

REGION 1 AREA COMMISSION ON TRANSPORTATION (R1ACT)
Meeting Summary
June 6, 2022, Virtual Meeting

Attendees: Andi Howell, Ashton Simpson, Bill Avison, Bill Merchant, Brian Hodson, Chris Ford [alternate], Chris Warner, Ivo Trummer, Jess Groves, Jon Davies, Kristin Leichner, Mark Gamba, Markley Drake, Megan Ramey, Mike Oates, Paul Savas, Philip Wu, Pia Welch, Shirley Craddick, Zack Culver

Absent: Erick Haynie, Gery Schirado, Jason Snider, Jessica Vega Pederson, Peter Truax, Phillip Ditzler, Rian Windsheimer, Roy Rogers, Sam Desue, Jr., Steve Callaway, Sumi Malik, Travis Stovall

Welcome and Agenda Review – Vice Chair Paul Savas

Region 1 ACT Vice Chair Paul Savas called the meeting to order at 5:30pm. Chair Roy Rogers is absent this evening. Vice Chair Paul Savas asked if there were any comments on the agenda as presented. There were no comments.

Public Comment – Vice Chair Paul Savas

Vice Chair Paul Savas invited public comment. There was no public comment.

Commission Administration – Vice Chair Paul Savas

1. Action: Approval of meeting summary from the April 4th meeting. Bill Avison motioned to approve the meeting summary, Bill Merchant seconded, and the motion passed unanimously.

Summer Construction and Gorge Projects – Area Managers Matt Freitag, Shelli Romero, and Paul Scarlett; Terra Lingley, Historic Columbia River Highway Planner

An update from the three Region 1 Area Managers and Gorge Planner took place to inform ACT members of upcoming construction closures and improvements. A map and further information is available at this [link](#). Region 1 is broken into three “areas” each with an Area Manager. Paul Scarlett is the East Area Manager, and his jurisdiction is roughly from I-205 eastward and ends near Hood River. Shelli Romero is the Central Area Manager, and her jurisdiction is roughly downtown Portland bordered by I-405 and I-205. Matt Freitag is the West Area Manager, and his jurisdiction is roughly from I-405 westward and ends near Forest Grove.

Paul Scarlett, area manager for East Portland, presented first. There are several projects planned on I-84 between I-205 and Hood River, and on the Historic Columbia River Highway

between Troutdale and Hood River. These projects will occur over the next few years and include multiple culvert repair project, multiple paving and bridge repair projects, the raising of the I-84 Forest Lane Bridge, trail construction on the Historic Columbia River Highway State Trail, the restoration of the Mitchell Point Tunnel, a pedestrian trail and sidewalk in Sandy, and a project in Canby that will add sidewalks, ADA ramps, bus stops, and bike lanes. ODOT is implementing a coordinated, strategic approach to community engagement and information. More information can be found at this [link](#).

Next, Central Area Manager Shelli Romero presented on projects in and around downtown Portland. These include a safety project on US 30 (Lombard) between Fisk and Boston, maintenance work on St. John's Bridge, a retrofit of OR 99E (MLK Jr. Blvd.) to install new bridge rails and protective fencing, a safety project on Barbur Blvd at Capitol Hwy, the installation of five rapid flashing beacons, and the installation of 1,100 feet of sidewalk on OR 99E. Another project highlighted was TriMet's A Better Red project that will construct a second track and new station for inbound MAX Red Line riders entering gateway which will impact ODOT facilities.

Next, West Area Manager Matt Freitag presented on projects to the west of I-405. These include a paving project on US 30 (NW St. Helens Rd), safety improvements on OR 8 (TV Hwy), safety improvements on OR 8 in Hillsboro at River Rd, ADA curb ramp upgrades along OR 141 (SW Hall Blvd), the addition of auxiliary lanes on OR 217, Intelligent Transportation Systems (ITS) installation on Cornelius Pass Road (OR 127), All Roads Transportation Safety Program (ARTS) which looks at safety improvements for high-crash intersections in all three counties in the Portland metropolitan region, and ADA sidewalk curb ramp upgrades on six major highways.

Vice Chair Savas thanked presenters and commented positively on the upcoming safety improvements. He then invited questions and comments from committee members.

