast congestion-reducing strategies for evaluation. I have not yet discovered records of such origin-destination data or analysis on it.”</p> <p>“3. ... How are the toll rates to be set? Is there some guarantee the tolls will cover highway expansion? ... the literature suggests that a project is considered “fair” only if the perceived values of giveaways (less congestion) are more than twice the takeaways (tolls)”</p> <p>“4. ... It seems that the Project could lead to increased vehicle miles traveled. For congruence with the EO, it appears that GHG reduction must be derived from conversion to electric vehicles. If this is so, providing energy (and perhaps electrified vehicles) seems to be a requirement for the Project, and therefore that the cost for providing the energy (and vehicles) must be part of the Project. This would be similar to providing rolling stock for transit service. I have found no evidence of that in the Project documents.”</p>

#	Name	Affiliation	Date	Method	Proposed change identified in comment (changes shown in strikeout and <u>underscore</u>)
70	Anonymous	Resident	11/15/2021	Online survey	"I understand the intent of the tolls, but there should be more consideration for residents of West Linn, Lake Oswego, and Oregon City who live within the tolled area. I would suggest eliminating tolls on the weekends and/or outside of the most congested times."

Attachment A Notification Methods

10/29/21, 11:05 AM

Public notice: Opportunity to comment on the I-205 Toll Project amendment to the Regional Transportation Plan | Metro



Metro News



Public notice: Opportunity to comment on the I-205 Toll Project amendment to the Regional Transportation Plan

Oct. 1, 2021 5:14 p.m.

Review and comment

The public comment period starts on Friday, Oct. 1, 2021, and concludes 5 p.m. Monday, Nov. 15, 2021.

Online survey

Email

You can also submit comments by email or mail to:

- by mail to Metro Planning – I-205 Toll Project | 600 NE Grand Ave., Portland, OR 97232
- by phone at 503-797-1750 or 503-797-1804
- submission at the [Nov. 4, 2021 Metro Council meeting](#) from 10:30 a.m. to 1 p.m.

This information will be provided to Metro's Transportation Policy Advisory Committee (TPAC), the Metro Technical Advisory Committee (MTAC), the Metro Policy Advisory Committee (MPAC), the region's Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council for discussion and consideration prior to requesting final recommendations and action in early 2022.

The Oregon Department of Transportation (ODOT) is studying options for a variable rate toll on all lanes of Interstate 205 (I-205) between Stafford Road and Oregon Route 213 (OR-213), known

<https://www.oregonmetro.gov/news/public-notice-opportunity-comment-i-205-toll-project-amendment-regional-transportation-plan>

1/4

Email to Metro community partners noticing open public comment periods for the I-205 Toll Project and 2021 TSMO Strategy
Sent 10/5/2021

Hello,
I hope this email finds you well.

I want to let you know that there are public comment periods open for two transportation projects: the **Draft Regional Transportation System Management and Operations Strategy** and the **I-205 Toll Project amendment to the Regional Transportation Plan**. This email includes brief descriptions of these projects with links to more information and ways to comment on each project.

This announcement was also sent to Metro's policy advisory committee interested parties lists. I want to make sure all of our partners at community organizations who may not be on those lists receive this information. If you're getting it twice (or more)—I am sorry for the duplication.

If there are other people in your organizations who are also interested in receiving transportation related emails from Metro, please let me know. If you no longer want to receive transportation related emails from Metro, also please let me know. Thanks so much!

Best,
Molly

Molly Cooney-Mesker
Senior community engagement specialist
Planning and Development | Metro | oregonmetro.gov

My gender pronouns: she, her, hers.
[Why include this?](#)

Draft 2021 Regional Transportation System Management and Operations (2021 Draft TSMO Strategy)

The [2021 Draft TSMO Strategy](#) provides actionable steps toward collaboratively managing and operating a connected and accessible transportation system in greater Portland. The draft strategy focuses on implementing the [2018 Regional Transportation Plan](#) priorities of improving safety, advancing equity, reducing the impacts of climate change and managing congestion. The 2021 Draft TSMO Strategy sets goals for eliminating disparities in transportation and providing reliable travel

Regional Transportation Plan

As the metropolitan planning organization for the Portland metropolitan area, Metro is authorized by Congress and the State of Oregon to coordinate and plan investments in the transportation system for Clackamas, Multnomah and Washington counties. This is done through periodic updates to the Regional Transportation Plan – now every 5 years.



2018 Regional Transportation Plan

Last published
Dec. 5, 2018

[Download pdf](#)

68.18 MB

2018
update

2018 RTP equity analysis

2014 update

2010 update

2004 update

Transportation shapes our communities and our everyday lives. Access to reliable transit, safe biking and walking connections, and streets and highways where traffic flows allows us to reach our jobs, schools and families. It connects us to the goods and services we depend on and helps keep nature and recreation opportunities within reach.

The Regional Transportation Plan is a blueprint to guide investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. The plan identifies current and future transportation needs, investments needed to meet those needs and what funds the region expects to have available to cover the next 25 years to make those investments a reality.

From June 2015 to Dec. 2018, Metro worked with local, regional and state partners and the public to update the region's shared vision and strategy for investing in the transportation system for the next 25 years.

Comment now

The Oregon Department of Transportation (ODOT) is studying options for a variable rate toll on all lanes of Interstate 205 (I-205) between Stafford Road and Oregon Route 213 (OR 213), known as the I-205 Toll Project.

[More information](#)

The public comment period starts on Friday, Oct. 1, 2021, and concludes 5 p.m. Monday, Nov. 15, 2021.

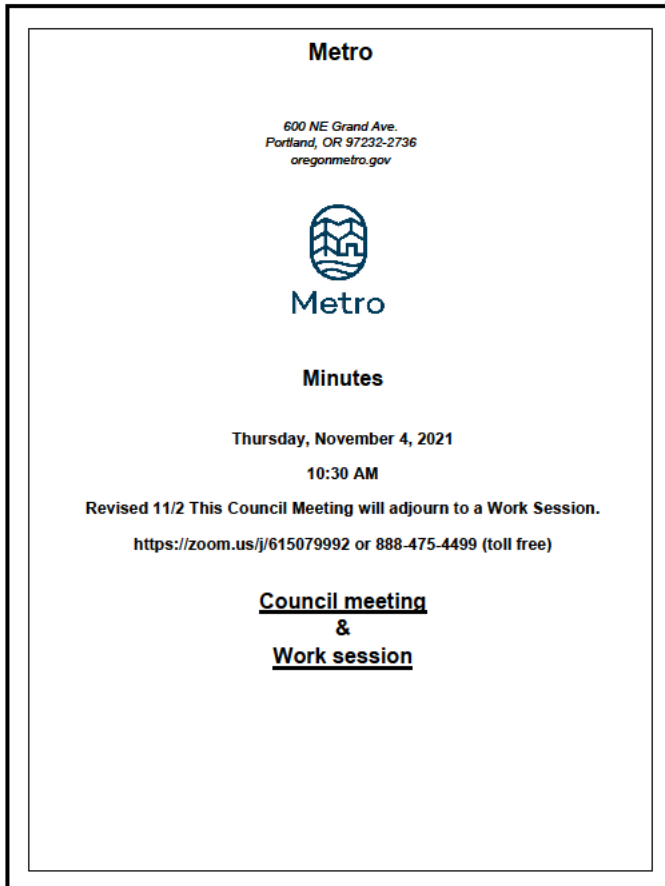
Maps available online

Explore the adopted 2018 RTP regional transportation network and project maps.

[View network maps](#)

[View project map](#)

Attachment B Submitted and Verbal Comments





Dear Metro President Peterson & Members of the Council

Thank you for your attention to detail on this matter and your recurring emphasis on how all of the projects in ODOT's Urban Mobility Office portfolio need to be assessed in tandem as part of a single regional system.

The Street Trust is focused on advancing a region-wide system that manages demand and prioritizes multimodal infrastructure. We recognize pricing as an effective tool to help manage traffic demand, address urgent climate concerns, and improve equitable access to other modes in our transportation system; however, The Street Trust does NOT support roadway tolling as an instrument for funding infrastructure that increases drive-alone trips.

A wide range of contemporary literature and research shows that as vehicle miles traveled (VMT) increases, so do greenhouse gas emissions (GHG), highway collisions, and death. As such, we encourage Metro leadership to get clarity on the following from ODOT's I-205 project team:

1. The extent to which the proposed tolling will generate revenue for infrastructure that supports drive-alone trips versus the revenue generated for transit, walking, biking and other low-carbon modes and in what percentages;
2. Whether the proposed freeway expansion in conjunction with road pricing will lead to an increase or decrease in overall vehicle miles traveled and to what extent; and
3. Whether the proposed freeway expansion in conjunction with road pricing will lead to an increase or decrease in overall greenhouse gas emissions and to what extent.

We encourage Metro leadership to only support an amendment to the RTP once you have established, with certainty that the tolling revenue will be used to increase seismic resilience; increase access to walking, biking, and transit; and will reduce vehicle miles traveled and greenhouse gas emissions.

We also ask that you please hold ODOT accountable by pushing back on the simplistic framing of idled vehicles as the primary source of environmental concern. We encourage you to instead ask that idling be framed more holistically, as a by-product of the larger issue, a history of disproportionate investment in autocentric infrastructure.

618 NW Glisan St #203 • Portland, OR 97209
(503) 226-0676 • www.thestreettrust.org

Chris Smith Testimony for 11.4.21 Council meeting
Attachments- RMPP Purpose and Need Comments.pdf

Comments on I-205 Toll Project submitted on behalf of No More Freeways for the Metro Council hearing on Nov 4. I also plan to testify by zoom at the hearing.

No More Freeways and several partner organizations recently submitted comments to ODOT on the Regional Mobility Pricing Project that are quite pertinent to this project as well, and I am attaching those comments.

JPACT and Metro Council have directed that regional congestion pricing policy be developed in the 2023 RTP. A key point of Metro's research on the topic is that how revenue from pricing is spent is critical to the equity outcomes of pricing. But ODOT seeks to pre-empt Metro's process and dedicate the majority of pricing revenue to widening freeways via three separate projects with siloed policy analysis: I-205 Tolling Project, Regional Mobility Pricing Project and IBR tolling.

The region deserves a robust conversation about pricing on a regional basis. If Metro has established that this policy development should occur in the 2023 RTP process, then ODOT's pricing projects should also be processed as part of the RTP, and NOT BEFORE.

Several other points I would emphasize:

- Pricing motor vehicle travel is a critical tool for addressing our climate emergency, but using the revenue from that pricing to expand freeways is counter productive and wastes the opportunity to shift travel to transit, biking and walking and to serve the region's equity, climate and safety goals.
- ODOT is creating a pattern of doing NEPA analysis on construction projects, then later doing a separate NEPA process for pricing which would fund the project. This is a faulty process that avoids analyzing pricing as an alternative to construction.
- During discussion of the I-205 Toll Project, leaders in Clackamas County have fairly called out the lack of a robust transit alternative to the highway. ODOT should be required to analyze a transit alternative to the construction project.

Submitted by Chris Smith on behalf of No More Freeways.

From: Dave Farmer <davefarmer15362@gmail.com>
Sent: Saturday, October 23, 2021 8:12 AM
To: Trans System Accounts
Subject: [External sender]

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

Tolls are unfair.
I can't afford tolls.
In my area there are no other practical ways to travel.
I live on a steep hill, so I can't ride a bike physically or walk.
I used to ride a bike in Happy Valley by Sunnyside road. Not hilly.
My bike was stolen , it was locked to a work bench inside a typical locked garage, never recovered. I can't afford another good bike, and would have a difficult time storing it . I physically can't hang it.
I don't feel safe on bus or train.
I have carried a gun in the past (I sold it because I needed the 125 dollars I got for it.) But carrying a gun and using it on a train or bus with other people in the line of fire is not safe for other passengers.
Tolls are inefficient, about 30% or more to out of state toll collection company. This hurts our local economy. Money I spend on tolls I won't be able to spend on other things. I spend almost all of my money every month or year. Usually I save about 200 or 300 per year.
Thanks for your time

From: Trans System Accounts
Sent: Wednesday, October 27, 2021 1:25 PM
To: Dave Farmer <davefarmer15362@gmail.com>
Subject: RE: [External sender]Tolls

Thank you for your comment on the I-205 Toll Project amendment to the 2018 Regional Transportation Plan (RTP).

Substantive comments with responses and a public comment summary report will be provided to Metro's advisory committees (TPAC, MTAC, and MPAC) and the region's Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council for discussion and consideration prior to requesting final recommendations and action in early 2022.

Laura Dawson Bodner
Program Assistant
Land Use, TOD, Regional Transportation Planning, 2040 Grants
Metro
Monday Thursday 7:30 a.m. 4:00 p.m.

From: Dave Farmer [<mailto:davefarmer15362@gmail.com>]
Sent: Tuesday, October 26, 2021 10:01 PM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: [External sender]Tolls

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

Please don't implement tolling on our freeways. I can't afford more Bill's. And other transportation methods are not available in West Linn. I am very concerned about diversion traffic and the safety of our side streets and schools

Doug Allen Testimony for 11/4/2021 Attachments- Express Bus 2.pdf

Please forward the following testimony to the Metro Council, including the attached "Express Bus 2.pdf" presentation, relating to Nov. 4 Agenda Item 5.1.1 Public Hearing for Ordinance No. 21-1467, a proposed RTP amendment for I-205 tolling.

Council President Peterson and Councilors:

1) ODOT plans to add 14 lane-miles of freeway to this region and planet, in addition to seismic strengthening of the Abernethy Bridge and other related work. The VMT that will be induced by the additional miles of freeway lanes, and the VMT that will be suppressed by tolling, are currently unknown. Why? Because the project was excluded from a full environmental analysis. Not only were reasonable alternatives not considered, but an important component of the actual project, tolling, was not analyzed.

2) In July of 2017, the Oregon Legislature passed HB 5045, which included the following budget note:

"The Oregon Department of Transportation is directed to ensure an ongoing commitment to fully fund congestion relief on I-205, including but not limited to the Stafford Rd to Abernethy Bridge bottleneck. Pursuant to HB 2017, any value pricing revenue shall be dedicated to I-205. In the event that value pricing revenue is not sufficient, or should value pricing prove not to be a viable funding source, the agency shall report immediately to the Legislative Assembly on the funding issues along with specifics on funding needs and options available to the Legislative Assembly to quickly remedy such funding gaps. An initial report shall be provided to the Joint Transportation Committee no later than the last legislative days in calendar year 2018."

3) At the May 23, 2018 meeting of the Joint Committee on Transportation, ODOT presented their I-205 "Cost to Complete" report. Co-chair Senator Lee Beyer asked when ODOT was going to ask for permission from the Feds to do value pricing: "My question would be: At what point do we have the information necessary to submit to the Federal Government, the right to do the value pricing on this?"

ODOT Region 1 Manager Rian Windsheimer gave the following answer:

"This report does not assume, um, tolling as a, as a revenue source. This cost to complete report assumes that we are moving forward with what's known as a Categorical Exclusion in terms of our environmental process. We've been running to complete that, and that's what these, all these assumptions assume.

If you were to move forward with uh, uh, asking to move forward with a tolling scenario, we would need to back up, and begin an environmental process around that tolling effort. And so that would be up to two, three, or more years of environmental work associated with

From: [Trans System Accounts](#)
To: [Molly Cooney-Mesler](#); [Kim Ellis](#)
Subject: FW: [External sender]Tolls on 205
Date: Monday, November 8, 2021 8:42:28 AM

-----Original Message-----

From: Elaine Grose [<mailto:mgroose@teleport.com>]
Sent: Thursday, November 4, 2021 12:17 PM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: [External sender]Tolls on 205

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With tolls on the area of Rt 205 from Stafford Rd to Rt 213, even more vehicles will leave Rt 205 and use alternative side roads through the West Linn area. Borland Rd/Willamette Falls Dr. already is packed at high traffic times. Johnson Rd would become busier than it currently is, as would Stafford to Rosemount Rd.

There are other sources already for funding the road improvements. Tolls just makes things worse than they currently are.

I am a resident of West Linn.

Elaine Grose

From: Elizabeth Lindsey <eaglsing@gmail.com>
Sent: Monday, October 25, 2021 1:15 PM
To: Trans System Accounts
Subject: [External sender]Fwd: Public Feedback on I205 Tolling Project
Attachments: climate – tolls 10-25-21.docx

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

My feedback to ODOT on the I-205 Tolling Project is relevant to Metro's Regional Transportation System Management and Operations Strategy draft. Please consider it in that regard. My comment is attached.

From: Trans System Accounts <transportation@oregonmetro.gov>
Sent: Thursday, November 4, 2021 7:45 AM
To: Molly Cooney-Mesker; Kim Ellis
Subject: FW: [External sender]Public notice: Opportunity to comment on the I-205 Toll Project amendment to the Regional Transportation Plan

From: Gene Schwartz [mailto:gene_schwartz@gmail.com]
Sent: Wednesday, November 3, 2021 4:16 PM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: [External sender]Public notice: Opportunity to comment on the I-205 Toll Project amendment to the Regional Transportation Plan

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One simple question?

I live in West Linn near the 10th St. exit.

Will I have to pay a toll to use the I205 freeway?

Or will I have to use side streets to get to Tualatin, Oregon City, or anywhere East of the G.A. Bridge?

Increasing side street traffic which is, at times, already overly used and congested?

Thank you in advance,
Gene Schwartz

Department of Community Services



Transportation Division

November 15, 2021

Metro Planning
600 NE Grand Ave
Portland, OR 97232

SUBJECT: I-205 Toll Project - Regional Transportation Plan amendments

Thank you for providing the opportunity to comment on the I-205 Toll Project amendment to the Regional Transportation Plan.

Multnomah County's values include social justice, health, safety, and sustainability, among others. Adding the tolling project preliminary engineering phase to the RTP is consistent with the RTP goals and the County's values. With the addition of the tolling project, ODOT can proceed with the NEPA phase analyses and public comment processes which will provide more information for the region to assess the benefits and impacts of tolling in this location.

Multnomah County supports ODOT's efforts to build a seismically resilient transportation system. The I-205 Abernethy Bridge project, along with other seismic upgrades that Multnomah County and other agencies are committed to, will ensure that the region can respond and recover after a Cascadia Subduction Zone earthquake.

At the same time, the County wants to emphasize the comments below as additional steps that we think should be taken to ensure that the project can meet the needs of the region.

As our region grows we continue to see people priced out of their homes and neighborhoods. Multnomah County wants to strongly encourage ODOT to consider the impact of the tolling project on low income households and individuals to ensure that the tolling system does not have a disproportionate impact on those users of the transportation system.

1620 SE 190th Ave • Portland, Oregon 97233 • Phone: 503.988.5050



DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
DEVELOPMENT SERVICES BUILDING
150 BEAVERCREEK ROAD • OREGON CITY, OR 97045

November 15, 2021

Public Comment
c/o Metro Planning
600 NE Grand Ave
Portland, OR 97232

RE: I-205 Toll Project Regional Transportation Plan Amendment – Staff Comments

Thank you for the opportunity to comment on the proposed I-205 Toll Project Regional Transportation Plan (RTP) Amendment.

We offer these comments and questions purely to encourage transparency and to gain clarity of what specifically ODOT is proposing. These comments are not an indication of support for the proposed amendment.

First, we would like to know if ODOT anticipates adding additional funds to the PE phase for this project. We also would like to know if ODOT would be required to bring forward future RTP and MTIP amendments for the construction phase of the I-205 Toll Project.

Second, Clackamas County transportation staff offer the following technical edits to clarify the proposed RTP Amendment language.

- Revise language in Table 8.3 as follows –

~~As identified in HB 3055 (and ORS 383), toll revenue will be expected to be needed to complete construction of this project. A separate Environmental Assessment for the I-205 Toll Project began in August 2020; expected completion in December 2022.~~

- Clarify that Phase 1A includes more than just the Abernethy Bridge and update funding language to match previous recommendation. Also make a stronger connection to HB 3055 language in amendments to 8.3.1.8 by adding a second paragraph that explains the I-205 Toll Project as outlined below.

