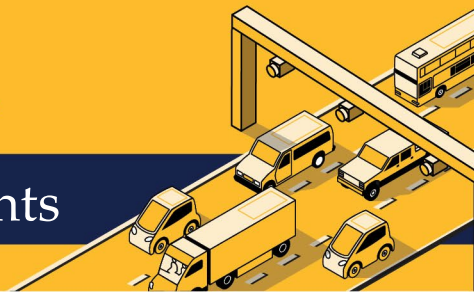


Oregon Toll Program

Committee Meeting #16 – Public Comments



Date received 2/14/2022

Source Project inbox

From Jane Coombes

Subject: Webinar Questions/Committee Public Comment

What are your plans for Borland Road which will be the only option for people to avoid the toll fee? Our home has a view of Borland and every weekday between 3.30/4.00 pm the traffic is backed up all the way to at least Fields Bridge.

Athey Creek Middle School is being built on Dollar street with an entrance on Borland and a roundabout. A school with a finish time of 4 pm is going to congest the traffic even more with school buses and parents picking up children.

It appears that there has been no comments on what will happen to Borland Road. If you make a toll also on Borland, what about residents? Are we going to have to pay to get in and out of our homes?

Borland Road needs serious consideration.

Date received 2/15/2022

Source ODOT staff

From Clackamas County Coordinating Committee

To Oregon Transportation Commission

CC EMAC

Subject: Emphasizing the Opportunity IJA Funding Presents to Oregonians Dependent on I-205

The attached letter from the Clackamas County Coordinating Committee to the Oregon Transportation Commission is included in the EMAC public comment packet for Meeting 16 because EMAC, along with several other committees and entities, was copied on the letter.

Letter attached.

February 15, 2022

Oregon Transportation Commission
355 Capitol Street NE, MS #11
Salem, OR 97301

Re: Emphasizing the Opportunity IIJA Funding Presents to Oregonians Dependent on I-205

Dear Chair Van Brocklin and Members of the Commission:

This body submitted the attached public comment to the Oregon Transportation Commission (OTC) with the expectation our request would be heard, considered, and discussed for the benefit of the public and those communities facing the impacts of tolling. However, prior to your first public hearing the ODOT Urban Mobility Office (UMO) instead responded to our public comment on your behalf. While the technical discourse in UMO's letter to C4 was informational, it did not address the policy question posed to the OTC. Our expectation is that the OTC still consider our public comments and respond to our policy request.

We therefore feel obligated to write again to reemphasize our public comment so that the OTC, ODOT, stakeholders, and the public clearly understand our request.

Please use existing resources, which may include funding from IIJA and HB 3055, to diversify the funding for the I-205 Widening and Seismic Improvements Project to accomplish the following goals:

- **Protect the current construction timeline of Phase 1A of the I-205 Bottleneck Project**
- **Delay tolling on I-205 to allow time for a cohesive regional approach to congestion pricing and tolling to be developed and implemented in a thoughtful, regionally supported manner.**

To be clear, we are not requesting that all of the IIJA funds be used solely for the I-205 Bottleneck Project to avoid tolling. Rather, we are asking you to develop a funding plan to keep Phase 1A of the I-205 project on its current construction schedule while providing the region the time it needs to develop a toll program that is balanced and thoughtful. We suggest that ODOT staff use the tools created in HB 3055 together with a portion of the IIJA funds to accomplish this goal.

As we noted in our last letter, ODOT supported a regional request to our federal delegation to deliver new federal funds to Oregon in order to "diversify funding" for the I-205 project. The congressional delegation made good on that request, and now we implore you to honor what ODOT co-supported in that letter.

Why do all of these communities along the southern I-205 corridor continue to press this issue? The legislature identified the I-205 Widening and Seismic Improvement Project as a statewide priority in HB 2017, and it is the only project that did not receive direct construction funding in HB 2017 even though it was more ready and affordable than other projects of its size. The daily failure of I-205 to handle existing traffic leads to crippling diversion today in Gladstone, Oregon City, West Linn, Canby, and other nearby communities throughout and around Clackamas County. ***Tolling this corridor ahead of the rest of the region will add undue burden on our communities, and additionally leads to diversion on already failing systems.*** ODOT's current communications suggest that by 2045 the impacts of diversion caused by tolling could be minimized, but that completely ignores the Oregonians you represent today. Our collective constituencies need certainty that there is a path to solving current and future diversion issues. The future safety and livability of these communities is threatened by the current proposal.

ODOT's current approach would toll I-205 before the regional tolling plan receives federal approval. This is problematic as the Regional Mobility Pricing Program (RMPP) may never be approved. We ask that you direct ODOT staff to develop a cohesive, region-wide plan for congestion pricing and tolling that shows how the I-205 Toll Program is integrated into the RMPP and direct staff not to toll I-205 until such time that the RMPP obtains full federal approval.