Bill Avison asked about asphalt conditions in Region 1 and whether there was enough funding in the maintenance budget to repair many roads. Paul Scarlett responded that there is some repaving occurring on US 26 but that many areas are more than 10 years old and he would pass along concerns to the paving and maintenance managers at ODOT.

Pia Welch thanked the Area Managers.

Brian Hodson thanked Paul Scarlett for the reconstruction of OR 99 through Canby and asked about the Pine and OR 99E intersection signaling as it is a known hazard in need of a signal

improvement. Paul Scarlett responded that this intersection is part of the ARTS program and will be looked at.

Ashton Simpson thanked the Area Managers.

Lastly, Terra Lingley presented on updates in the Gorge and the implementation of time-use permits to better manage congestion, improve safety, and improve the visitor experience. This program began in 2019 and included multi-agency coordination and ongoing collaboration to ensure its smooth operation. There were many outcomes suggested and so far 8 of the 21 have been implemented. The time-use permit pilot requires a \$2.00 permit from 9AM-6PM which can be purchased online beforehand and a few are available same-day from May 24-September 5. The pilot is flexible and temporary, there is an online survey where individuals can provide feedback and a report will be created in September. More information can be found at this [link](#).

Megan Ramey thanked Terra Lingley for the hard work and multi-agency collaboration. She also wanted to highlight there are e-bike rentals at the lodge and there is also the \$40 Gorge Pass which gets you unlimited rides on Columbia Area Transit.

Shirley Craddick thanked everyone for their hard work to preserve and protect the Historic Columbia River Highway. She asked how the pilot was going so far. Terra Lingley responded that staff working at the permit checkpoints report about 50% of people know a permit is needed and have one on-hand. There is a lot of information that can be handed out in real-time to those who do not have a permit as well as pointing those unable to enter to the e-bike option and shuttle option.

Tolling Project Updates – Della Mosier, Urban Mobility Office Deputy Director

Della Mosier and Urban Mobility Office Director Brenden Finn decided to end the R1 ACT Toll Working Group a few months ago. A memo was provided last week to the R1 ACT members about what the process will be moving forward. UMO received a lot of feedback from this group along with others about the necessity for stakeholders and the public to weigh in on these decisions. It is clear there is a need for a more intentional, focused group of stakeholders to advise the implementation of Tolling to ensure a strong local voice. The meetings are set to begin in July and will meet twice a month.

Vice Chair Savas asked if there would be bylaws or operating procedures for this group. Della Mosier responded that there would be a charter for this group.

Pia Welch asked about the business community's place in this group, particularly the transportation industry, as Tolling will greatly impact these industries. Della Mosier responded that there is space for members of the community and ODOT will continue to refine members to find an appropriate balance. Vice Chair Savas seconded Pia Welch's comment and particularly recommended resolving the Rose Quarter bottlenecks.

Bill Avison asked to know how the members of the group are picked and whether there would be proper representation for Clackamas County as the first stage of Tolling will be entirely in Clackamas County. Della Mosier responded that there are two positions for Clackamas County on the group and that they are trying to strike a balance of members from various groups across the region as these policies will impact the first stage of Tolling in Clackamas County but also future iterations of Tolling outside of I-205 and Clackamas County.

Chris Warner asked if there is going to be an Inter-Governmental Agreement put in place. Della Mosier responded that an IGA is still an option.

Shirley Craddick commented on the importance of this project to help move people and goods in the region, along with the potential influence on driving behaviors and reducing GHG emissions. She also asked about the Oregon Highway Plan amendment opportunities to coordinate and align the OHP with regional transportation policies. Della Mosier agreed and stated that there is coordination occurring currently between the Regional Mobility Pricing Project and the OHP. Gareth Prior (UMO Toll Policy Manager) commented that Metro and ODOT are syncing their timing to address state and regional policies.

Bill Merchant expressed concern about the lack of rural representation on the committee as Clackamas County is mostly rural. Della Mosier responded that this group is looking at policies that will work not just for the I-205 Toll Corridor but for the entire region, and noted that UMO is also engaging with the public and there will be a multitude of opportunities for feedback.

Vice Chair Savas expressed concern that there is not a localized, focused group as the first stage of Tolling will be implemented on I-205 in Clackamas County and unfairly impacts a portion of Portland.