*Construction financing for Phase 1A (including Abernethy Bridge) is identified in HB 3055 (2021 Session). Variable Rate Tolls priced to manage travel demand as well as provide revenue ~~will be~~ **are expected to be used to fund the rest of the project (Phase 1B, 1C, 1D and Phase 2).***

P. 503.742.4400 F. 503.742.4272 WWW.CLACKAMAS.US



From: Trans System Accounts <transportation@oregonmetro.gov>
Sent: Thursday, November 4, 2021 7:45 AM
To: Molly Cooney-Mesker; Kim Ellis
Subject: FW: Washington County Letter of Support - RTP Amendments
Attachments: BCC - Letter of Support - RTP Amendment.pdf

From: Miranda Butler <mrpturtles16@hotmail.com>
Sent: Friday, October 22, 2021 7:07 AM
To: Trans System Accounts
Subject: [External sender]I-205 tolls

From: Sarah Lundin [<mailto:Sarah.Lundin@co.washington.or.us>]
Sent: Wednesday, November 3, 2021 2:49 PM
To: Lynn Peterson <Lynn.Peterson@oregonmetro.gov>
Cc: Trans System Accounts <transportation@oregonmetro.gov>; Legislative Coordinator <LegislativeCoordinator@oregonmetro.gov>; Kathryn Harrington <Kathryn.Harrington@co.washington.or.us>; Pam Treece <Pam.Treece@co.washington.or.us>; Jerry Willey <Jerry.Willey@co.washington.or.us>; Roy Rogers <Roy.Rogers@co.washington.or.us>; Nafisa Fai (Commissioner) <N.Fai-Commissioner@co.washington.or.us>; Brendan C.FINN@odot.state.or.us; Stephen Roberts <Stephen.Roberts@co.washington.or.us>; Christina Deffebach <Christina.Deffebach@co.washington.or.us>
Subject: [External sender]Washington County Letter of Support - RTP Amendments

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

Dear Council President Peterson,

Please find attached the Washington County Board of Commissioner's letter of support for Regional Transportation Plan amendments for the I-205 Improvement and Toll projects.

We look forward to continued engagement as we all work together in support of a successful Toll Program.

Warm wishes,

Washington County Board of Commissioners

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First, I want to say that having grown up in Colorado where there are a few toll roads, I can understand the role they can play in assisting with funding road maintenance.

However, I strongly feel that placing tolls on just one stretch of 205 would be catastrophically damaging to the residents that live off of that stretch of the highway. There are only two ways to cross the river in that area: the I-205 bridge and the old Oregon City bridge. Residents who live in Oregon City and West Linn very often have to cross the river to reach any of our routine destinations for standard errands like vet visits, WinCo grocery shopping, etc. Additionally, if the toll is put in place on I-205, many commuters are going to avoid the toll zone and that is going to significantly increase traffic through West Linn and over the Oregon City bridge. Those areas are setup to safely support the increased amount of vehicle volume which would incur additional road maintenance needs. Will the tolls pay for those as well? Or will those routes through West Linn and Oregon City need funding from other sources such as tolls? Either way, residents who live in the area will be triple punished for living here: first being our standard taxes already paid, second being the toll on 205 to run daily errands, and finally on the increased traffic and the risk that comes with that on the smaller local roads that are not prepared to manage that volume.

Tolls are not the answer here!

Attachment C Survey Questions

Share your feedback on the I-205 Toll Project amendment to the Regional Transportation Plan

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

Learn more about the I-205 Improvements Project on [ODOT's webpage](#).

ODOT is preparing to move the I-205 Toll Project forward in the National Environmental Policy Act (NEPA) review process. As part of this process, ODOT requested an amendment to the 2018 Regional Transportation Plan (RTP) to add planning and preliminary engineering phases for the I-205 Toll Project. The requested amendment will:

- add the preliminary engineering phase for the I-205 Toll Project to the RTP financially constrained project list, and
- clarify the financial connection of the I-205 Toll Project to the I-205 Improvement Project in Chapter 8 of the RTP.

Review the [RTP amendment](#).

All substantive comments provided during the 45-day public comment period received will be documented and responded to. This information will be provided to Metro's Transportation Policy Advisory Committee (TPAC), the Metro Technical Advisory Committee (MTAC), the Metro Policy Advisory Committee (MPAC), the region's Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council for discussion and consideration prior to requesting final recommendations and action in early 2022.

The public comment period starts on Friday, Oct. 1, 2021 and concludes Nov. 15, 2021 at 5 p.m.

Thank you for your thoughts and time!

After reviewing [I-205 Toll Project Regional Transportation Plan amendment](#), do you have any comments to share?

The following questions help decision-makers at Metro know if we are hearing from people across races/ethnicities, ages and income levels. These questions are optional.

Please provide your zip code. (Required)

Which of the following ranges includes your age

- Under 18
- 18 to 24
- 25 to 34
- 35 to 44
- 45 to 54
- 55 to 64
- 65 to 74
- 75 and older
- Prefer not to answer

Within the broad categories below, where would you place your racial or ethnic identity? (Select all that apply)

- Native American, American Indian or Alaska Native
- Asian or Asian American
- Black or African American
- Hispanic or Latino/a/x
- Native Hawaiian or other Pacific Islander

- White
- Prefer not to answer
- An ethnicity not included above (please specify)

What is your gender? (Comment box)

How many children under the age of 18 live in your household? (Check one)

- No children
- 1
- 2
- 3
- 4
- 5
- 6 or more
- Prefer not to answer

Which of the following best represents the annual income of your household before taxes?

- Less than \$10,000
- \$10,000 to \$19,999
- \$20,000 to \$29,999
- \$30,000 to \$39,999
- \$40,000 to \$49,999
- \$50,000 to \$74,999
- \$75,000 to \$99,999
- \$100,000 to \$149,999
- \$150,000 or more
- Don't know / Prefer not to answer

Do you live with a disability? (Select all that apply)

- Hearing difficulty (deaf or have serious difficulty hearing)
- Vision difficulty (blind or have serious difficulty seeing, even when wearing glasses)
- Cognitive difficulty (because of a physical, mental or emotional problem, have difficulty remembering, concentrating or making decisions)

- Ambulatory difficulty (unable to walk or having serious difficulty walking or climbing stairs)
- Self-care difficulty (unable to bathe or dress or having difficulty doing so)
- Independent living difficulty (because of a physical, mental or emotional problem, unable to do errands alone or have difficulty doing so)
- No disability

A disability not listed above (please describe)

In which County do you live?

- Clackamas
- Multnomah
- Washington
- Other

Attachment D Online Survey Responses

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
Adding this toll will hurt soccer moms, commuters, working people who have to take 205 and now have MORE money taken from them.	97026
No tolls!	97027
	97068
Glad you're addressing this areas traffic congestion. It's a big issue. I would be interested in seeing sketches of the multipurpose lanes. Any plans to expand/include light rail?	97042
Tolls will divert traffic to the already crumbling and increasingly congested 99e corridor through Canby and OR city.	97013
I would rather sit in traffic than pay for a toll on one bridge let alone two on the 205. If the existing bridges need to be updated then that funding needs to come from elsewhere or not happen at all. People who drive the 205 have no other transportation option because public transit is not feasible or at best not widely available in this part of town. Absolutely no one wants tolls and it creates more financial hardship to people who need the money most.	97045
Tolls are a regressive tax. Those that can least afford them also have the least ability to alter their schedule to avoid them. To Tolls in Oregon!	97229
No tolls!!	97042
	97219
	97068
No tolls!! It's unfair to local citizens who drive it every day for work or to take kids to school or to run errands.	97015
Oregon is amongst the highest taxed states in the country, to add a toll to roadways in Oregon is another layering of the ongoing acceleration of tax collection in this state. If taxes collected were allocated properly, the roadways of this state could be well maintained and opened for all to use. With the recent passage of the infrastructure bill by Congress, there has been documentation that indicates a 38% increase in overall federal support for Oregon roadways and transportation routes. To add a toll at this point in time reeks of greed, and not roadway improvement.	97229
Completely opposed to any tolling of our roads or freeways	97023
	97055

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
<p>- Oregon ranks the 11th highest gas tax in the nation. - Our registration fees have been higher than the average state. - Oregon has the nation's only bike tax. We just increased the truck tax 25% - In 2017, politicians created a payroll tax dedicated to transportation. Despite all the new and high transportation taxes above, very little new roads or vehicle bridges were being built. So now you plan to toll roads, by the tens of millions, and most of that will pay for road maintenance. So very little of the new toll upon new taxes will go towards extensive new roads or bridges to reduce traffic bottlenecks. This will not reduce any traffic but only adding a new lane. Tolling will flood side roads and increase traffic meaning if someone only takes 20 minutes now to get to work with traffic, they might be looking at 45 to 50 minutes just getting to work. It would be a nightmare for all who live in Oregon City and outskirts towns to head back home at the end of the day.</p>	97023
	97045
<p>In my humble opinion I think you would have a much easier time getting the public onboard with the idea of tolling if you would make it job specific...sell the idea that the toll is for this particular project but afterward the tolling would go away just like when the I-5 bridge was tolled in the 60s and then went away after it was paid for. I think most residents feel as if this is just a tax being levied on them without their ability to vote on it and a forever funding source for ODOT which will then have their current funding reduced and that money going to pet projects elsewhere. I myself would be OK with the tolling ONLY if it was Job specific and went away after the project completed</p>	97013
<p>We already pay too much taxes to the government. If you enact this road tax I will simply drive on other roads to get to the same destinations thereby creating more congestion and traffic problems elsewhere. The questions following this comment box on the feedback survey are ridiculous and have no bearing on why the road tax should or should not be enacted. My race, ethnicity, age, gender family status and income have no purpose or relevance to this matter. The only question needed is whether or not I am a licensed driver and drive on the affected roads. I am sick of government demanding more and more taxes to pay for their wasteful management.</p>	97361
<p>(1) Tolling should be on all of I-205, not just the West Linn area. (2) The toll should start before the Stafford Exit so that people cannot get off on that exit to cut through the neighborhoods. (3) West Linn residents should have pass</p>	97068
<p>Abandon it. This is going to create horrible traffic on all of the side roads in the West Linn area. Those roads are already congested. Do you really think that people are going to change their work hours, or stop going to doctor's appointments, to avoid the higher toll rates during certain hours. No, they will just divert to side roads. This is assinine. You are going to drive people to move away from this area.</p>	97068
	97068
<p>DON'T TOLL! I don't have additional income for this added daily cost. Even if the toll is on an extra/carpool-esque lane it will open a can of worms you can't put back. Tolling should not have a place in the state.</p>	97068
<p>No tolls the people of Pregon are already asked to give too much of their income. Ask Jeff Bezos & Elon Musk.</p>	

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
I don't think there should be a toll. The funds should be gathered some other way. What it is going to do is create bottlenecks on other roads. The old Oregon City - West Linn Bridge certainly cannot handle that traffic. Big mistake.	97045
I still can't afford tolls.	97068
<p>Sorry, I do not need to read 121 pages of bureaucrat speak to have a strong opinion: 1. ODOT has thousands of employees, but can't seem to find money to actually build roads. 2. We already pay a high gas tax 3. Tolls work by forcing low income people off the freeway, leaving them stuck on secondary roads which will become more crowded and dangerous. Since minorities tend to be lower income, TOLLS ARE RACIST. 4. A word search on the word 'climate' produced solid evidence that ODOT is full of people who are too lazy to look at the facts behind the climate crisis. Most actual scientists agree that there is no climate crisis, just an expectation of moderate warming. If you disagree, you have not bothered to check what the IPCC actually said: 1. The IPCC says the earth warmed less than 0.8 degree from 1850 up 2012. See Pg. 209 of the IPCC WG1AR5_all_final.pdf 2. Man only emits 6% of total annual CO2 emissions (Nature emits 94%). Add the numbers on the NASA diagram of the carbon cycle. 3. CO2 only causes 26-32% of the greenhouse effect. (H2O is 60-75%) see wikipedia greenhouse_effect page and Table 3 of: Bulletin of the American Meteorological Society Vol. 78, No. 2, February 1997 4. We do not have enough data to say that hurricanes have increased. pg 178 of WG1AR5_all_final.pdf 5. We do not have enough data to say that storms have increased. pg 178 of WG1AR5_all_final.pdf 6. Sea level has been rising for centuries, it HAS NOT RISEN FASTER recently. Page 306 WG1AR5_all_final.pdf 7. There is little, if any, global scale changes in the magnitude or frequency of floods. pg 230 of WG1AR5_all_final.pdf 8. Confidence is low for a global-scale observed trend in drought or dryness pg 178 of WG1AR5_all_final.pdf 9. Long-term prediction of future climate states is not possible. Page 774 of IPCC third Assessment Report (2001) Section 14.2.2.2 In view of this, why does anyone think we have a climate problem? Also: DebunkingClimate.com/arguments.html</p>	97212
No tolls! There should be plenty of money, the state has a surplus and the counties are getting more property taxes than ever.	At the bare minimum, local residents should have an exemption
I live in West Linn and work as an ICU RN in Clackamas and my husband is a small business owner off 205 and Foster. This toll will seriously impact us and financially make sure feel like moving away from West Linn or having to change our work situations. This is beyond wrong and inappropriate and a way to tax people who do not deserve to have to pay to be able to function in our towns.	97068
Will there be more neighborhood traffic because of this Toll Project?	97068

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
<p>It probably sounds cynical, but through all the input sessions about the tolling, was not tolling ever a consideration, or has it been a done deal all along? Also, I've noted over the years that a number of people exit on I-205 northbound in heavy traffic and then get back onto the freeway, to jump ahead of other traffic. Have you ever considered just tolling every entrance to I-205, so you (1) aren't just screwing over the people who use one section of the freeway, and (2) allow those who wish to jump ahead of other traffic pay for the convenience? By tolling every entrance to I-205, you spread the pain equally across all users of the freeway. Also, now you appear to have plans to toll I-5 as well? What about I-84? Are you playing favorites with the people who travel that freeway?</p>	97045
	97045
<p>No tolls. There is plenty of money available already. Gas tax. Cannabis tax. Dmv fees. Already purposed taxes and other fees on top of the others. Maybe all the money that has been wasted over many years for unnecessary improvements. Maybe the governor could quite wasting tax payers money with hedge funds. Also maybe consider what will happen to all the other side roads if tolls where allowed as there is other ways around that part of i205.</p>	97002
<p>After looking through the plan, there is a disappointing lack of investment into better cycling, walking, and transit infrastructure. It saddens me to see that with the growing impacts of climate change, we are still focusing primarily on cars and their development, rather than Mass-Transit solutions that would have a measurable impact on our regions carbon emissions. I was hoping to see plans for many more multi-use paths, dedicated bus lanes, and MAX light rail improvements, but there just doesn't seem to be enough in this current plan. The commitment to equity and accessibility in the project so far is great, and I hope to see it continue.</p>	97023

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
<p>I absolutely do not support Tolls in Oregon and specifically any tolls in the Portland Metro Area as they adversely affect people of lower income levels, and members of our BIPOC communities. There needs to be another funding source for this project. Tolls are not the answer and will not reduce traffic on I205 projections are bogus and based on assumptions. The projected growth of the Portland Metro Area should show you that this will not resolve the issue by widening I205 by one lane as it hasn't helped traffic much on the rest of I 205. When the Stafford Basin comes into the urban growth boundary one day the traffic projections in this area will be blown out of the water. Just focus on the Abernathy Bridge for now and slowly find funding for the remainder of the project as it is available. Figure out a Mass transit bus system for the I 205 coordidor as I would take mass transit from a park and ride near HW224 to Tualatin. There currently is no mass transit in this area? Why? It is also not part of this plan, why? Why is not mass transit part of this plan? Focus on Abernathy and go back to the drawing board. Middle class, lower income levels, and BIPOC communities will be highly effected by this toll. Many jobs are in the Tualatin, Tigard areas. However, housing is not affordable in these areas. People have had to move to communities of Oregon City, Milwaukie and other areas in Clackamas County to find affordable housing and therefore have to make the commute through this proposed toll zone daily. This toll is just one more struggle for all these people including myself. Tolls make roads exclusive for those who can afford them and make them inaccessible to those of us who can't but have to pay just to get to work. It is not fare. Please do not approve this toll.</p>	97045
<p>We don't need a toll!! We pay a huge amount of money in taxes, DEQ, DMV, gas tax. STOP using all the money for vehicles on bicycle and walking bridges. Fund those a different way and then there will be money to improve our roads. Make the electric vehicles pay there fair share of road taxes like gas and diesel do.</p>	97009
<p>If there is a way to increase thru city I-5 traffic, this is it</p>	
<p>NO to the toll. ODOT receives funding through many other sources. Tolls, on in place, are never removed. Oregonians are struggling financially with increased taxes, inflation, and an over-inflated housing price epidemic. Do not add to the struggles. NO to the tolls.</p>	96045
	97068
<p>No tolls. You all just keep grabbing funds.</p>	97045
<p>As a house hold that lives in Oregon City and has to commute outside of Oregon City for work and 205 is the only main route / realistic rout to get to and from work without taxing on an extra 20 minutes to our commute the proposal of a toll on I-205 is devastating. This toll is aimed at the lower and middle class and will hit us hard financially. The argument is to use public transportation, well Is there a max line from Oregon City to St. Vincent hospital that is easily accessible and won't add a substantial amount of time to our commute? Or to Tualatin? These are just a couple concerns that our household has. And do not believe that a Toll on I-205 is the answer.</p>	97045

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
<p>Very concerned about how again your mismanaging monies taken from Oregonians. Oregon does Not need a toll Oregon & your officials has mismanaged all monies taken from tax payers. Do your job & not make us elderly & disabled to navigate a toll. Tolls will only make traffic Worse A toll is not the answer. Tolls are not needed. A toll is never tge answer, we do not need to end up like California. Your STOP STEALIN STEALING OREGONIANS MONEY TO SATISFY YOUR BUCKET LIST.</p>	97015
<p>With all of the recent tax and fee increases earmarked for roads specifically, I fail to see how a toll is necessary to pay for this project. I am also very concerned this will put an undue strain on the historic Oregon City bridge, not to mention the surrounding side streets.</p>	97045
	97068
	97267
<p>I am absolutely opposed to any tolls on public roads and bridges. As taxpayers we are entitled to use public roads and right of ways without the added expense of tolls.</p>	97006
<p>No tolls, wisely you the gas tax and other taxes already in place. If we have only one way to get to work why are we going to be punished with extra costs? I live in Gladstone and work in Tualatin.</p>	97027
<p>No Toll!!! Period. As a West Linn resident who travels I-205 daily, this would cause a financial burden on our family. This is a bad idea that should be stopped. Find funding elsewhere.</p>	97068
<p>What about the water line that has to be moved in the river? You are pushing for West Linn to pay for this. It is an absolute ridiculous and irresponsible decision. If ODOT wants these tolls so badly (NOT local citizens), then include this in the budget. You are forcing tolls down our throats, don't force West Linn residents to foot the water pipe bill as well!!!</p>	97068
	97070
<p>We need to improve I 205 Users should shoulder the bulk of improvements and ongoing maintenance cost We need to charge a toll on I 205, Most other progressive states have toll roads, it is time for Oregon to do the same.</p>	97045
	97089
	97045
<p>I think if you toll I-205 in this area, folks will avoid paying the toll by taking back roads and cross the river using the old OC bridge. This will create a traffic nightmare! And to put in tolls under the "guise" that it's going to ease congestion is an absolute JOKE! I come from Florida where there are a lot of tolls and it just makes more congestion-not less. Tolls do not stop people from driving-they just take alternate routes. I realize that my input means nothing and this toll is going in regardless. You guys have already made up your minds to impose a new form of financial rape in this state, so why ask the citizens what they think. Our opinions mean nothing-otherwise you would have put it on a ballot so we could actually vote on it. But that didn't happen and tolls are coming no matter what we think. This actually gave me my laugh of the day. To think we (the local citizens) are so stupid we can't see right through your charade of caring about our thoughts/concerns.</p>	97068
	97267