You have received legislative direction to develop a regional tolling and congestion pricing system. This system, if successful, will impact the way people choose to move through the region. It could create new travel options, generate revenue, and fund repairs and improvements to our ailing system. It will also fundamentally change travel behavior in the region, impact where families work and live, change where businesses locate and grow, and put pressures on many Oregonians who feel stressed by the cost of living in an already expensive place to live. For this new program to work it must be done right and it must be done in partnership with the region. We simply ask that you use some of the IJA resources along with the tools available in HB 3055 to keep Phase 1A of the I-205 project on schedule while allowing the region the time it needs to develop an integrated approach to implement congestion pricing and tolling.

Sincerely,



Commissioner Paul Savas
Clackamas County
C4 Co-Chair
RIACT Vice Chair



Mayor Brian Hodson
City of Canby
C4 Co-Chair
RIACT Member

C4 Membership: Clackamas County; the Clackamas Cities of Canby, Estacada, Gladstone, Happy Valley, Lake Oswego, Milwaukie, Molalla, Oregon City, Rivergrove, Sandy, Tualatin, West Linn, Wilsonville; Clackamas CPOs, Hamlets, and Special Districts; Ex Officio Members including Metro, MPAC Citizen Port of Portland, Urban and Rural Transit

Attachment:

December 06, 2021 Public Comment to the OTC RE: Allocation of Infrastructure Investment and Jobs Act Funding to I-205 Improvements Project

CC:

Governor Kate Brown
Senators Ron Wyden and Jeff Merkley
Congressional Representatives Kurt Schrader, Suzanne Bonamici, Earl Blumenauer, and Peter DeFazio
Oregon Senate President Peter Courtney
Oregon House Speaker Dan Rayfield
Oregon Legislature Joint Committee on Transportation
Clackamas Caucus
Equity and Mobility Advisory Committee
Metro, including JPACT and MPAC
Metro Mayors Consortium
Multnomah and Washington Counties (and respective Coordinating Committees)
Clackamas County Business Alliance
Westside Economic Alliance
Chambers of Commerce along the I-205 Corridor

December 06, 2021

Oregon Transportation Commission
355 Capitol Street NE, MS #11
Salem, OR 97301

Re: Allocation of Infrastructure Investment and Jobs Act Funding to I-205 Improvements Project

Dear Chair Van Brocklin and Members of the Commission:

On behalf of the Clackamas County Coordinating Committee (C4), we request the State of Oregon use a portion of the funding from the Infrastructure Investment and Jobs Act (IIJA) to diversify the revenue sources for the I-205 capital improvements bottleneck project between Stafford Rd and OR-213, including the Abernethy Bridge. While we recognize the IIJA is bigger than just one project, it is the priority of this policy group to advocate on behalf of the I-205 project and the communities that will be directly impacted by any diversion stemming from a toll program. ODOT's current proposal to toll I-205 ahead of the rest of the region is not necessary. Tolling and congestion pricing has regional implications and must be implemented in a cohesive and coordinated manner.

In June 2021, ODOT joined C4 and 35 other stakeholders on a letter that explicitly stated new federal investments could "diversify the funds to construct this critical project now, and potentially prevent the need to toll the Abernethy Bridge years ahead of the implementation of a comprehensive regional pricing program." That letter is attached.

Between the \$1.2 billion coming to Oregon directly and the \$100 billion in competitive grants made available through IIJA, we believe there is enough flexibility to change the funding paradigm of this bottleneck project of regional and statewide significance. Combined with the funds made available by HB 3055 in the 2021 State Legislature, ODOT has the opportunity to correct a policy decision that unfairly tolls a roadway that has no meaningful alternative routes and that already experiences diversion into local communities.

IIJA is a gift to Oregon, and can be a resource that brings our communities together. Please take this opportunity to prioritize IIJA funds for the I-205 capital project in order to allow time for a cohesive regional approach to congestion pricing and tolling to be developed and implemented in a thoughtful, regionally supported manner.

Thank you again for your consideration.

Sincerely,



Commissioner Paul Savas
Clackamas County
C4 Co-Chair
RIACT Vice Chair



Mayor Brian Hodson
City of Canby
C4 Co-Chair
RIACT Member

Attachment: June 2021 Federal Funding Support Letter to Oregon Congressional Delegation

Date received	2/21/2022
Source	Project inbox
From	Christian Kruse

Subject: Committee Public Comment

The proposed I-205 toll road as well as the future I-5 toll puts an immense burden on Canby's lower income workers.

Canby's location on the southern end of Portland Metro means workers have few choices of employment within the city and have no choice but to commute via either I205 or I5. Many are working class people who work in trades, and therefore have no choice but to drive work vehicles to their jobsite. While many people within the Metro area may be able to telecommute, tradesmen have no such opportunity. Putting the burden of an additional tax on an already low income people is as morally wrong as it is inequitable. In fact, its a regressive tax on the working poor.

To have these tolls proposed at a time the state has surpluses is an added insult. Canby residents already pay gas taxes on their daily commute as well as Metro taxes while receiving no additional services. Gas taxes ARE user taxes. These tolls create a toll wall for Canby workers

Oregonians are not looking for additional taxes while the state already has a surplus. Find a new source of revenue that doesn't penalize the working poor.