Mark Gamba highlighted the opportunity for this project to reduce GHG emissions and request that this committee also include representation from climate activists. Della Mosier added that this is a project where the interests of freight and climate activists align and the UMO is looking for “win-win-win” situations.

Shirley Craddick asked why there was not any equity representation on the committee. Della Mosier responded that there is an entirely separate committee, ODOT’s Equity and Mobility Advisory Committee, which has been meeting since 2020 and is also advising on Tolling. There will be coordination between that group and this Tolling Group.

Interstate Bridge Replacement Program– Ray Mabey, Interstate Bridge Replacement Program Assistant Program Administrator

Ray Mabey shared updates with the ACT on the project timeline and the Locally Preferred Alternative (LPA) for the Bridge Replacement. The recommended LPA components include a partial interchange (instead of a full interchange) at Hayden Island, light rail to Evergreen near I-5, the addition of an auxiliary lane in each direction, and the implementation of variable rate tolling. Several benefits include pedestrian access, jobs accessible via transit, and reduction in GHG emissions. This Modified LPA will prioritize a comprehensive transit network, create more safe and comfortable active transportation, and replace the current I-5 bridge with a seismically sound bridge.

This recommendation came to fruition after input from partners, advisory groups, and the public. Community advisory groups, equity advisory groups, and feedback from a community survey all support the transit investments included in the Modified LPA. The recommended transit improvements coincide with improvements made in the City of Vancouver and in coordination with C-TRAN, the transit agency which serves Portland and Vancouver.

Community advisory groups, equity advisory groups, and feedback from a community survey highlighted the importance of the human experience when reconfiguring the Hayden Island/Marine Drive interchanges. The recommended configuration benefits residents of

Hayden Island by removing the need to use the interstate and instead include local roads to exit/enter the island.

Auxiliary lanes improve safety and congestion by creating space for merging and diverging in areas with a lot of interchanges by providing ramp-to-ramp connections. Community advisory groups, equity advisory groups, and feedback from a community survey all noted a desire to relieve congestion and reduce greenhouse gas emissions through one or two auxiliary lanes.

Next is a Supplemental Draft Environmental Impact Statement (SDEIS) in the Fall/Winter of 2022.

Vice Chair Savas commented that this bridge will stand for multiple generations and that the capacity needed for future growth is not represented in the 3 lanes with an auxiliary lane plan. Is there any room on the bridge to accommodate for an additional travel lane in the future? Ray Mabey said that studies are planned for 2045 and anticipate an electric fleet or autonomous vehicles. The bridge capacity is somewhat constrained by the surrounding environment and physical limitations in place.

Shirley Craddick noted the compromises and concessions in the Modified LPA and stated that Metro Council will submit conditions of approval for the LPA and they will focus on the climate, mobility solutions, and equity. Ray Mabey thanked the close coordination between the various regional groups.

Steps in 2024-27 STIP Development – Tova Peltz, R1 Project Delivery Manager and Chris Ford, R1 Planning and Development Manager

Chris Ford provided a preview for the ACT about what is to be in the 2024-47 STIP. R1 will engage the public by sharing a draft 100% list with regional stakeholders for review and input. The OTC will not adopt this list until Summer 2023.

Tova Peltz emphasized that this list is a draft until the OTC takes action in a year. The numbers listed do not include UMO projects or the 82nd Avenue Jurisdictional Transfer funding but do include IJJA funds. Many of these programs are statewide and data driven. Many appear in both the 21-24 STIP and 24-27 STIP in different phases.

The draft 100% list as of June 2022 includes:

- **Fix-It** **\$357m**
 - Operations \$20m
 - Pavement Preservation \$24m
 - Bridge \$301m
 - Culverts \$11m
- **Public & Active Transportation** **\$23m**
- **Enhance Highway** **\$16m**
- **Safety** **\$33m**
- **Rail** **\$8m**

For a total of **\$437m**

Shirley Craddick asked about the new programs created by the OTC including Great Streets. Chris Ford responded that those programs haven't actually been created yet which is why it is emphasized that this is a "draft" list as things continue to develop.

Bill Merchant requested that the presentation and list be made available. Chris Ford responded that they would be made available next week.

Next Meeting Date and Adjournment

Vice Chair Savas adjourned the meeting at 7:40pm. The next R1 ACT meeting is scheduled for August 1, 2022 at 5:30.