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
	97045
tolls are a great way to shove traffic into the neighborhoods . ODOT wastes tons of money on stupid stuff and you want more money that's a joke. their long range planning is so horrible that by the time 205 is improved it will already be undersized. NO TOLLS USE THE MONEY YOU HAVE BETTER , and get some engineers that can see past the end of their noises!!!!	97045
	97045
The only plan that I would support is the no toll option. As someone who lives in this area and has to use these roadways to get across the river, the only thing I see tolls doing is causing more cars onto the neighbor roads and the already over used Oregon City West Linn bridge. If you must put in place a toll, please consider a toll lane instead of all of the lanes being charged. This way the ones who can afford to pay for a easier commute will. For those of us who a daily toll will be a finical hardship, we will have to just wait it out in the more crowded lanes. Putting tolls into place crates a has vs has not situation.	97068
Stop the tolling.	97045
I strongly support the I-205 Tolling plan. Steve Hash	97203
NO TOLLS! Government needs to learn to spend only what the taxpayer votes to pay! Government waste needs to stop!	97267
This toll is more than just money for a road, this will essentially be a toll on my life. I live in the Redland part of Oregon City, for me to access my education at PSU, my teenager's education at MAA, my work, my social life, my cultural life, my life as an artist. I grew up in Redland and now I'm 38 - there is no way around this toll. If it must happen please make it affordable for people that are just trying to survive. We are not coming from California, I think about how hard it is for locals to just compete, when I was in my early 20's I could afford rent, my teenager has been priced out. Now we need to pay a toll just to do anything. This feels like you are targeting people like me to pay for the whole highway while others , in other areas don't have this burden.	97945
Please don't implement toll ways in Oregon City area. We are already struggling. Many of us have to use the highway to get to and from work every day. We can't afford additional fees!!! Our taxes should be enough to pay for your projects - you just need to be more responsible with our money.	97045
Why do you not use Lottery funds for roads? This is not the way to fund roads. It is not balanced. Lottery dollars are there. Use 80% to do improvement and 20% for all the other projects.	97045
We badly need the additional lanes, and the sooner the better.	97045
No to tolls. All this will do, if implemented, is to drive traffic onto surface streets already adding to that congestion.	
Put the toll in place. If it does not alleviate the traffic issues, it will at least bring in revenue for road improvements.	97119
	97116

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
I don't like toll roads. Charging a toll before the project is complete seem like paying for a service that doesn't exist. So while the road is under construction and causing more congestion people will be paying a toll.	97119
I hate toll roads, this will push traffic to find alternate routes and in my opinion negatively impact the free movement of people this country is known for. If you want more money add to the gas tax, the burden is shared uniformly at least a little more uniformly. There should not be a targeted segment that have to unduly bear the burden of this cost just because their livelihood takes them through the wrong area. Provide more commuter options but stop looking for more ways to slice us up when we are already dying by a thousand cuts. Make no truck zones or dedicated truck only lanes to ease their routes while mitigating their presence in some areas. Already there are trucks getting stuck on roads they should not be on in order to get around congestion, I imagine a toll road would not make that situation better.	97117
I am not a fan of tolls to act as a punitive measure in order to change behavior; I do not support them. I would support tolls to pay off the debt of specific new infrastructure construction.	97078
	97068
	97045
Instead of tolling the freeways paid by taxpayers and gas taxes, Metro should stop wasting our funds on feel good projects and focus on core transpiration. Stop wasting money on bike lane related efforts. Perhaps sell some of the land that has been hoarded by Metro to fund project which should be core & basic to their mission	97124
Seems like a good idea.	97078
	97068
No Tolls!!!!!!!!!!!!!!!!!!!!!!	97070
Using tolling to fund the car-oriented project will only seek more driving from users. Tolling should be used ONLY as a tool to accurately price driving for the damage it causes to the environment and the health of our neighbors who live next to the freeways. Use congestion pricing revenue to maintain our roadways and invest in multi-modal transit improvements as alternatives to driving. Do not use tolling to fund freeway expansions otherwise Metro and ODOT's leaders will go down in history as arsonists in the face of the climate emergency we are in. You need to stand up to the challenges of today and you CANNOT do that using the tools of the 1960s. Congestion price or nothing, period.	97212
Do NOT WANT TOLL.	97068

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
<p>Quite frankly there should be no tolls. funding should come from other sources that would further spread the costs as local residents will pay an unfair higher burden. Even residents that personally do not use the 205 corridor would benefit from the changes and seismic upgrades but would not pay any of the cost. A better option would be to build a new road just south of the Boon bridge and have it join 205 past Oregon City. This would result in upgraded structures that would withstand the "big one" and at the same time substantially reduce current congestion issues. Any toll that is applied should be used only for 205 and not for other projects. Any toll that is applied should have a SUNSET clause that would eliminate the toll once the project is paid for and not be used as a general funding source. This method has been applied to the I-5 bridge and Astoria bridge and others.</p>	97068
<p>Yes I have a comment NO TOLLS ON 205!!!! Side roads are busy already and will get busier. Don't punish the citizens for the way odot and metro has spent our money. Tolls never work and will create more headache for the people that have to live near them.</p>	97045
	97045
<p>Do not do this. Stop wasting money elsewhere. This will cause most congestion elsewhere. This is a terrible idea. No one wants this.</p>	97267
<p>I would be willing to pay this toll.</p>	97229
	97140
<p>Tolling will result in diverting motor vehicle traffic to local roads. It will not reduce greenhouse gas emissions unless the tolling revenue can be used to make alternative transportation more feasible for people throughout the region. I do not support tolling I-205 or any other roadway unless the Oregon constitution is changed to allow tolling revenue to be used to encourage people to walk, bike and most importantly, improve transit to meet our daily needs.</p>	97219
<p>Yes. The community has continually given feedback strongly against tolling I205, and is ignored every time. These surveys ignore that, and instead ask HOW we would like to be tolled. We have many many transit and other taxes, but are now being told that that money is not sufficient for highway management. Furthermore, I205 is used primarily by commuters trying to support their families. A toll on the road will be an additional expense that they cannot bear. I strongly oppose all tolling on I205 in any form</p>	97045
<p>Concerned for the surrounding neighborhoods and the Oregon City arch bridge as the only other alternative to crossing the River. A terribly narrow 2 lane bridge that navigates onto main st with narrow alleys and one way streets. This is what everyone will do to avoid paying a toll. Clog up everywhere else that has limited access already. Also, do you expect locals to be tolled several times a day just for their everyday activities? This is a huge daily cost for people that live in these areas that are going to be tolled. I don't think locals should be tolled as long as they live in a certain radius from the tolls.</p>	97045

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
<p>NO TOLLS! This will impact those who live in Oregon City and West Linn unfairly. The only other option to cross the Willamette is the old Arch Bridge. How much will traffic increase on the Arch Bridge for those trying to avoid the tolls? It will be a traffic nightmare! It's already really bad and this will only make it worse. Residents of West Linn have to use a bridge because shopping in West Linn is very limited and they need to cross the bridge to get most anywhere. I understand this will also fund other projects beyond the I-205 bridge. Why must the citizens of West Linn and Oregon City foot this bill? NO TOLLS!</p>	97045
	97070
<p>Please make it rush hour only 3 ish hours in the morning and 3 more in the evening.</p>	97086
<p>Tolls are a regressive tax! No tolls! Tax th rich!</p>	97015
<p>I can't even begin to imagine the traffic on 99E through Canby to Oregon City or Oregon City to Canby to avoid the tolling. It is already over burdened with traffic. And we already pay enough in taxes to cover the roads if the money was managed properly. As a senior citizen on a fixed income I can't afford to pay anymore. How are working families commuting to work going to be able to afford this?</p>	97013
<p>Proceed with tolls but also make improvements, change (reduce) speed limits and add enforcement on surface streets that could see additional traffic associated with toll avoidance.</p>	97123
	97017
<p>"National" Environmental Policy Act....as in, federally fund this if it is necessary. Rural residents and low income residents-who MUST commute- will bear the brunt of this. Tolls do not make sense, and will only push more vehicles onto side streets and rural roads. It is a terrible idea. No tolls.</p>	97017
	97068
<p>This plan is a mess. It is a regressive tax on low wage workers. It pushes the burden of heavy through traffic onto the local neighborhoods, ruining tranquility, accessibility, quality of life, adding pollution and degrading local roads with increased traffic.</p>	97068
<p>My impression after looking at the plan is one of confusion. My impression has been regional investment in the transportation system has focused on light rail with huge sums invested with minimal returns. The terms used in the "plan" such as 'equity' and air quality make me think the focus is not on realistic improvements but on other agendas. Tolls based on 'equity' is another way to hide taxation. I am in favor of investing in transportation but not in alternative taxation hidden as a toll.</p>	97068
<p>I am very much against tolling on our roads. I am very concerned as a resident in the area that it will cause increased traffic in residential areas and local roads. I also think that tolls disproportionately affect people of lower income. And the whole system of running the tolls is a confusing and onerous process on everyone, not to mention an additional governmental system that has ongoing costs to run and maintain.</p>	97062

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
<p>I am in favor of the toll approach to financing these improvements. The people who use this road most should pay most for the improvements, not people in Pendleton, Klamath Falls and Coos Bay. Years ago, I lived in Wilsonville and worked at Camp Withycombe. Every day I would see traffic backed up with people traveling in the opposite direction. The crux of the problem is that only one-third of the people who live in Clackams County work in the same county. If we insist on living so far from work, we should pay for the cost of the roads to get there. Either that or take mass transit.</p>	97070
<p>I think the tolling is a bad idea. Nowhere within the document could I find what the toll cost would be per drive and there is nothing that states that costs will not exceedingly rise over time. The project cost is \$27 million and just to break even will take a little time. Oregonians are already charged for everything and taxed for everything and this is just adding expense and burden to all residents and businesses, not just underserved groups. If nothing else it will force drivers off the main road or look for alternative routes. It will not solve the problem or combat climate change unless a massive swell of cars are reduced which I do not see happening. My other issue is that there is no guarantee that the money is actually going to get used for improvement projects despite that is what it says. Saying and doing are two different things and given that we already have gas taxes et al to pay for road projects and improvements and there never seems to be enough money I do not see this will be any different.</p>	97007
<p>This is nuts.. Projects like this, that impact so many people daily, should be voted on by all in the tri-county area. I fear this is the first of many more tolls/"user taxes" for funding metro area "improvements" that should be funded with current federal/state/local taxes and fuel taxes the public is already being accessed.</p>	97281
<p>This would push traffic off the highway and onto surface streets making getting around West Linn and Oregon City already harder than what it is. This project does not improve traffic , only makes it worse.</p>	97038
	97305
<p>I'm completely against tolls, this will impact my family drastically as we drive on 205 along Stafford and 213 everyday for work. Too much of an added financial impact especially with covid.</p>	97070
<p>I vehemently disagree with any tolling in the Portland metro area. There are only two large thoroughfares in Portland, I-5 and I-205. There is already significant traffic on both of these thoroughfares and a Toll would cause even great traffic constraints. Not only that, but to Toll for an existing road is ludicrous.. sure add a toll lane that takes you straight though, but to toll for a road that is been in existence for longer than I have been alive is ludicrous. ODOT has consistently and without failed bungled some of the biggest projects in the Portland area and this will add to the list. They are marred by mismanagement and terrible decisions making. Not only that, but of course when dollar signs start flashing, Metro of course needs to get their sticky fingers involved as well. A ludicrous plan by a ludicrous organization.. that's what this should be called. Also, what a farce it is to ask about my race or ethnicity.. or age, or gender, or income status.. what, am I going to pay more because I can afford it? But if your houseless you'll just be able to use the highway with no repercussions. Right? This issues transcends that and it shows just how out of touch you all are when it comes to what the people want.</p>	97070

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
NO TOLLS! Not Now, Not ever! Spend tax payers money wisely and work with the budget like the rest of us have to.	97086
I am against the I-205 Toll project for the following reasons: 1. The pandemic has caused so much hardship for small businesses. Adding a toll to these businesses whom rely on drivers for their business would add an additional hardship. 2. Local people will use alternate routes to avoid tolls, thus increasing traffic, accidents, potential deaths to neighborhoods. 3. Bidens infrastructure bill would assumably reach Oregon. Use THAT money for I 205 improvements. 4. Reallocate lottery money for I 205 improvements 5. Inflation is happening. Gas prices, food prices, and taxes as increasing. As consumers and Oregonians, we can't continue to afford an extra dollar for this, extra money for that. It adds up. Thank you for your time, Lisa Scribner	97089
What happens to all of the monies allocated to ODOT? Very little new road construction goes on to help alleviate traffic. Why can't that be used to maintain the very little roads that we have? This is another ill defined tax. There is no finite period to the toll, nor boundaries to where the monies go. Statement like "Revenue generated by tolls could help pay for" and "sustainable funding" should worry the report's readers. Once these projects are done, then what? Sadly, I expect that some other cause unrelated to roads and congestion ("Investments to Advance Equity") will be identified and unlike the Astoria-Megler Bridge, the tolls will continue until no one can afford to commute to work or travel through our beautiful state. Like most of new sources of revenue a large portion will be absorbed/lost to administration. We have a system in place with vehicle registration and fuel tax in place, why create something new?	97008
No tolls! Department of transportation, as well as other state agencies, waste enough money on other things that are not necessary. I'm gonna give you one example, all the money that was wasted on repeated environmental impact studies and other studies for the interstate bridge replacement, that never happened never gonna happen, because they just keep spending money and it's not building a bridge. I see the same thing on 205, look at all the money that was spent on a Westside bypass equivalent, that never happened. money got used on other things, but never what it was supposed to. So why would this be any different. So again no tolls! they don't work in others places, why would they work here? just another source of income for the state to waste. I'm a native Oregonian born in Portland. the state is gone totally backwards since 1988.	97003
Do NOT toll I-205. Oregon already has excess tax revenues and simply mis-manages the money. Just manage the tax dollars you have now and do not raise taxes on us citizens. Life is already expensive enough with housing, gas and food prices climbing and now you want to charge us for a road our tax dollars built? No. You should be ashamed of yourselves for even suggesting this toll. You will hurt BIPOC people like me who barely can afford housing. You will create more homelessness with your toll.	97140
No toll please. Locals, seniors, low income, everyone who works and drives in this area will be adversely effected.	97034
I will be going around the tolls and clogging up neighborhood roads.	97070

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
<p>A toll sounds terrible but the improvements (more lanes, sound walls and the roundabout) look like logical solutions. Will this toll every go away? Is it intended to fund over 5 years to get what the legislature passed (without plans for funding) in 2017? Very shortsighted if so. I have big concerns about traffic taken the back roads (through my neighborhood of Stafford Road/Mountain Road) to avoid the tolls. Too much congestion ALREADY. And speed has killed many on our windy roads in the last couple of years.</p>	97068
<p>Any toll imposed should be determined by a tri-county vote.</p>	97140
	97015
	97086
<p>This whole thing is ridiculous. I am so glad we will be leaving this state soon. The traffic on Borland and other back roads will increase. You should have build more lanes years ago instead of wasting all of that money on light rail that is not flexible and is not highly utilized. Utter disgust is what I feel about this project. It has been pushed through without proper input from the public and you keep asking ridiculous equity questions instead of anything of substance. I think this project is being run by a bunch of woke idiots. We the taxpayers are tired of funding your incompetence and waste. Traffic will likely not be an issue in the future due to the mass exodus of people from this state. Good riddance Oregon.</p>	
<p>I do not support the tolling project.</p>	97015
<p>There doesn't seem to be any additional plan for public transit within the project scope. Has there been any study to determine if an extension of the Max along the I-205 corridor would benefit from parallel construction with the I-205 toll project?</p>	97027
<p>I won't ever pay a toll. I'll be on the local streets, taking short-cuts through residential neighborhoods before I pay a toll.</p>	97045
<p>This would be a hardship to my single mom household. I have to use that route and I already live paycheck to paycheck. Taxes are already high in this state. This is one more challenge I do not need to face. In addition, I live in an area where people would be using to avoid the tolls. With more congestion, it doesn't make sense to the locals. I would assume none of you live in that area area or else you would vote against it.</p>	97013
<p>We pay some of the highest gas taxes in the nation and ODOT has not used our money wisely. If they can't figure out how to update our roads and highways with the money they get, it's time to clean house starting at the top and find people who can.</p>	97013
<p>I already pay too many taxes on my car, gas, income, home, and now the solution is to set up a tolling system? Seems like another mismanagement of tax payer dollars needing a bailout. \$57M for ADA ramps?</p>	97013

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
<p>Although the I-205 Project (the Project) to widen and toll between Abernathy Bridge and Stafford Road predates Oregon Executive Order 20-4 (the EO), the imperatives of Climate Change dictate that the Project at least meet the spirit of the EO. The Project must facilitate reduction of Greenhouse Gas (GHG) emissions per EO. The Project documents I have found to review do not make it clear that it does. I have a few starter questions. 1. How does the Project - with its expansion of freeway lanes - fit with the goals and plans of the Oregon Statewide Transportation Strategy - A 2050 Vision for Greenhouse Gas Emissions Reduction and the Every Mile Counts program, which (in part) implements the STS through reducing vehicle miles traveled? 2. Has ODOT worked with the Department of Land Conservation and Development as required by the EO to examine land use changes that might reduce the congestion currently experienced in the corridor? Such examination could start with analysis of current origin-destination data from which transport, commute, and other transportation needs can be pretty accurately derived and then used to recast congestion-reducing strategies for evaluation. I have not yet discovered records of such origin-destination data or analysis on it.. 3. I understand from the FAQ page for the Project, toll rates have not been set. How are the toll rates to be set? Is there some guarantee the tolls will cover highway expansion? I look for further studies of the various factors and elasticities for tolling, and the rationales used to derive them. By the way, the literature suggests that a project is considered “fair” only if the perceived values of giveaways (less congestion) are more than twice the takeaways (tolls) 4. It appears that ODOT’s strategy for making tolls acceptable is to link it with capacity expansion to guarantee that congestion could be reduced, but with no objective in reduction of vehicle miles traveled. It seems that the Project could lead to increased vehicle miles traveled. For congruence with the EO, it appears that GHG reduction must be derived from conversion to electric vehicles. If this is so, providing energy (and perhaps electrified vehicles) seems to be a requirement for the Project, and therefore that the cost for providing the energy (and vehicles) must be part of the Project. This would be similar to providing rolling stock for transit service. I have found no evidence of that in the Project documents.</p>	97035
<p>Don’t inflict tolls at all. Property taxes are through the roof. Tolls are NEVER lifted once imposed. I cannot live with that extra burden. With both highways being tolled, all backroads will be clogged. Willamette Falls is already the 3rd lane to 205. All surface streets will grind to a halt. The construction will divert traffic enough. Tolls will exacerbate it to an extreme. NO TOLLS!!!!!!</p>	97068
<p>Hello, As a West Linn resident, I have major concerns: 1. Currently, the side roads are already busy off 205 are already busy during rush hour or when there is an accident. These two-lane roads are not equipped for additional spillover traffic, especially during the winter months when visibility is low. 2. As a West Linn resident, my options are either (1) drive side roads to avoid a toll or (2) be tolled every time I get on the freeway. I’m curious if city residents unfairly impacted by the tolls will see any special relief?</p>	97068
<p>Side streets and neighborhood roads will become over crowded</p>	97068

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
<p>I'm 23, disabled and a resident of Clackamas County. I scanned through the RTP amendment (didn't have time to read everything in depth since there's so much) - I was wondering if there's a break down of what the toll revenue will be spent on? From my understanding so far from following this project, toll revenue will be spent on paying off the freeway expansion. I am in full support of making the bridge seismically safe, but I don't understand why we're still looking to adding lanes as being the answer to congestion when we know that through induced demand there'll come a day when 3 lanes isn't enough, and then 4, and so on. And so far I haven't heard any substantial promises about toll revenue going towards transit, bike, ped infrastructure. If we really want to mitigate congestion and greenhouse gas emissions, we need to prioritize getting people out of single occupancy vehicles. I understand that this project does include some of that which I appreciate, but it's not enough. Why would we spend millions on adding lanes before first trying congestion pricing to see how it impacts congestion? And I don't mean variable toll pricing - I mean not charging people at all when there's not traffic and only charging them during peak hours. And I'd want to see congestion pricing go towards deep investments in transit, bike, and ped infrastructure - not just including those things as an afterthought or requirement in order to add more lanes. And why would we spend millions on adding lanes before first actually investing in transit, bike, ped infrastructure that make those things a feasible option for Clackamas County commuters? Clackamas County is a transit desert. Right now most people, including me, have no choice but to drive wherever they need to go. As a disabled person it's incredibly frustrating to be told there isn't money for rural public transit but then be told that adding lanes to the freeway is somehow transportation justice. Reducing congestion incentivizes driving. I'm not at all opposed to reducing congestion, but adding lanes is the old way of doing things and it has been shown time and time again that it doesn't fix any of the problems we're trying to solve in the long run, therefore being a complete waste of money. I know this project is going to happen whether I like it or not. I just can't stop thinking about how the Iowa DOT had issues with freeway congestion on one of their main corridors so they decided to implement a commuter bus instead of adding lanes and they ended up exceeding ridership projections, reducing congestion, and operating underbudget. We need intercity transit. We need rural public transit. We need sidewalks and protected bike lanes. We don't need more room for cars on the road. If anyone with decision-making power truly cared about reducing congestion and supporting climate and transportation justice they wouldn't support adding lanes to freeways - especially in a county severely lacking public transit, and especially in a county that is continually hard hit by climate disasters. I'm happy to talk more to anyone about this project and my experience with the transportation system.</p>	<p>97009</p>
<p>I have post this plan. This puts an extreme burden on those living in the local community who need to commute to some of the regional areas of commerce semi-regularly. Major secondary routes, like Highway 43, already suffering from congestion and additional people taking those routes to avoid a toll only make it worse. It will disproportionately burden those living in the Oregon City and West Linn area specifically, as well as the broader region.</p>	<p>97045</p>

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
<p>First of all, the 121 pages is too much for any lay person to read, full of jargon and convoluted ideas that a citizen can't understand it all. Is there a summary of what's really going on? Second, an indie burden is placed on the citizens of West Linn who have to use the he 205 just to get across the river. We would have to pay the toll every time we want to drive almost anywhere. Thirdly, tolls do not mitigate or lessen traffic in any way. If it doesn't cause slowing, it will increase the traffic on the side and city streets in West Linn and Oregon City which are already at capacity. Have you tried crossing Arch Bridge during high traffic? Now it will be worse with a toll. No one who proposed this toll lives on this area. The toll should be in an area where it will not affect so many residents. Or better, no toll at all.</p>	97068
<p>A toll will simply increase the traffic through West Linn and Oregon City to avoid it. Bad idea.</p>	97068
	97068
<p>I feel this will 1) put significant amounts of traffic on local West Linn streets by non-residents attempting to avoid the tolls and 2) feel this is too targeted - should this be a larger thought-out toll policy for the entire metro area. Perhaps start with the WA border bridges?</p>	97068
<p>I am wondering if the newly passed infrastructure bill and hopefully the Build Back Better plan (if passed) will provided more funding for this project. I am concerned and discouraged by the short-sightedness of past construction that this "bottle neck" occurred in the first place! I believe minimal tolling with a very distinct end point should be considered. We don't need endless tolling for organizations that created this mess in the first place. Robin Smith West Linn</p>	97068
<p>It's a terrible idea. All traffic will reroute through the cities to avoid the tolls. You will destroy the cities and cause a traffic nightmare.</p>	97044
<p>This toll project is simply another tax on Oregonians. It will adversely impact the poor and disadvantaged and result in diversion traffic to alternate routes, causing congestion on other roads.</p>	97007
<p>I do not agree that this should be done.</p>	97045
<p>A toll is not the answer. The side streets are going to be a nightmare. This is unfair to those of us that use this road regularly. We have a right to the same quality of roads as all the other tax payers in Oregon without being charged extra. I'm very unhappy this is happening. There are already so very many road taxes, fuel taxes, DMV fees, property taxes! Surely all of these already gathered monies can be better managed to fund this. I know for a fact city workers are told "Now don't go being a hero and making us all look bad by working harder. We do things slow around here."</p>	97004
<p>The tolls as planned out an unfair and extra burden on the very local community, even though the burden comes from travel outside the immediate Oregon City/ West Linn area. If tolls are used they should be placed farther out so that local traffic staying within the local area doesn't just clog up the old Oregon City bridge.</p>	97004
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	97004

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I think it's really lousy that your supporting HDR and ODOT to bully tenants that rent slips at Sportcraft Marina! They are tossing us out regardless of pre paid leases offering pennies on the dollar for us to get out, or not except and get out anyway. They still have not settled with me. It's very unamerican to squash legal leases and bully residents! I am against this project especially regarding the way they treat residents. I vote against it!	97045
If the abundance of taxes and fees already allocated to the department and the state were properly managed, you wouldn't have to add yet another expense in an already crippling economy. Having worked in the industry for a number of years and also many years in lean manufacturing, I can tell you it wouldnt take very long at all to make a few minimal cuts and be able to fund the project without any issues. I highly recommend actually talking to real working class people and taking their comments seriously. You are taxing more and more people out of the area and pretty soon itll just be another detroit.	97004
	97004
No Toll 😞 My husband at the age of 71 is still working in Tigard. He travels 205 twice a day. In past articles we have read the suggested toll would be \$7.50 😞. You do the math: \$7.50 X 5 = \$37.50 a week \$37.50 X 4 = \$150.00 a month That's just his work month. Ad in all the other trips I make on various days !!!!!!! Ridiculous!!!!!! All it will do is cause more congestion on Hwy 43 and downtown OC, which is horrible as it is. Just another money grab from people struggling to provide for their families.	97045
No Tolls	97038
Honestly, can you explain where the money goes that you already extract from us?	97042
We are on a Social Security fixed income. All our pension goes to medical insurance.	97045
This toll is unnecessary and punitive to people who live in the area.	97068
Please tell me who thinks this is a good idea besides our legislators? Find a way to cut budgets, stop putting in light rail& spend the dollars where they were appropriated.	97068
I do not see anywhere in this document how ODOT will address diversion traffic. In the West Linn, Oregon City area. This diversion will cause even longer ques ques than we are experiencing now. Diversion, will cause substantially greater air pollution caused by vehicles cuing up for miles, as drivers cross the river. What is your plan? Wait and see is not an answer.	97068
I am concerned that setting up a toll adversely affects those that are low income. Given that it would be required of all drivers crossing through that area, it is indiscriminate in who it charges. Low income folks in this area should not be punished because of poor state infrastructure. If the toll is pursued, it should be considered to have a set income amount below which Oregonians are exempt; some type of subsidized polling pass if you will. Businesses and those with higher incomes can afford to shoulder this burden, if indeed it is the only option for funding this project.	97045
As a 69 year old on SSN that lives in Oregon City I must say NO- unless toll only applies during the rush hours (6-9am & 3-7pm) this is unfair to surrounding city residents.	97045
No Tolls. I pay enough for roads, gas tax, license and tittle. Stop using highway funds for mass transit and fix the roads.	97224

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
Tolling on Oregon roads should NEVER be allowed. This idea obviously came from someone new to Oregon and should never have been chosen as a funding source. I will NEVER use a toll road in Oregon and I promise to detour through city streets no matter how bad that makes their traffic or delays my trip.	97224
Tolls are but a zero sum game. They don't generate any value, just selectively take from motorists. Even worse, they are negative-sum game, as in: we are worse off than if you just created another tax. You already tax a lot on gas. You also levy huge fees on registration. Where do those funds go? I would like to see accountability. As a matter of fact I would like Oregon DOT to undergo full audit before raising any more funds. The more people pay, the more gets squandered. First audit, then we discuss what to do	97068
	97068
We don't have tolls on any other roads in Oregon. It is another tax on the people that live in the area. It's a terrible idea!	97068
I am very concerned about traffic diversion into the surrounding neighborhood streets. I'm perplexed as to why this stretch of I205 was selected rather than a more built up, urban area with just as much, if not more traffic. No one has explained why this location is a better option for revenue generation and emissions mitigation than say, the Glenn Jackson Bridge or I205 between Damascus and Killingworth. Please share your reasoning. I also have concerns about the honesty of the communications around this project. Some sources say tolling is a done deal while others are saying it's not. Please be consistent and honest with your messaging.	97045
	97068
	97068
	97089
This project sounds long and arduous and way too expensive for the people who will have to pay for it. Yes, the traffic is bad along the corridor, but if my taxes go much higher, it will seriously impact my life and I don't want to pay for it.	97045
I am totally against any toll for those areas. I live In West Linn near downtown Willamette. These tolls will largely affect the backroads and neighborhoods such as Borland and Willamette. I am hoping there are other options to address the cost of improving I 205 before a toll is out in place.	97068
I absolutely disagree with this plan - the congestion on Borland Rd/willamette Falls drive is really bad in the late afternoon, and there is only one road - no other alternatives. People will get off 205 in order to avoid the toll, which means they will get off at Stafford and clog up Willamette Falls even more than it already is. With a new school/sports fields going in near the bridge on Willamette Falls the congestion will only increase. This is so unfair to people living in the Willamette area. Rather than alleviate congestion, it will only increase it.	97068
This is unfair to the locals. If this tilling takes place, all of the backroads to Canby, Wilsonville, molalla, will all grow congestion. This is not what the community wants. This is disheartening that you are not seeking public opinion.	97045
As in California it will not relieve congestion, but send some traffic around to local areas	97068

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
Toll the whole length of I-205. This short length will cause local traffic issues with people avoiding the tolls.	97068
I think it's pretty obvious none of the people want this toll to begin with. Every discussion, post, or comment I see about it is nothing but people saying how against it they are. Maybe you should actually start listening to the public instead of creating pointless surveys you're not even going to take into consideration, since you haven't listened yet. We already pay enough for road stuff through our taxes and vehicle related fees, stop taking our hard earned money from us, most of us can barely survive as it is already. Just stop. You're not even creating a solution, people will find alternate routes to avoid the tolls and it will just wildly drive up congestion everywhere else. Can you imagine how fast those toll fees are going to add up for people who have to travel that stretch every day for work or for regular life because they live in that area? Can you imagine what kind of strain that is going to put on already struggling households?	97045
	97045
	97045
I hope the Committee will pay attention to the issue of connectivity of our neighborhoods. I live in West Linn and often cross the bridge to get to Oregon City where I have appointments, mechanics, health care, dentist and shopping. I know that I can access Oregon City by crossing the one lane each way Oregon City Bridge that funnels through Downtown Oregon City that does not have the capacity to handle increased traffic. Drive the route and see that there are two streets in the downtown area - each one way. The northern route that is basically an old alley way that is definitely not set up for increased traffic. Has there been any consideration to creating a traffic lane on the Abernathy Bridge that would allow entrance and exit at both ends so West Linn residents (and Gladstone/Oregon City) could stay connected to nearby neighborhoods without having to pay a fee? If that is not possible, could there be a "reader sticker" provided to local residents that would allow travel across the Abernathy Bridge only? I think Connectivity to nearby neighborhoods is very important. We do not have a choice of taking "side roads" to get to our nearby neighborhoods because we have to cross the river. If we don't cross the river at Abernathy, our next closest access to a bridge is to drive 12 miles to the Sellwood Bridge; which seems a ridiculous waste of time and gasoline.	97068
	97068
Dont do it...we are taxed out	97267
These tolls will adversely affect adjacent neighborhoods, affecting our safe access to moving thoroughfares, unfairly impacting local families, and causing home prices to drop. Please don't fund any infrastructure improvements by these means. Oregonians have never wanted tolling, and we don't want it now.	97068
	97045
How are people supposed to deal with all the rapidly rising costs?	97045
I am against any plan to add toll lanes on I205 or I5. Any plan to place toll roads anyplace in oregon should be put to a state wide vote.	97042

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
I support lane specific and time based tolling.	97229
Residents of the area should be exempt from tolls.	97068
Please don't do this. I suspect that this began with very good intentions. I truly understand the issues and goals of the toll plan, but please genuinely aim to hear folks telling you that this will be absolutely terrible for the communities most impacted. They may not be planning and transportation experts like you (and me, for what it is worth), but they are experts about their own communities and are not (all) just coming from a place of NIMBYism.	97045
I would like to say two things with respect to the I-205 tolling project: (1) voters never got the opportunity to vote on this historic change in raising revenue through tolls - this was unfair, unjust, and speaks volumes to the incompetence and greed by our elected officials who are supposed to work FOR the people - not AGAINST the people; (2) there has been no ZERO discussion on the length of time that a toll would be needed before obviously being removed from the roadway after the improvement project has been completed. I am ashamed of ODOT, Metro, and our elected politicians for pushing this project through without a fair vote on tolls. You claim to continually solicit feedback from the public but after seeing the widespread results of that tolling survey that was conducted in late 2020/early 2021, in which the public clearly stated "we don't want tolls in Oregon" you somehow think it still makes sense to pursue a tolling program on the major highways in this region. Why do you simply not listen to your voter base? The opinion on this revenue raising mechanism was strongly negative. You have mismanaged our roads for decades, all the while collecting millions in income tax revenue, higher DMV fees, emissions fees, gas taxes, and now, we are all being asked to shell out even more money to fund basic road improvements. This is not right. ODOT needs to look in the mirror and ask themselves why they do not listen to the voters, the very constituents they claim to represent. This whole process of going against the public is eye opening to many of my peers in Oregon. We are starting to catch on to your ways of avoiding the hard questions and discussions and your manipulative ways of pushing through significant revenue mechanisms without a vote for the people, by the people. And we all know why you won't put tolls on the ballot - because they wouldn't pass. And so shame on your department for being cowards. Put tolls on the general ballot - that is the most fair, just, and equitable way of determining whether this decision should be made.	97068
This will unfairly put the burden of cost on local families. Variable tolls will only hurt working class while wealthy wont feel the effects of high cost toll times. At a time where our dollar is worth less, taxes are coming at us from all directions its tone deaf to implement a toll on our community. At least add a local discount for surrounding families or free times to drive through the area. Or an alternate freeway at no cost to allow a choice.	97045
DO NOT TOLL the interstate. Tolls are revenue solutions with TOO MANY CONTINUING COSTS.	97062
	97045

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
We live in WL and use that section of 205 occasionally. We are motorcyclists too. The folks that use this stretch daily are from Washington State. What are we talking about for costs per vehicle? We already pay close to \$8000.00 in our property taxes! And we are on a fixed income.	97068
Are you crazy. We haven't recovered from our shutdown. Not to mention the toll we all are taking from bad Biden and brown leadership Give me a break	97045
	97068
	97068
I see nothing that addresses the fact that certain communities are trapped by the tolling. In Oregon City, not only will the surface streets be overwhelmed with traffic, in order to leave our own town it will cost money. We will be stuck and there will be commuter traffic using our streets to circumvent the tolling.	97045
I DO NOT WANT THIS!!!!	97045
This is pathetic. Yet another example of taxing and spending without representation. Oregon has some of the highest taxes in the West, yet all you do is spend, spend, spend and then tell us we are paying more. Here's an idea for you, you might try it sometime. 1. Determine if there is a real need for funds generated by a toll. If you didn't have enough funds to finish a project, do what the rest of us do... SAVE YOUR FREAKING MONEY UNTIL YOU HAVE ENOUGH TO FINISH THE PROJECT!!! 2. QUIT with the out of control spending and do what the rest of us do... DON'T SPEND MORE THAN YOU MAKE!!! 3. If you are giving back huge money in kicker checks, YOU DO NOT HAVE CONTROL OF YOUR TAX STRUCTURE!!! 4. If you are so obsessed with a toll, do like your socialist tax monster friends up in Seattle do- Just do a TOLL LANE, not go after every single driver that happens to need to get to work... HOW DARE YOU toll someone who is working nights or part time when traffic is not at peak levels... 5. By the way, for how long is this stupid toll going to go on? What are you going to try go get for a toll? If memory serves, once you get your paws on our money you damn sure won't let go. What you are doing is rash and irresponsible. It is absolutely WRONG to keep saddling Oregonians with more and more, in addition to the grossly excessive fuel taxes (which is where these funds should be coming from), and just remember this... If you have been watching the news lately, people EVERYWHERE are getting sick and tired of this uncontrolled spending and additional taxation (yes folks, a TOLL is a TAX). Actions have consequences, especially with a midterm coming up. Remember what happened in Virginia last week... and quit pushing more asinine taxes and tolls on Oregonians. We are at the point where enough is way too freaking enough. QUIT TAKING OUR MONEY!!!	97027

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
I believe these tolls unfairly impact the community of West Linn. We have no alternative ways to commute from here. There is basically one way in and one way out. Trimet bus service here is a joke. The bus rarely runs here and a very limited access area. Side roads will be used to avoid the tolls impacting our local neighborhoods. This can already be experienced when there is backup on the freeway now. The upcoming improvements to the freeway, already funded in my understanding, in the Stafford Road area should improve the traffic flow. These tolls are one more way the government wants to reach into our already stretched budgets. They need to learn how to live with in their own budget. I can't afford an extra \$100 or more a week toll to get to work and run errands.	97068
I do not support a toll! The citizens using these bridges are already having a hard time with inflation and gas prices. This will drive people and their taxes out of the city.	97023
Toll the i5 corridor through Portland, hwy 26 near the zoo or 217 at mall 205. This is going to make alternative routes even busier. The old Oregon city bridge already has enough traffic on it.	97045
I think this is a terrible idea. There are ample revenue sources already available to pay for improvements and maintenance. The problem is the management of those funds - presumably you guys. I will not pay a toll. I will alter my behavior to avoid any tolls, which means moving my traffic patterns off of that section of I-205 and into the surrounding communities.	97045
	97089
Yes the bridge needs to be updated to be ready for the Cascadia earthquake. NO there does not need to be an extra lane (more cars, more emissions, more congestion). Yes, there needs to be tolling to disincentive people from driving and encouraging another method of transportation or carpooling instead. It should not be merely for the purpose of profit.	97232
We do not need more ways to bleed the Oregon people of their hard earned money! No tolls!	97045
NO TOLLS!	97045
Residents of Oregon City are unfairly disadvantaged by this. Many residents would be tolled daily just to get the few miles to work. Its nearly impossible to get around Oregon City without using 205. People should not have to pay to come and go from their homes. Why should the citizens be the ones to suffer here?	97045
	97068
	97068
In terms of equity and environment, I would suggest a strategy of aggressively planting trees (Douglas Fir if possible) in the more barren areas of ODOT's Right-of-way. When I-205 was built, it physically severed outer East Portland from the rest of the city. This area is now the most diverse area in the entire state... with the highest poverty, least tree canopy, worst air quality and the highest potential to do something profound. The Gateway Transit Center area is particularly barren and a massive planting there could help restart the vision of the Gateway Regional Center while dovetailing beautifully with the momentum building at Gateway Green bike park. This strategy would be highly visible, environmentally and equitably sound, help soften the blow of new tolls and be a huge PR win for ODOT.	97220

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
I do not want this and it will cause me to find another route to avoid the toll. This will mean more congestion on surface streets and through neighborhoods.	97267
I strongly object to tolling. I don't like it in the states where I've traveled, and I don't want to see it happen here. With all of your surveys and information campaigns, why aren't the citizens who use the area the most called to vote on this huge change? This is just like when the citizens of Clackamas county voted down light rail with concerns about increasing crime and yet had it crammed down our throats by METRO with no ability to stop it. This will significantly impact the people who live near I 205 and the roads that people will use to bypass the toll roads. No one I know wants to see toll roads here. Why are you this far into the project with an already projected date to start requiring tolls and you haven't put it on the ballot to be voted on by the people who will be affected by it the most? Once again the politicians think they know what's good for the people and make their deals without a majority of the people supporting it. We live in the suburbs and use our cars, but we've paid for a pedestrian bridge, and lots of street changes to accommodate bikes, but the gas tax is supposed to cover road needs. It's just not being used correctly.	97267
good plan	97267
This is going to be a nightmare for the surrounding communities who are going to be bombarded with traffic trying to avoid the tolls. Also there is a huge low income housing development off holcomb with hundreds of low income families that simply can't afford extra fees. They will have to go out of their way to avoid the tolls further clogging up the side streets. This is a terrible idea for an already stressed community	97045-1249
There needs to be a better way to get funds. NO ONE wants a toll road which means avoiding it, leading to neighborhoods being heavily trafficked. I travel this road nearly every single day and the thought of having a toll just to get to work and back home is ridiculous. West Linn has been a great place to live, however, building new housing which invites more travel to West Linn, and then charging to get here? No thank you. Our elected officials should be able to come up with a better idea than this.	97068
We already pay taxes for roads. I don't see how this can be legal? All this is going to do is impact all roads and neighborhoods around the toll.	97045
I live in Bolton area near the I 205 intersection with Hwy 43 and the newly refurbished Arch bridge. I am against tolling 205. The Abernathy bridge is the main way to cross the Willamette River South of Portland. I don't want to have to pay a toll to cross the Willamette River. I am especially against removing vehicle traffic from the Arch bridge. It is the main access to downtown Oregon City and it would further destroy the businesses there. Please do not destroy the lives of those who live in West Linn and depend on the ability to cross the Willamette River.	97068

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
Only that the increases in traffic side-roads by persons avoiding the tolls is a reality that ODOT needs to effectively deal with. This may mean tolling side-roads (good luck on that one) to bring this probable situation under control if undue congestion occurs on the side-roads. One possibility is "penalty tolling" which might cause toll-avoiders to have second thoughts. If drivers have a readable bar-code or some such on their vehicles, then sensors on the side-roads could pick them up and when they do use the tolled road (I-205) they pay more as a result of their side-road use. Of course, there are other approaches, but this is just one idea.	97068
Tolling is not an acceptable option.	97223
PLEASE- I am on a fixed income and Oregon is taxing me into poverty. NO tolls. My gas tax and expensive vehicle registrations pay for road maintenance-YOU must learn to live within these budgets, just as I must. notollnotollnotollnotoll	97267
No TOLLS! I use the route often and will drive around through the neighborhoods to avoid it every day moving forward if this this put in.	97045
Setting up tolls is a bad idea and I am strongly opposed.	97068
I think this is a terrible idea. The strain of congestion will just be diverted elsewhere in neighborhoods that can't handle the capacity. I'd much rather just add onto our local taxes instead of wasting revenue on a temporary toll program.	97068
Especially with more people working at home, I do not think the road widening element of this project makes sense and is an unsustainable use of limited public funds. I do support the quake resiliency element of the project.	97069
Why don't you supply a synopsis, do you really expect everyone to read 121 pages? Looks to me like this program was made to ensure that it penalized West Linn residents the most followed closely by Lake Oswego and Tualatin. Have you tried to drive on Borland Rd or Eck, Stafford or other bypass streets Now? Once this is implemented it will easily double to triple as people try to avoid not only the congestion but now the tolls as well. Too much bad, with nothing positive for the people that are going to be affected the most.	97068
Bad idea. Surface streets are already clogged badly. Find another way to raise the funds.	97068
No toll on I-205 as proposed. (1) Local residents who use the Abernathy Bridge to cross from West to East and vice versa daily will have an unfair share of the burden of the toll. (2) By tolling I-205 from Stafford to Abernathy, it means arterial streets will be overloaded by people trying to avoid the toll. This tolling idea is just BAD all the way around unless ODOT can find a way to only toll transient traffic on I-205 and not local residents.	97068
NO on the tolling idea. Quit wasting money on light rail and bike projects. Improve our freeways. No more light rail projects that are sucking our valuable transportation dollars away from practical, useful projects.	97068

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
Some of us have to travel on 205 daily for work. It's adding an additional financial burden for many that are already stretched thin. Some of us would take side streets or Hwy 43 to avoid this toll, adding additional back ups, pressure and wear on already clogged up roads. I do not support a toll.	97068
No one that lives anywhere near this project is in favor of tolls. It is no where near the most congested site in the Portland metro area. We get tired of hearing you want our opinion or that we just don't understand. It will hurt the people that live within this area more than anyone else. And the people that live near the 205 are bearing more of the physical costs of this than anyone else. We cannot go anywhere without crossing a bridge and more traffic will be diverted into our side roads. There is no way of stopping that. This isn't even a project anyone wants, but it is being forced upon us because it is what you want. If you are going to toll a freeway, do it the entire length of 205 so more people than us can be unhappy. I5 and 217 traffic is much worse and they've never been rolled to satisfy the state. All in all there is no upside for us.	97068
	97045
This plan is not fair or equitable. I wonder if it passes legal muster with the State. The corridor in question is a very important regional asset. It is used by most all of the Metro area as well as anyone traveling through Oregon or from south state to the airport. Making the residents of West Linn, Oregon City and Gladstone who need to cross this bridge frequently the ones to encounter this extra tax so frequently is wrong. It feels like blackmail! No grocery shopping unless you pay the tax! I am a West Linn resident. I support the project goals. But not these means. Will it lead to people overusing the Arch Bridge or overworking side roads to avoid yet another toll today? The impact of this must be spread out across the metro area to be equitable. I believe Metro and the State should add to or redirect Vehicle and Gas tax fees from the whole region to cover this rather than trapping Us Locals with this "Pay if you want to leave home or get back home" idea you seem stuck on.	97068
	97068
	97068
	97068
Tolling in this area with extremely limited side road alternatives is one of the worst ideas I've seen in the 30 years I've lived in the area. Tolling will, without doubt, push traffic onto already-congested side streets. Citizens of West Linn will bear the brunt of this ill-conceived plan and there is no way around it. It is beyond disappointing that this decision was (de facto) made before any public input was solicited. By the time public feedback was requested, the plan options were already decided - and neither of them included zero tolling in this area of I-205. Granting West Linn residents exemptions from the tolling would be one improvement to the plan. Large, multi-axle trucks cause the majority of road damage yet the citizens who rely on this portion of I-205 will bear the brunt of the tax burden if and when tolling is implemented. This is unacceptable.	98068
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	97049
	97301

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
<p>I see no benefit to spending this money on adding tolls to I-205. This will only create more traffic in and around the city, and shifts the costs of maintaining this project onto the citizens of Portland. Why not create infrastructure that serves the citizens of Portland rather than regressively taxing them. For example, installing solar panels instead of tolls could provide the revenue sought by the tolls.</p>	97233
<p>We think this a bad idea. You want to put a toll road in when we already pay extra in gas tax and in vehicle registration. How do you expect people to be able to drive? Or is that the point, you make it so expensive that everyone starts taking mass transit? Oregon is becoming crazier all the time. We are very opposed to this. One is bad enough, but two on the same stretch of highway? This is a very bad plan.</p>	97009
<p>No tolls! This is going to ruin our city as everyone will re-route to side roads for travel. Neither West Linn nor Oregon City's streets can handle the capacity. I live right above one of those streets and the traffic noise below me will be horrendous. The traffic on my street will be horrible. Property values will plummet. We did not get to vote on this project. I live about 4 miles from my work and will have to pay tolls twice a day. This should be illegal without a vote.</p>	97068
<p>Just a couple of thoughts..... 1). Joe Biden’s physical Infrastructure Legislation just passed in Congress. Shouldn’t Oregon be receiving funds for improvements to bridges and highways and other infrastructure? 2). How will you collect tolls while the highway is being widened and the bridge is being retrofitted? Won’t there be lane closures during construction? That will cause traffic back-ups on their own. That will limit the amount collected since fewer vehicles will be going through that area. 3). Also, people will be choosing to drive on the side streets through town to avoid paying tolls in the first place, therefore reducing the tolls collected. How will you know that you will collect enough to ever cover the cost of the project? 4). Taking into account questions 1, 2, and 3, this tolling system is uncalled for and should be halted. When this bill was passed in 2017, without the vote of the people, there was no idea that an Infrastructure Bill would be passed by Congress. That should again, put this tolling nightmare to rest.</p>	97068
<p>Please do not do this. Having grown up in the Chicago area and living with multiple toll roads in the region, this will not have the desired affect. This will not improve congestion. We live near the West Linn High school and I work in Clackamas. I work long and unpredictable hours and biking, walking or public transportation is not an option. The proposed toll site at the 43 - 205 interchange will impact us, and many people in the area, numerous times a day. This will mean the local community pays heavily for the regional transportation rather than spreading out the cost. It would be much better if financing was found elsewhere even if it was an increase in taxes, vehicle fee, or anything else!</p>	97068
<p>Putting a toll on I-205 is a huge mistake, do not do this. Do not turn a deaf ear to those with valid reasons as to why this should not be done.</p>	97068

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
It appears that the project, particularly the tolls, will put an undue financial and mobility burden on seniors in the West Linn area. The certain increased traffic on already over stressed local roads will limit access to medical care facilities and food sources and the increased local traffic poses greater danger to pedestrians and bicycle traffic and will force many seniors to limit their mobility.	97068
The I-205 tolling project will place an unreasonable financial burden on the people who live in West Linn. They will have to pay a toll on every day transactions - going to the market, visiting a doctor, going to the gym. It is discriminatory and unfair.	97068
DO NOT TOLL ANY EXISTING OREGON HIGHWAY/ROADWAY.	97267
Not at this time.	97068
	97015
	97222
all freeways should be toll roads as well as interstate bridges.	97222
	97045
No tolls. We pay enough in taxes. Tolls is another form of taxation (instead of by income, it's by usage), which probably impacts the people that can't afford these additional taxes, the most.	97068
	97267
This will negatively local residents and is a poor tax. Congestion will increase heavily on side roads. Why don't you use the tax funds you already have instead of nickel and diming people who have already had a rough past couple years due to the pandemic, historical weather events, and economic issues?	97045
The state already collects enough money to pay for road maintenance and improvements with taxes already in place but spends these funds on non road issues and wasteful projects	97068
Just another outrageous fee imposed on already tax paying citizens for an unnecessary project. Work should have been done during all the prior years the construction had been going on. Quit wasting our money. Live within your budget.	97222
This is a terrible idea that will only push traffic into neighborhoods and backroads (even more than they already do)	97045
	97068
While tolling is a fair way to raise a portion of funds for maintenance and seismic upgrades from those who use the highway most, expanding the highway infrastructure to more traffic lanes would need to be a deeper discussion which includes topics such as climate change. Otherwise, unfortunately all aspects of this project may be disagreeable.	97218
	97218
Yes, we the people would like a detailed spending of the money Portland spends that comes in from our gas tax.	97267
No tolls!	97222

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
<p>This is a horrible idea. It will not reduce congestion as is so often stated, nor is it equitable. People who don't want to /can't afford to pay the toll will be diverted to side streets that go through neighborhoods or will completely clog arterial streets used by neighbors. The congestion will just move to other locations. As far as equity is concerned, how is it equitable to toll one area of I205 that will impact citizens of one part of Oregon far more than any other? Why should people be asked to pay for something they already paid for? Why did the improvement plan get shoved under the rug and get replaced with tolling? This smells of something rotten in the state of Oregon...with ODOT and Metro so in the red with their transportation projects that didn't work, that they need a revenue source and fast! We'll see whether you are really listening to anything...or whether you just continue to push an agenda you KNOW the citizens don't want.</p>	97027
<p>This project was forced on this areas residents and was not put up to vote as it should have.</p>	97045
<p>Direct a greater portion of corporate taxes toward expanding and maintaining and upgrading infrastructure. Create a development tax, especially on luxury development, to fund infrastructure. Create a luxury tax on luxury vehicles and direct it toward these infrastructure goals.</p>	97206
<p>Our local roads will become more congested with people trying to bypass 205 in this area. I really think you are putting the toll here is because commuter are boxed in! I believe you have disregarded the people's will. I will gladly sign any petition to try and stop this.</p>	97045
<p>As a resident of the Willamette neighborhood, I am concerned with the increased traffic as people attempt to go around the toll areas. As a family of five, the tolls are an added expense to our family that is also concerning. We are beginning the conversation of whether can can continue to live here should the toll be put in place. This would be four times on the tolled road for our home each day when we are just making things work.</p>	97068
<p>I don't have confidence in ODOT to bring projects to Budget with input from citizens. I do think Tolls are a good way to finance our Roads.</p>	97233
	97068
	97267
<p>No tolls</p>	97267

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
<p>I have read the document. This is not an amendment that serves the public. This was not passed by the public. The ballot measure was passed to improve roads, and the funding the measure generated was intended by the voters to be put directly into the road improvements. Instead, there was a sneaky mention of “exploring value pricing,” and the money is being spent on this very expensive proposal which has merely determined that there’s not enough money and the people must be “taxed” again, through a toll. It’s been four years, and our roads are unchanged! I teach my children daily that if something costs more than the money we have, we don’t buy it. It’s very simple. If something costs too much, should we do it? No. We need to save up and pay for our improvements up front, not retroactively. We need to work within our means. It is fiscally irresponsible to kick the payment of this toll project (which drivers don’t even want) to drivers of the future, and dishonest to say that the toll is for this project alone. Once a toll is in place, it will not go away. If Metro needs more money, it should propose a tax to increase revenue directly to voters. Time and time again, Oregon voters have turned down toll proposals. This is not a problem of “uneducated” people. We know what tolls are, how they work, and we know that Oregonians do not want toll roads. This initiative has been snuck in a back door, which is wrong and dishonest. We already pay plenty to Metro for road maintenance and instead of having our roads get better, we are told it’s not enough. I read in the document that many entities have declined this proposal. There seemed to be no brakes on the project as a result. I also saw in the document that the area is a great percent white and only about double the poverty line, and so they are moving forward. This is effectively saying, “they’re white, they can handle it.” This conclusion is racist. Families are families, no matter what their demographics. For families who use this portion of the freeway regularly for school, groceries, work, and worship, this is going to have huge financial implications. These families are already paying their taxes. They do not need to be doubly taxed. If the project is begun as described, I will not use 205 during the construction work. Instead I will use the back roads I use currently when there is some issue on 205. These roads already back up terribly when this happens. If the toll is put in place, I will by that time have 2-3 years of habitually using the back roads, even though they back up. What will stop me from continuing to use them, thus avoiding the toll? There will be many drivers who join me, and we will see our neighborhood roads such as Borland, 10th St, 65th, 99W, the Sellwood bridge and Tacoma St, etc suddenly have much higher use and wear. They will need repairs and improvements too! Meanwhile, there will be “reduced” traffic on the 205, at which lawmakers and politicians will puff with pride, “See? We reduced traffic!” In reality, Clackamas County roads will be still more clogged and miserable and needing more expensive repairs! Finally, if you are convinced increased revenue is really your only option, why not put solar panels along these portions of prime sunny real estate? Harness the sun, don’t shake down your drivers. Please consider abandoning this tolling project. With integrity, please consider bringing such a project before voters with transparency and honesty. Thank you, Concerned Mother in Clackamas County</p>	<p>97267</p>

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
I am opposed to this proposed RTP amendment. While I support congestion pricing as a tool to reduce VMT and to improve the environment, I am disappointed that the gains from such pricing would be used to expand a freeway. In the year 2021 with so much we know about climate and the role that transportation plays in a warming world, we need to be smarter about how we are investing our resources. Expanding freeways is not a smart investment. It leads to more driving, people living and working further away, and exacerbates existing inequities by limiting the options of poor and other underserved populations. It is time to put the brakes on the plans to expand I-205. Implement congestion pricing first. Invest in high quality transit. Encourage people to drive less. In other words, please do all you can to help save our planet.	97214
	97222
Tolling is just trading one problem (overcrowded highway) with another problem (creating more overcrowded residential neighborhoods). As a result, residential neighborhoods will be less safe.	97027
	97045
Are you people crazy? Tax is to death much?	97045
	97045
It will not do anything to help the congestion. People are not going to get out of their cars. It is just another money grab.	97045
This is quite possibly the stupidest possible use of tolls I've seen proposed on the West Coast in this century: to fund freeway widening. This project needs to be subjected to a full EIR process, and the carbon emissions that will result from widening need to be fully mitigated. Also, there needs to be a justification in the EIR for using the funds raised from tolling for freeway expansion during a climate crisis, rather than to help pay for alternatives to driving.	97045
	97045
Tolling I-205 will only increase congestion on secondary and tertiary roadways as drivers avoid having to pay tolls. It will hurt self-employed business owners who utilize our major roadways to conduct business and already pay higher gas taxes. Our state cannot balance or budget it's current infrastructure and maintenance of roads, railways and bridges. Tolling citizens will only exacerbate current congestion and increase accidents.	97045
This is a horrible idea all around. What a crappy way to make a buck. Make struggling people pay to go to work!	97045
There needs to be a review of the impact this action will have on local street traffic. Local routes that bypass this section of freeway are limited, and added traffic from cars avoiding the toll will add to an already congested area.	97068
You need to provide a toll exclusion for west linn residents who must use the roads to get to their home.	97068
I am concerned this project will disproportionately burden low-income people and people of color, who often live/work in areas without transportation alternatives. If there are tolls, they should be reduced or eliminated for those who are low-income.	97232

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
I think a toll in the area is the worst idea ever. There are very few ways through this area, and you are forcing people to pay to use a road we already pay taxes for with our property tax and gas tax. This toll was not approved of by the citizens who this will impact the most.	97045
	97068
My name is Zsolt Bacskai , I would love to know how this new plan will fix the real issue with almost every freeway in Portland which is not a bottleneck or any other issue with the roads or the number of lanes , the problem that is causing traffic jams are the entry and exit points , when the entry is before the exit you create cross traffic with low speed , it makes no difference how many lanes you got 3, 2, or 6 like in Texas, the traffic will slow down at those points , also as someone who lives at that area going south toward I-5 was never a problem , coming up north on the afternoon is the problem , which is the opposite of the bottle neck , 2 lane becomes 3, so the traffic should flow like a dream , but it does not thanks to the Lake Oswego entry and the 99 exist that are crossing each other within 500 feet, so unless you can stop the behavior of the drivers who like to stay in the left lane until the very last second to exit the freeway your project is a waste of our money , and as far as tolls go , we already paid for that bridge , after all you are building out of the printed Biden money , the trillions that WE have to pay back, so no tolls , and no new lanes either , fix the entry and exit lanes and you fix the traffic problem	97045
Given the lack of alternative routes placing a toll through oregon city will force drivers to take surface streets to avoid the toll thus clogging up the service streets. Also how does this toll affect low income families that would not be able to afford the toll. Also there is concern to how much of the tolling money goes into projects that help the tax payers vs how much money goes into the pockets of the toll company and that money is lost to the tax payer for ever. We do not want to open the door to other toll roads in our region. If a toll is put in place it should not be indefinite. The toll should stop when the project is funded. This is similar to how they handle tolls in New Zealand. I feel if you can guarantee this you would get more buy in from the community as long as you are fourth coming monthly as how to much money has been raised for the project.	97089
Tolling the only non-one lane bridge over the willamette river for over 10 miles in incredibly inequitable and not what I expect from this state given the quantity of taxes given to them.	97267
With as much in taxes as we pay, you'd assume that we could afford this already. I could understand a toll if it were for a limited time only not a permanent fixture as is typically done around the country. Our interstates here are not tolled and should remain so. Find other ways to pay for the necessary upgrades. This will cut off half the city from being able to cross the Willamette River unless they can afford to use the crossing. This does not provide the equity expected of the people in the Portland metro area.	97267
Tolls are bullshit and should fuck off, they disproportionately effect lower income workers who have to commute. Build good public transportation infrastructure with tax dollars and stop doing stupid shit like this.	97086

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
<p>1) Diversion to local roads is already a big problem along I-205 resulting in a financial burden to the adjacent communities (West Linn). Modeling data to date shows tolling would increase diversion to local roads not reduce it. How does ODOT plan to mitigate for local road diversion? 2) Modeling data to date shows limited to no overall effect for congestion mitigation by tolling just this one small section of I-205. In addition, data to date suggests tolling all of I-5 and I-205 in the Portland Metro area is required to generate the revenue needed to pay for improvements identified in the tolling study. Why not move ahead now with tolling the entire Portland metro area instead of a small section of I-205? 3) Modeling data to date shows limited if not insignificant congestion mitigation by this proposed tolling project. Peak hour travel times on the overall I-205 corridor do not appear to significantly improve by the proposed tolling. Why not pursue other options for revenue generation like a regional or statewide diesel fuel tax and HOV/HOT lane designation for the outside passing lanes of both I-205 and I-5 for significant regional congestion mitigation? 4) How long will the public have to review/consider tolling impact mitigation suggestions and will mitigation be in place prior to tolling?</p>	97068
<p>11/5/21 The House just passed the \$1.2 trillion infrastructure bill. Please throw out your tolling plan and find a way to get the Feds to pay for the I-205 improvements! Anyone who doesn't think that these tolls will ruin the traffic on local surface streets doesn't understand that we now have a huge local population of nere-do-wells who don't want to pay for anything and will go to great lengths to avoid the tolls.</p>	97068
	97045
<p>I am not in favor of tolling</p>	97124
	97045
<p>This is just a TAX disguised as a fee! Tolling does not ease congestion. It simply pushes traffic to side streets causing more congestion. If you want money for seismic updates, then ask for that money specifically! This tolling charge will NEVER go away...no matter what you say! You will find something else to use the pile of money for and you will end up expanding this ridiculous project. Soon, you will have all of Oregon tolling roads...everywhere. How many times do you need to hear the will of the people....NO TOLLS. You don't listen!! You already have money from gas taxes and increased car registration fees. If that's not enough, you SHOULD be asking WHY? Where is that money going? You are simply not financially responsible with other people's money. And now you want more!! Shame on all of you! Shame!!!</p>	97045
<p>I believe this is a terrible idea and will not in any way reduce traffic congestion. It is clearly just a revenue generation device and will result in the overflow of traffic onto local roads to avoid the toll. It will disproportionately impact lower income residents and increase business costs and price of goods and services for any business that has to pay tolls - so citizens will be double taxed by the road toll and the increase in the cost of goods and services. I would like to see Metro actually address automobile traffic issues by increasing road capacity and design roads with throughput increasing ideas. For example, having on-ramp meters tied to freeway traffic flow, adding diverging diamond interchanges (DDI).</p>	97045

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
I am absolutely against the I-205 Tolling project. This project will force traffic off 205 onto the surrounding rural roads that were not constructed for such use. The homeowners will be trapped in their neighborhoods as bypassing traffic floods the roadways along Stafford, Borland, Nyberg, Hwy 43, Childs, Willamette Falls Drive, and into Oregon City. If a non-voted on toll system is going to be inevitable, tolling at a location where bypassing ability is limited would be a better strategy, like just before the Clackamas River on 205N.	97068
Tolling this part of I205 is a bad idea. People who live around here will just end up flooding the back roads to go around the tolls. The back roads around here cannot take that much traffic. I am not opposed to the toll itself but I am opposed to the location selected. This is not going to help the situation as much as you think it will. It will just cause road erosion and congestion in other areas as people go around the tolls.	97045
NO TOLLS!	97045
	97062
I oppose tolls on I-205 and any highways in Oregon	97124
	97068
	97222
	97202
We live here, we use these roads. You are going to put a substantial burden on those of us that live local. How are we to afford paying multiple tolls every single day?? This so affect real, local people financially! We pay gas tax, road maintenance fees on our water bills, county tax through vehicle licensing, now this! Where does it end? I suppose we can look to move to an area that doesn't tax people endlessly just to get to work each day.	97045
Tolls will only increase traffic on the side streets. Tolls will hurt the low-middle class. Tolls do not help with traffic. ODOT didn't do tolls for the Sellwood Bridge nor construction along Hwy 26 - why then would tolls be put in place for this bridge. Make it all equal.	97045
	97068
the tolling alternative seems more equitable	97239
I really don't want to deal with the hassle of paying tolls. The only way to fix that would be if it were fully automated, no stopping, no cards, no gates, no lanes, no nothing - traffic cams keep track of license plates, and billing happens automatically, a letter shows up in your mailbox with a QR code you can scan to pay immediately online. Of course the toll would have to avoid being regressive as well - \$1 to drive down a public road means one thing to someone who makes minimum wage, and another thing altogether to someone making six figures. Ultimately, if we need more money to maintain public roads, I'd prefer to see the funds raised by something more like a bracketed levy tax. If my brother needs to drive that way to get to his minimum wage job, I don't think he should have to pay a dime to do so - let that burden fall on residents who are more financially secure.	97266

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
	97046
I live off the 10th Street exit and entrance. I have to cross the bridge everyday to get onto McLoughlin Blvd and come back. I will have to pay everyday. I have a limited income. This may be a hardship on me. Will there be exceptions for people like myself? A pass of somesort?	97068
Plan is RUBBISH!	87068
	97068
	97068
Tolls in general are regressive taxes that unfairly impact lower income people to a greater degree. This toll is also unfair geographically to people living near the tolls. In addition, this toll will worsen already bad traffic on surface roads. It is inconceivable how anyone can think it is a good idea.	97068
This tolling will not only make neighborhood road traffic horrific as people avoid the tolled roads, it will effect low income families that are barely making it by now, by making them pay to drive to work. With more cars on side roads, those roads will break down faster than expected and need repair, causing more costly projects. If you want to toll roads, toll those that allow Washington drivers to enter the state. They come here to shop without paying taxes and they do not help to pay for roads in Oregon. Oregonians in the metro area already spend a great amount in taxes and fees that are supposed to pay for projects like this. Not to mention that there is a massive infrastructure bill in the works at the federal level to improve these exact things. This idea needs to go to the voters within the metro area, we deserve the right to have our say.	97045
Why is tolling not on the ballot? Why is this issue in the hands of a few unelected folks? It looks to me like tolling is going to happen regardless of any opposition to tolls.	97045
Tolling an old freeway is absurd. This will harm the nearby communities and truly punish those who live locally and utilize the freeway for essential activities of daily living. Exempt those in adjacent communities from the toll and much of your pushback will go away. Although you'll still be backing up West Linn and Oregon City surface streets to make those cities competitive non-functional.	97078
No not implement tolls.	97045
My wife and I have lived in the Willamette area of West Linn for 44 years. By no approved decision of ours it appears we will now be penalized to pay more heavily than others because of where we live. Why must we pay more than others to get to and from our house. There should be a reasonable limit for those living in West Linn, While we are elderly seniors on limited income, we are only asking for fairness. Especially if we are being tolled for using I-205 and non-I-205 streets to get to our house.	
Please do not go thought with fee tolling bridges in my area (Oregon City) or in Oregon at all. It will limit travel for folks who are already struggling with work, a pandemic, and shut downs. Please stop, as are already high taxes are misused, abused, and if used for what they are intended for would be enough. It will only HURT, us local folks who work and live in Oregon.	97045

After reviewing I-205 Toll Project Regional Transportation Plan amendment, do you have any comments to share?	Zip Code
Don't add a toll. Most people will just go back roads to avoid paying and will cause congestion on the back roads.	97070
No tolls, use the tax money that is already collected regularly for our roads. Also, this has been in the works for more than 10 yrs. Why would the money not be saved up for this by now?	97070
I just registered my vehicle, yet again, \$200 (\$175 DMV fee and \$25 DEQ) for two year. I pay a gas tax every time I fill up. When is it I need to pay even more?	97045
I am not in favor of tolling 205 or i5.	
YES. I have been following this closely, including the public forum meetings and you have yet to address how the City of West Linn is going to be able to handle the toll avoiders that will certainly clog our streets and make getting around our town a living hell. Willamette Falls Drive is currently a mess, Exit 10 takes several lights to get through and Hwy 43 is terrible RIGHT NOW. In the afternoon, traffic can back up from 205-all the way to Walmart/Mary S. Young Park. It is a quagmire and you are NOT ANSWERING OUR QUESTIONS. But you know all of this and you have the data. You are ignoring it. It is bad enough that we will have to pay just to go across the bridge to the Oregon City Shopping Center where my beauty shop is etc. But the impact of traffic on our lives will be intolerable and again—you department knows this. I want to know the plans for mitigating this impact. What are you going to do?	97068
I understand the intent of the tolls, but there should be more consideration for residents of West Linn, Lake Oswego, and Oregon City who live within the tolled area. I would suggest eliminating tolls on the weekends and/or outside of the most congested times. It seems unreasonable to tax those folks for basic trips, like shopping, eating out, or traveling to the airport, that do not contribute to the weekday commutes. Some of those trips are only going one or two exits within the tolled area. It's especially unfair when there isn't a proper alternative to cross the river that doesn't add significant travel time and gas use. Please consider toll-free times so locals aren't burdened with unnecessary costs.	97068

6.2 Emerging Transportation Trends

Information/Discussion Items

Metro Policy Advisory Committee
Wednesday, December 08, 2021

MPAC Worksheet

Agenda Item Title: Emerging Transportation Trends

Presenters: Eliot Rose

Contact for this worksheet/presentation: Eliot Rose (eliot.rose@oregonmetro.gov), Laura Dawson-Bodner (Laura.Dawson-Bodner@oregonmetro.gov)

Purpose/Objective

The COVID-19 pandemic and other recent disruptions significantly changed travel patterns in the Portland region. Metro's Emerging Transportation Trends study seeks to understand how these changes could continue to impact transportation moving forward in order to ensure that the next update to the Regional Transportation Plan meets the shifting needs of people in the region. The objective of this session is to collect MPAC members' feedback on which trends Metro staff should focus on. Feedback will also help Metro staff identify and scope other emerging trends analyses related to land use, the economy, and other topics.

Outcome

No formal action requested. The desired outcome is that MPAC members provide feedback on which trends Metro staff should focus on.

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

This is a new issue that has not previously been discussed at MPAC.

What packet material do you plan to include?

Memorandum summarizing the project team's initial assessment of trends that we are considering exploring in this study, based on an initial round of background research by Metro staff and our consultants.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: December 8, 2021
To: Metro Policy Advisory Committee
From: Eliot Rose, Senior Transportation Planner
Subject: Emerging Transportation Trends Study

Introduction

The Emerging Transportation Trends Study will identify the major transportation trends that are expected to change how people travel in the Portland region over the coming decade. Its goal is to identify potential changes to policies, projects, and assumptions about how people travel for Metro to consider during the 2023 Regional Transportation Plan (RTP) update.

This memorandum summarizes potential trends for consideration in the Emerging Transportation Trends study. The potential trends here were identified by Metro staff and consultants based on available background research. We are currently seeking feedback on these trends from Metro Council and from Metro's agency and community partners. Once we finalize the list of trends we will quantify how these trends impact people's travel choices and RTP goals related to equity, climate, safety, and other issues.

Our region has seen a lot of **changes** – disruptions to the way that people normally live, work, and travel due to forces beyond Metro and our partners' control – since we last updated the RTP in 2018. **Transportation trends** are changes that have significant impacts that (1) are expected to last at least at least five years into the future and (2) have a measurable relationship to how, when, where, why, or how often people travel (which also means that there has to be enough supporting information for us to be able to forecast the impacts of the trend).

Table 1 on the next page summarizes the trends that we are considering focusing on in this study. The summary table includes:

- A **description** of the trend
- A description of some of the racial and economic **disparities** associated with each trend. Metro's equity policy is to eliminate transportation-related disparities faced by and improve equitable outcomes for historically marginalized communities, especially communities of color. We want to focus on trends that could have significant impacts on the region's Black, Indigenous and people of color, youth, older adults and people with low incomes, limited English proficiency and disabilities so that we can address these disparities.
- A qualitative rating of the **amount of research** supporting each trend:
 - **High** means that there is both robust national-level research on a trend and detailed local data that we can use to understand specific impacts on the Portland region.
 - **Medium** means that there is detailed enough national-level research on a trend – including information on how it impacts different places, types of travel, or groups of people – that we can infer how it impacts people and communities within the region.
 - **Low** means that there is general research on the magnitude and direction of a trend, but not much information on why it's happening or on how it's impacting travel.
- A qualitative rating of our **confidence** that the trend will have a significant impact on how people travel in the Portland region within the next decade.

Table 1. Summary of Recommended Emerging Transportation Trends

Trend	Disparities	Amount of Research	Confidence Level
Transit ridership will take several years longer than automobile traffic to return to pre-pandemic levels due to service cuts, changing travel patterns, and lingering health concerns.	A large share of people of color and people with lower incomes continue to rely on transit throughout the pandemic.	High	High
People of color will feel increasingly less safe traveling in public because of increased concerns about racist policing and pandemic-era anti-Asian racism.	People of color were already significantly more likely to be concerned for their safety when walking and taking transit.	Moderate	Moderate
A significant share of workers will continue teleworking after the pandemic is over.	Low-income workers are much less likely to have jobs that allow them to work from home than high-income workers.	High	Moderate
Electric vehicles and e-bikes will be increasingly affordable, have longer ranges, and be easier to use.	New electric vehicles will still be out of reach for the many people who can only afford used vehicles. Charging electric vehicles at home is less likely to be an option for low-income people.	Moderate	Moderate
People will buy an increasing share of goods by shopping online.	People with higher incomes are more likely to shop online, but everyone shares the impacts that come with more delivery trips. Online competition and delivery fees can be particularly challenging for small businesses, an issue that restaurateurs of color have highlighted.	Low	Moderate
The boom in recreational bicycling during the pandemic could create an opportunity to further increase bicycle trips.	People of color and people with low incomes are more likely to live in neighborhoods with poor bicycle infrastructure.	Low	Low
Agencies will face the challenges of pandemic recovery (as well as other unanticipated changes) with limited resources and outdated processes.	Many agencies that serve lower-income communities had fewer resources prior to the pandemic, and are particularly likely to be strained.	Moderate	Moderate
The increase in traffic deaths seen during the pandemic will continue into recovery.	People of color and low-income people are significantly more likely to be injured or killed in crashes and to live in neighborhoods with more dangerous streets.	High	Moderate

Other trends considered

In the process of developing the recommended list of trends above, we considered several other trends that we decided not to pursue due to a lack of adequate supporting research on the impacts these trends have on transportation, including:

- Autonomous vehicle adoption will occur more rapidly in response to a decrease in comfort with shared travel and increased demand for automated delivery.
- Communities will continue needing temporary outdoor gathering and recreational space, and more flexibility in how they use streets.
- Households will own more cars as they rely more on personal vehicles and less on transit and other shared modes due to reduced service and/or health concerns.
- Demand for parking and passenger loading curbside space will increase in suburban areas and decrease in urban areas.
- COVID-induced suburbanization will change the socio-economic makeup of urban and suburban communities.
- Ride-hailing (e.g., Uber and Lyft) pricing and business models will shift to capture commuters who are no longer comfortable with transit.

Materials following this page were distributed at the meeting.



I-205 Toll Project: Regional Transportation Plan (RTP) and Metropolitan Transportation Improvements Program (MTIP) Amendments

**Metro Policy Advisory Committee
(MPAC)**

Presenters:

Mandy Putney (she/her)

Brendan Finn (he/him)

December 8, 2021

Our charge – Urban Mobility Office



Equity



**Climate
Change**



Congestion



Safety

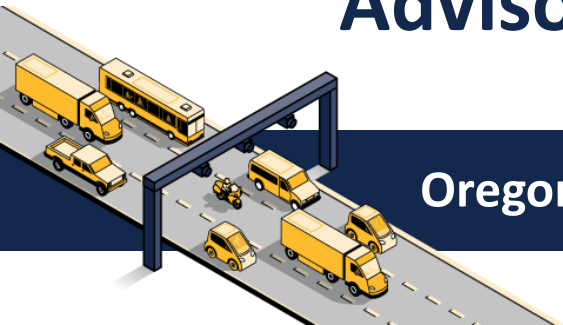


**Reliable
Funding**



Equity and Mobility Advisory Committee

Oregon Transportation Commission



Oregon Toll Program

www.OregonTolling.org

Reliable, emissions-reducing, and competitive transportation options

Climate and equity are connected

Toll-free travel options for people struggling to meet basic needs

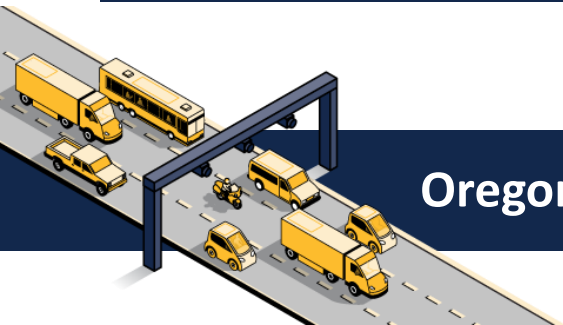
Equity investments, there on day 1

User-friendly system (language, tech access, and ability)

Benefits extend into SW Washington

State, region, and local communities working together

FOUNDATIONAL STATEMENTS



Oregon Toll Program

www.OregonTolling.org

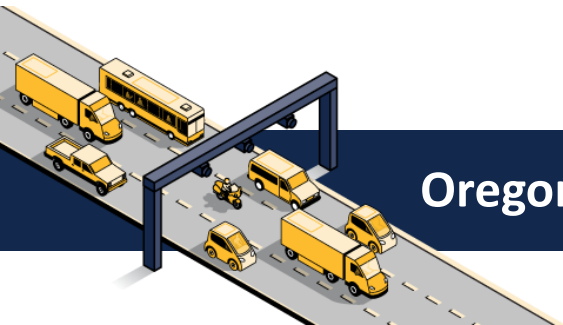
We are addressing low-income impacts



Timing: Fall 2021 – Fall 2022

- Equity and Mobility Advisory Committee
- Outreach through toll projects
- Workshops and briefings

September 15, 2022
Report back to legislature
(directed by HB3055)



Oregon Toll Program

www.OregonTolling.org

We care about what happens locally



- Diversion
- Noise
- Air quality
- Access to local businesses, faith centers, health care, schools, and parks
- Seniors, youth, and people living with a disability



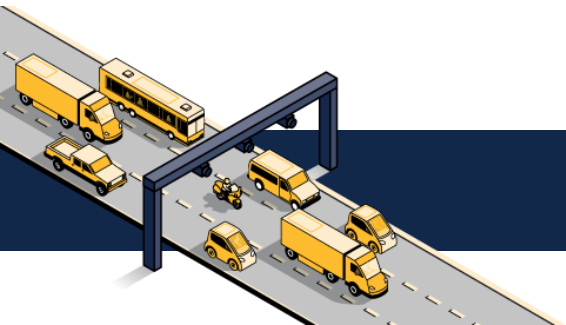
Downtown Oregon City

Source: Molly Johnson, Mt. Hood Territory website

Diversion: What it is and how we're studying it

- **Positive:** Changes in timing of trips, destinations, modes or trips not being made (e.g. telework)
- **Negative (*rerouting*):** Changes that result in increased traffic on local roads
- **Regional Travel Demand Model:** Illustrates changes in demand over the course of the day
- **More detailed modeling:** Analyze rerouting patterns on the local street network during peak hours

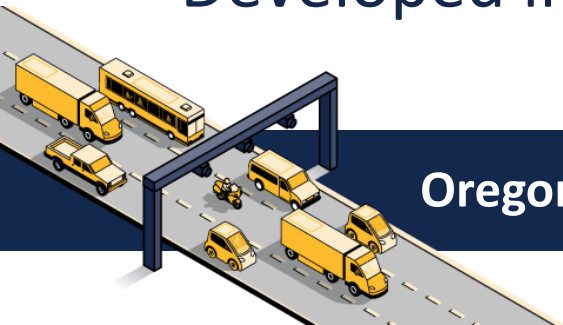
Intersection-level analysis ready in mid-January 2022



We know transportation options are limited

I-205 Toll Project: Transit & Multimodal Strategy

- Builds upon existing transportation plans
- Identifies needs we are hearing about and ideas to address them
- Informs ODOT's commitments to project mitigation
- Developed in coordination with partners



Transit & Multimodal Strategy: Needs & Ideas

Regional

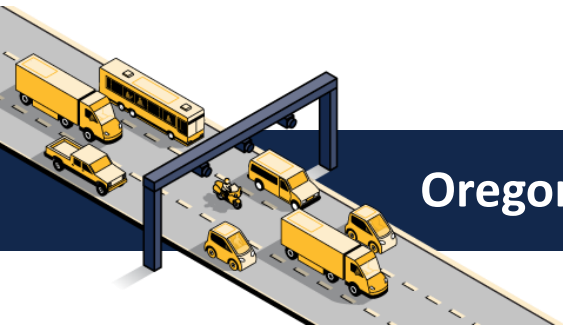
- Express service with bus-on-shoulder
- Carpool and vanpool programs – regionally

Programs

- Transportation management associations (TMA)
- Coordination with affordable housing and Transit Oriented Development

Local

- Park-and-ride and transit center improvements
- Addressing potential impacts of diversion
- Carpool, bus, shuttles, and vanpool programs - locally
- Emerging technologies and new mobility
- Walk and bike safety



Oregon Toll Program

www.OregonTolling.org

We need funding to answer key questions

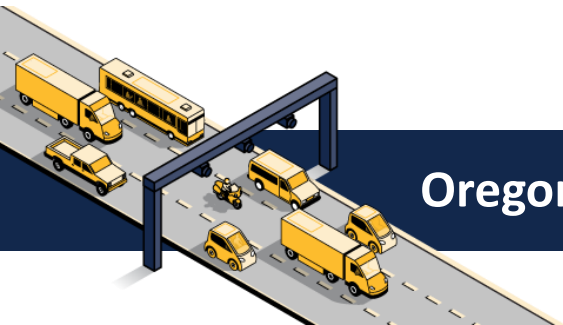
During “PE” phase:

1. How will income-based toll rates be established?
2. What are the transit and multimodal investments?
3. Where are diversion impacts located and what will be done to address them?



Overall RTP Amendment Comments

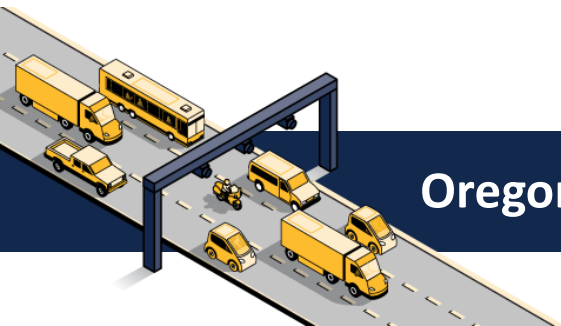
- October 1 - November 15, 2021 (45 days)
- **348 total** comments, 7 were specific to the amendment
- Expressed **opposition to tolling** in general
- Most respondents identified as **white or preferred not to answer**
- Over half are **over age 45**
- One-third reported an annual income of **\$100,000 or more**
- **The majority** of respondents live in **Clackamas County**



Comments Specific to RTP Amendment

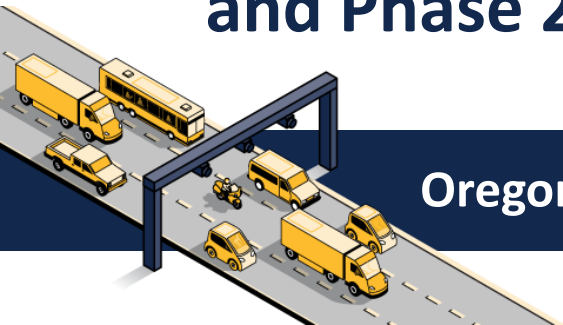
	Opinion
Support	1
Conditional Support	3
Oppose	2
No Indication	1
<i>Total</i>	7

- Need to meet Greenhouse Gas Emission goals
- Invest in transit and multimodal transportation, in addition to highway
- Impacts to low-income and diversion on local streets
- Edits to clarify language



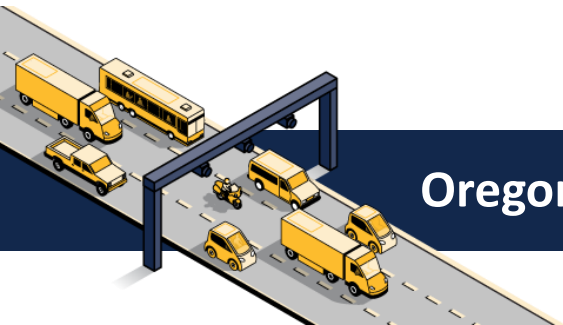
Proposed **edits**

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



Proposed edits

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

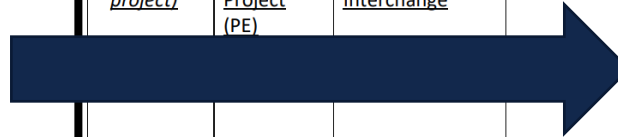


Proposed edits

“The Project would toll all lanes of I-205 on or near the Abernethy Bridge and Tualatin River Bridge. The Project’s purpose is to raise revenue to fund construction of the I-205 Improvements Project and manage congestion between Stafford Road and Oregon Route 213 (OR 213). **The PE phase includes completion of environmental analysis under the National Environmental Policy Act (NEPA) and initial design for toll infrastructure.**”

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>	I-205 Tolling Project (PE)	Oswego Hwy (OR 43) Interchange	Stafford Rd Interchange	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).	\$23,534,759	2018-2027	Yes



Please contact us with your questions

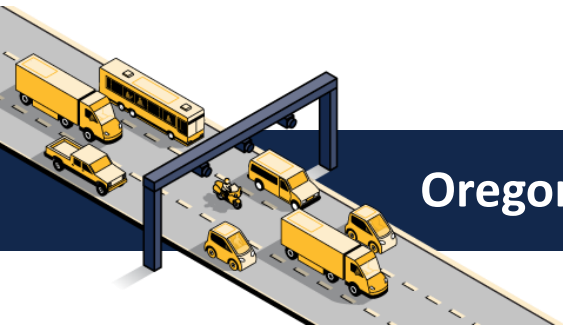
Mandy Putney, Urban Mobility Office Director of Strategic Initiatives

Mandy.Putney@odot.state.or.us
503.720.4843



Brendan Finn, ODOT Urban Mobility Office Director

Brendan.C.FINN@odot.state.or.us
503.348.1991



Oregon Toll Program

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Metro

Emerging transportation trends study

Metro Policy Advisory
Committee

December 8, 2021

Study purpose

Scope: Major transportation trends due to the pandemic and other recent disruptions

Time frame: 2023-2023

Goals:

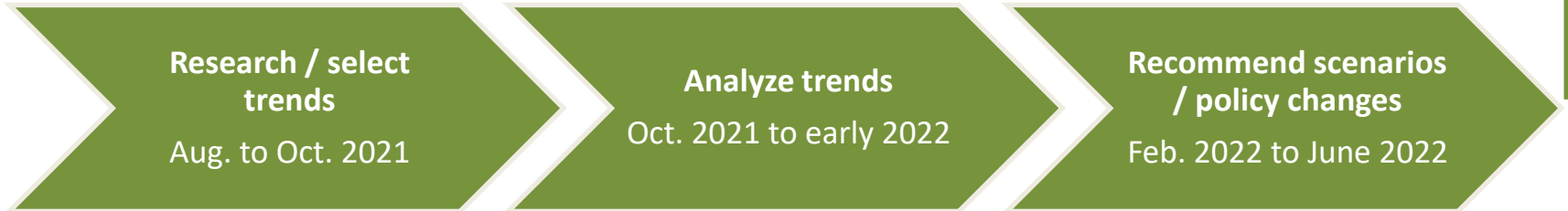
- Develop common understanding of changes that we've all been experiencing individually
- Identify potential changes to policy and analysis to consider during the 2023 RTP update
- Set the stage for other Emerging Trends work

Timeline

RTP



Trends



We are here: collecting feedback on potential trends from Council and agency/community partners

What is a “trend?”

Changes are past disruptions to the status quo due to forces beyond Metro and our partners' control.

Transportation trends are changes that:

- Will continue to impact the region in the future
- Have a measurable effect on how people travel
- Are supported by existing research

What changes have we seen?

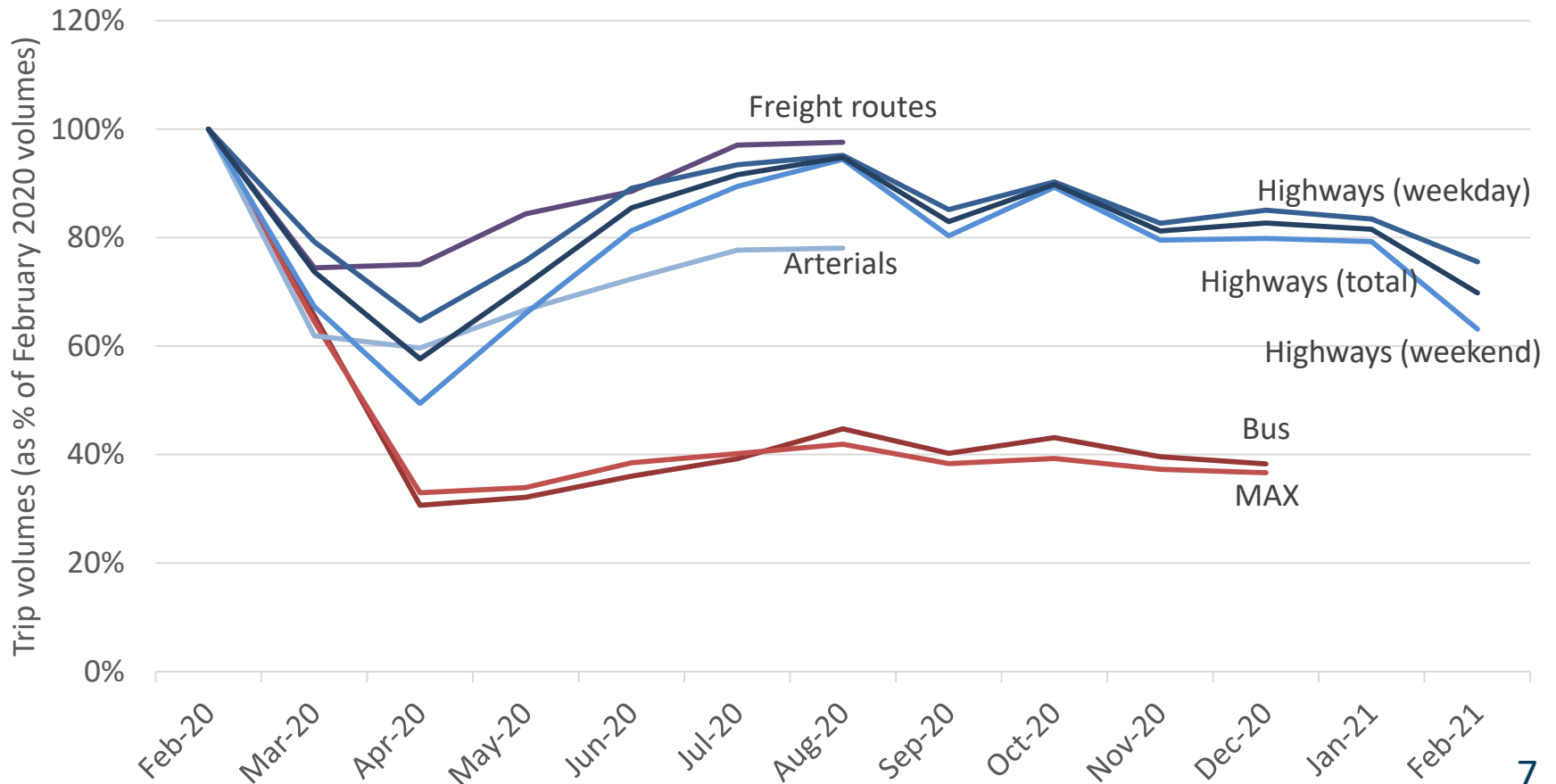


The pandemic widened the gaps for BIPOC and low-income people

- **Black and Latine Americans are 2x as likely to be hospitalized and 3x as likely to die** due to COVID as White Americans.
- **Latines** are 11% of our region's population, but **account for 22% of COVID cases**.
- **Low-income students** experienced **80% greater learning loss** due to the pandemic than the average student.
- Only **44% of lower-income Americans** say that they can **work from home**, vs. 76% of upper-income Americans.
- **33% of Asian immigrants** report experiencing **more discrimination** since the pandemic began.

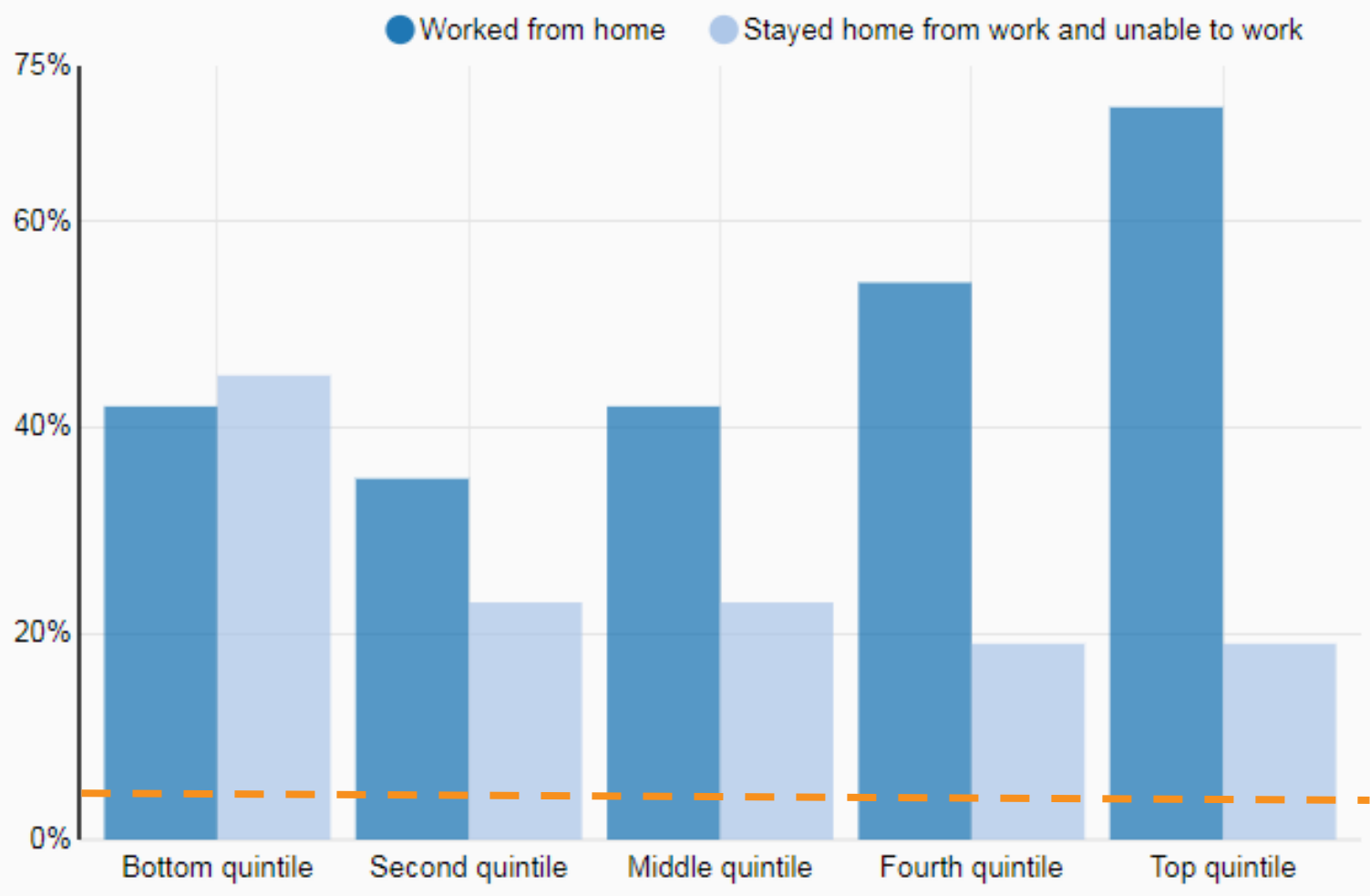
People stopped traveling... and in some cases they are now starting again.

Trips by mode/facility type during the pandemic



Source: data from ODOT, PBOT, and TriMet

More people – especially those with higher incomes – worked from home



5.3% of US workers worked from home in 2018

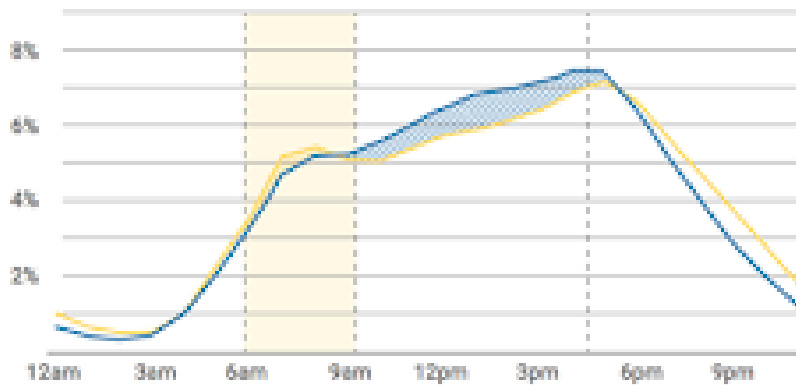
Source: Brookings Institute

People traveled less during morning rush hour and more throughout the day

DISTRIBUTION OF DAILY VMT BY TIME OF DAY

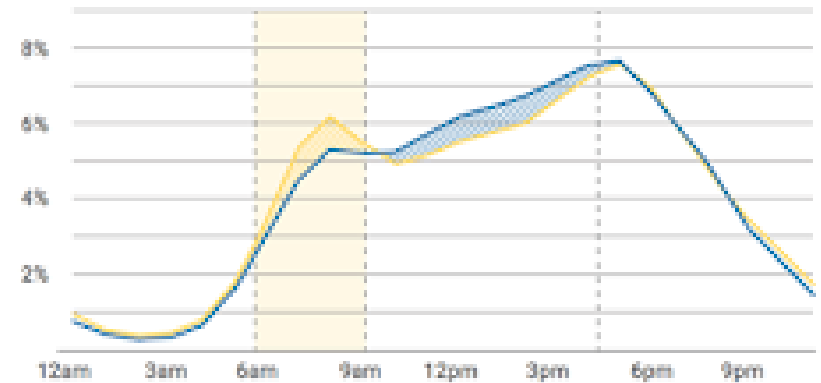
Los Angeles

STREETLIGHT DATA



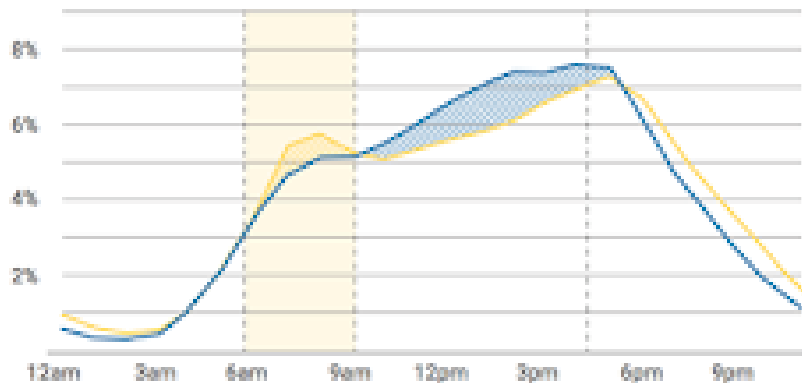
New York

STREETLIGHT DATA



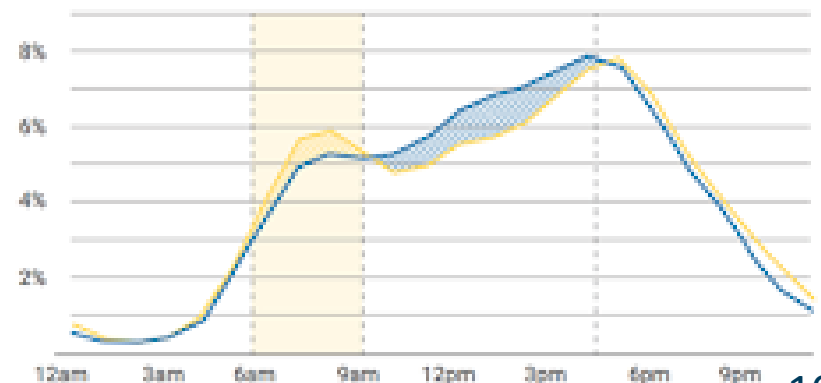
San Francisco

STREETLIGHT DATA



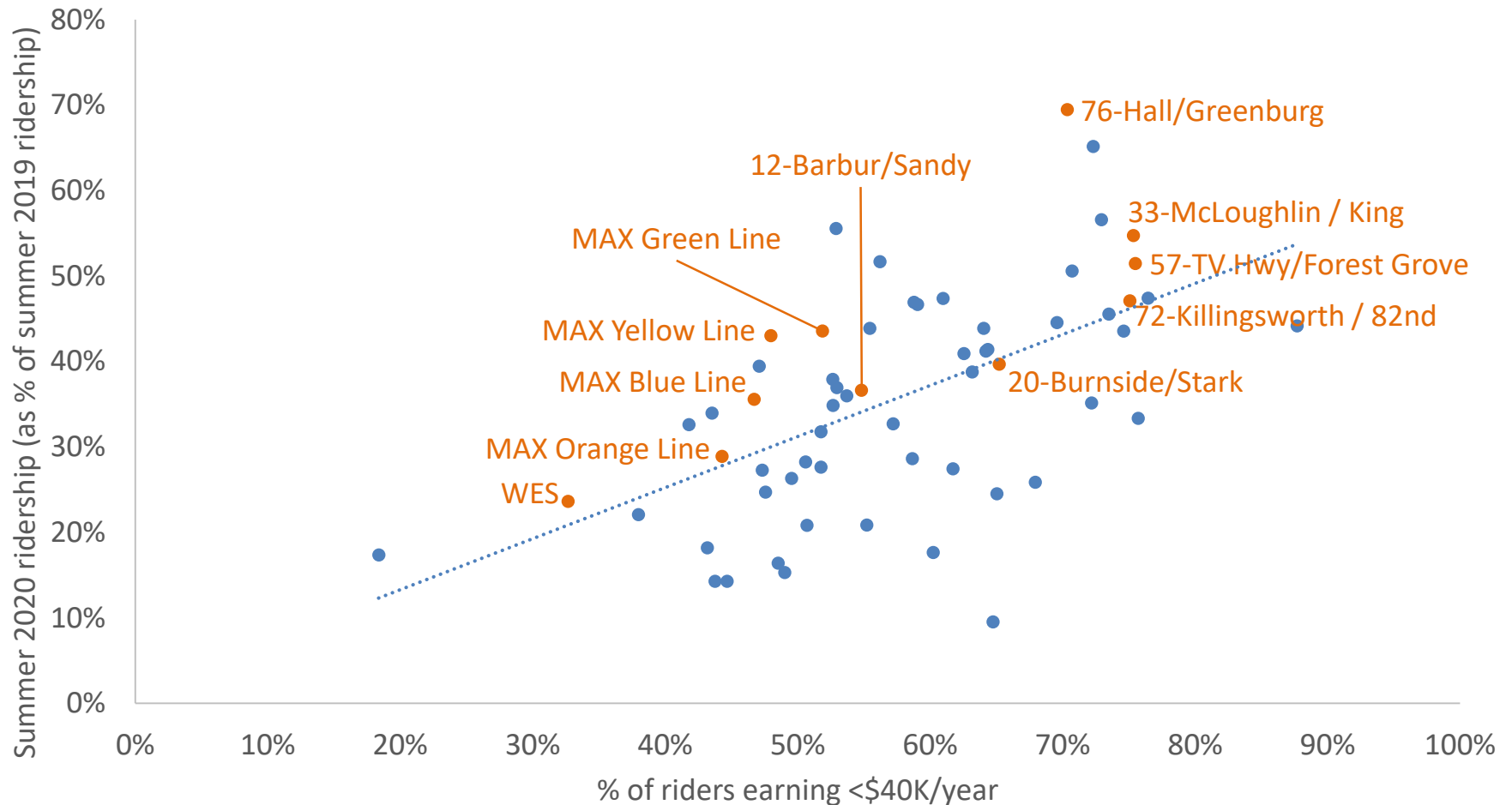
Washington, D.C.

STREETLIGHT DATA



Many low-income people still rely on transit

Pandemic-era bus ridership vs. % low-income riders, by TriMet route



Source: TriMet ridership and survey data



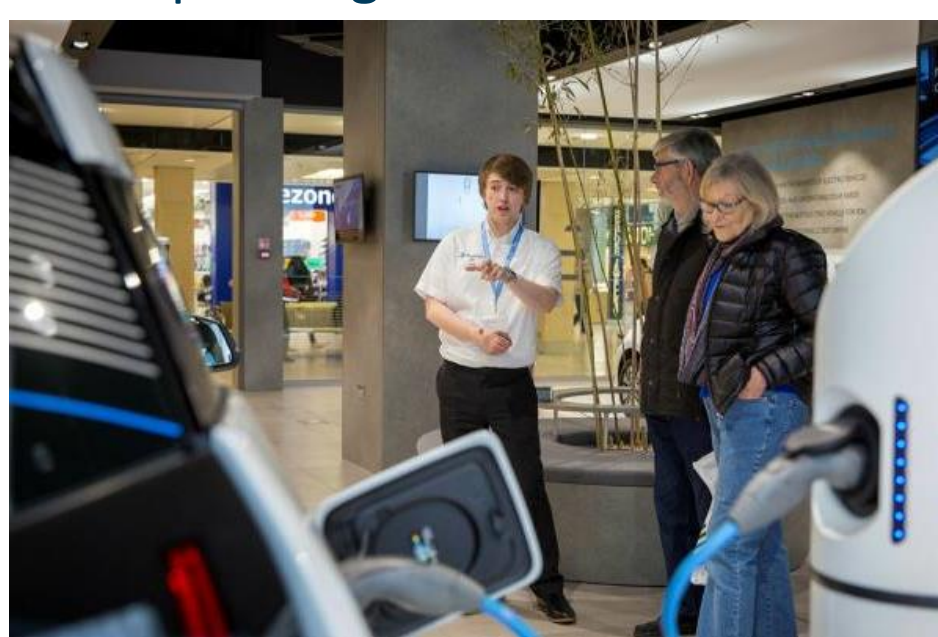
Annual growth in e-commerce sales quintupled.



Traffic deaths rose 7.2%. DWIs and speeding also increased.



Recreational bicycling boomed in many cities.



People bought many more EVs and e-bikes than expected.

We're collecting the research, but we also need to hear more of people's stories



What trends do we expect to continue into the future?



Draft list of emerging trends

1. **Transit ridership** will take several years longer than automobile traffic to return to pre-pandemic levels due to service cuts, changing travel patterns, and lingering health concerns.
2. People of color will feel increasingly less safe traveling in public because of **increased concerns about racist policing and pandemic-era anti-Asian racism**.
3. A significant share of workers will continue **teleworking** after the pandemic is over.
4. **Electric vehicles and e-bikes** will be increasingly affordable, have longer ranges, and be easier to use.
5. People will buy an increasing share of goods by **shopping online**.
6. The **boom in recreational bicycling** during the pandemic could create an opportunity to further increase bicycle trips.
7. Agencies will face the challenges of pandemic recovery (as well as other unanticipated changes) with **limited resources and outdated processes**.
8. The **increase in traffic deaths** seen during the pandemic will continue into recovery.

Discussion and feedback

- Which trends does are most important to focus on?
- Are we describing these trends in a way that reflects our regional goals and the needs of the people we serve?

oregonmetro.gov



Transportation Trends Affecting Metro Portland

With identification of disparities affecting marginalized communities

December 2021

Trend	Disparities	Amount of Research	Confidence Level
<p>Portland will continue to have a two-caste transportation system, with priority for those who can afford to, and are legally and physically able to operate a car (the upper caste), and lower priority for those too poor, too young, too old, to operate a car (the lower caste). Most of the other inequities (safety, pollution, lack of access and discrimination) flow from this two-caste system.</p>	<p>Low income people, people of color, and the old and the young are disproportionately consigned to being in the lower caste by our car-dependent transportation system.</p>	<p>High</p>	<p>High</p>
<p>Portland area transportation greenhouse gas emissions have increased by 1,000 pounds per person annually (14 percent) over the past few years, and show no signs of declining, despite state, regional and local plans calling for a reduction in GHGs. The region will have to take much bolder action than any laid out in the RTP to comply with adoption laws.</p>	<p>Climate change caused by GHG emissions disproportionately come from higher income households and lower density sprawling neighborhoods, and disproportionately affects low income neighborhoods.</p>	<p>High</p>	<p>High</p>
<p>ODOT plans to spend billions of dollars widening area freeways, which will induce additional travel; Gas taxes from road use don't cover anything approaching the cost of building and maintaining freeways, meaning that their costs are subsidized by non-users.</p>	<p>Freeways are only usable to people who can afford the roughly \$5,000 annual cost of owning and operating a car. Car ownership is much lower among low income populations and people of color. A car dependent transportation system doesn't work for those who can afford to own a car and those who can't or shouldn't drive.</p>	<p>High</p>	<p>High</p>

Trend	Disparities	Amount of Research	Confidence Level
<p>The number of persons killed on Portland area streets and roads has increased steadily. Pedestrians and other vulnerable road users account for half of deaths. Most transportation spending is devoted to enabling vehicles to move faster making roads more dangerous for non-car travelers</p>	<p>People of color, low income people, and the young and old are disproportionately likely to be pedestrians, cyclists and vulnerable road users. Spending most transportation dollars on freeways, which are the least deadly roadways is inequitable.</p>		
<p>Gasoline prices and gas taxes don't cover the fiscal, social or environmental costs caused by driving. These costs, which range into the billions of dollars annually, are shifted to non-users.</p>	<p>Under-charging users for the costs of driving results in more driving, and more social costs that would otherwise occur, and unfairly imposes these damages and costs on non-users, who tend to be disproportionately low income and people of color.</p>	High	High
<p>Public policies will continue to allow unpriced use of public roads by cars while charging prices for use of transit. Congestion on public streets by unpriced private automobiles diminishes the speed and efficiency of public transit, which lowers its productivity, decreases its services levels and competitiveness, which lowers ridership and increases costs.</p>	<p>Low income people and people of color, as well as the very young and very old are more likely to be transit-dependent than the overall population. They disproportionately bear the costs of worse bus service caused by the unpriced use of public streets by private cars.</p>	High	High
<p>Public policies will continue to subsidize free on street parking for most car owners at a cost of tens or hundreds of millions of dollars a year.</p>	<p>Free and subsidized parking only benefits those who own cars, and disproportionately benefits higher income and whiter populations.</p>	High	High
<p>Roads and streets continue to contribute 50 percent or more to stormwater runoff, which causes pollution, and is expensive to fix. Yet streets and roads, and their users pay nothing toward costs of stormwater collection and treatment. These costs are largely shifted to water users, especially households, many of whom don't own or drive cars.</p>	<p>Low income populations and people of color are disproportionately likely to be responsible for paying costs of stormwater due to costs shifted on to residences.</p>	High	High

Trend	Disparities	Amount of Research	Confidence Level
Adjacency is not a good measure of equity	Currently Metro relies on measures of adjacency (i.e. the demographic composition of census tracts adjacent to transportation infrastructure) to determine whether projects are equitable; This approach ignores the negative effects of proximity to many types of infrastructure, particularly highways)..	High	High
Accessibility Measures should be used, rather than mobility.	The performance of the transportation system should be judged by accessibility (the number of destinations one can easily reach), rather than by mobility (distance and speed traveled). Maximizing accessibility is consistent with the region's environmental, social and land use objectives; maximizing mobility undercuts key objectives and is more expensive.	High	High
Equity is best served by direct payments rather than more spending to increase supply.	Measures such as Portland's transportation wallet can promote equity by giving more purchasing power and a wider array of options to low income households and targeted populations. VMT reduction saves money and stimulates the local economy, which benefits disadvantaged populations.		
Target VMT reductions . Reduced VMT is needed to achieve the state and region's legislatively mandated GHG reduction goals. Portland decreased VMT 1.5 percent per year between 2005 and 2013.	The 1.5 mile per day decrease in average trips between 2005 and 2013 saved the region \$600 million per year on transportation expense, which benefited the local economy.	High	High
Transportation spending targets peak hour car trips .	Peak hour car commuters have vastly higher incomes than the general population, and those who commute by transit, bike or walking	High	High

Green Dividend: Measures that reduce transportation costs have, in the past, created a “green dividend” for local households. Failure to continue to decrease VMT and transportation expense would be a missed opportunity to improve the region’s economy.

Transportation is costly: the average household spends 15 percent of its income on transportation. Policies that reduce the amount of travel that households need to make, as measured by average VMT, reduce household expenses and increase household disposable income. Transportation expenditures are particularly burdensome for lower income households.

High High

Demand for Walkability. Walkable neighborhoods are in high demand and short supply. More housing in dense, high demand locations results in fewer VMT, lower GHG emissions, and higher use of transit, biking and walking.

More and more people are interested in living in walkable urban neighborhoods, which are in short supply. The failure to build enough housing in walkable neighborhoods drives up housing prices, and makes it more difficult for low income households to be able to live in walkable neighborhoods, where transportation costs are lower.

High High

City Observatory is an urban policy think tank based in Portland, specializing in the analysis of housing, transportation, economic development and equity issues in the nation’s large metropolitan areas. City Observatory develops independent policy research and provides regular commentary on urban policy issues. For more information, visit www.CityObservatory.org.



Date: September 29, 2021

To: Oregon Toll Program (ODOT)

CC: Oregon Governor Kate Brown
Portland Commissioner Jo Ann Hardesty
Multnomah County Commissioner Jessica Vega Pederson
Metro Council President Lynn Peterson
Oregon Legislature - Joint Committee on Transportation

From: Aaron Brown, No More Freeways
Chris Smith, No More Freeways
Joe Cortright, No More Freeways
Mary Peveto, Neighbors for Clean Air
Paxton Rothwell, Sunrise PDX

Subject: Comments on Regional Mobility Pricing Project draft Purpose and Need

No More Freeways PDX and our partner organizations appreciate the opportunity to comment on the Draft Purpose and Need Statement for the Regional Mobility Pricing Project. We are fans of pricing as a tool to improve the equity, sustainability and functioning of our regional transportation system.

Having said that, we have to express our extreme disappointment with ODOT's approach to pricing as expressed in this Purpose and Need Statement and in other projects.

The purpose of a pricing system needs to be the management of congestion and the reduction of Vehicle Miles Travelled (VMT) and the associated impacts of over-reliance on single-occupancy automobile trips - NOT the expansion of freeway facilities.

Here are our detailed concerns:

- No More Freeways' core philosophy is that just as the use of horses for urban transportation reached a point more than a century ago where it simply could not scale, leaving cities awash in a flood or horse manure, we now have reached the point where the single-occupancy vehicle, and freeways especially, cannot scale to meet the needs of urban transportation. Our society cannot tolerate the greenhouse gas emissions, air toxics and particulates, horrendous safety impacts and long-standing inequities arising



from considering the SOV as the core of our transportation system. In addition we are simply running out of space to store and move vehicles that consume so much space to hold in most cases a single occupant.

As such, ODOT's efforts to continue expanding the freeway system in the Portland metro area are anathema to our vision of an equitable and effective transportation system. In particular we object to the "build it, then price it" approach to the projects underway for RMPP, IBR and I-205 pricing.

In all cases pricing should be considered as an **alternative** to freeway expansion, rather than being applied after construction of new facilities.

- The document is devoid of any mention of induced demand. The regional approach of inducing demand via new capacity, then seeking to manage that demand via pricing is counterproductive and will waste resources that could be better spent addressing climate, equity and the critical safety needs of ODOT's orphan highways in the region.

How revenues are spent is a critical factor in whether any pricing system is equitable. Revenue from congestion pricing should be focused on giving disadvantaged communities alternatives to buying and maintaining an expensive vehicle to be able to access our transportation system. Solutions that expand transit, biking and walking options are critical to both the equity and sustainability of our transportation system. Dollars spent on expanding freeway capacity have negative returns to the community.

You cannot serve two masters. Attempting to set a toll rate that funds freeway expansion projects **and** provides funding to multi-modal alternatives will result in increasing the cost of the transportation system while significantly reducing the expansion of much needed alternative options.

- The document fundamentally mis-identifies the sources of emissions from our road network. The approach in the document suggests, as made clear by one subheading that "Our transportation system must reduce greenhouse gas emissions by managing congestion."

Let's be clear. While traffic congestion may result in concentrating emissions in some areas, the source of greenhouse gases and other emissions is **traffic**, not traffic congestion. A larger amount of free flowing traffic produces more emissions than a lesser amount of congested traffic¹. The misdirection in this document is a criminal deception on this point.

¹ Alexander Y. Bigazzi, Miguel A. Figliozzi (2012). Congestion and emissions mitigation: A comparison of capacity, demand, and vehicle based strategies, Transportation Research Part D: Transport and Environment, Volume 17, Issue 7, Pages 538-547. https://pdxscholar.library.pdx.edu/cgi/viewcontent.cgi?article=1130&context=open_access_etds



The core metric that drives so many of the negative system impacts is Vehicle Miles Traveled (VMT). VMT drives all flavors of emissions and is also critical for safety. Crashes, injuries and deaths are proportionate to VMT. While because of its limited access nature, freeway miles are generally safer, there are no freeway-only trips. Freeway trips start and end on the local street network, where traffic deaths are now at record levels.

VMT reduction is a footnote in this document. It must become a major theme.

Transportation contributes 40% of the greenhouse gas emissions in our region, and these emissions are increasing. We must reduce VMT to curb these emissions. Electrification of the fleet will not happen quickly enough to meet national and international climate goals, and does nothing to reduce the impacts of congestion and particulate pollution from tire and brake wear.

- This proposal is freeway-centric and does not look at the whole transportation system. Both Metro² and the City of Portland³ have congestion pricing studies in progress, and this project references neither. In particular, the Metro study analyzes four approaches to pricing analyzed against Regional Transportation Plan goals and suggests that the segment tolling approach that ODOT is pursuing may not be the optimal approach. ODOT is blinded by its desire to fund the expansion of freeways and needs to be a much better regional partner.

² Metro Regional Congestion Pricing Study, Final Report July 2021
<https://oregonmetro.legistar.com/View.ashx?M=F&ID=9783574&GUID=BAC80BE1-9549-4721-806D-F1194FA9B605>

³ City of Portland Pricing Options for Equitable Mobility (POEM)
<https://www.portland.gov/transportation/planning/pricing-options-equitable-mobility-poem>