

Meeting Summary

Subject	Regional Toll Advisory Committee Meeting #5
Date and Time	February 27, 2023 / 9:00-11:30 a.m.
Location	Hybrid: Billy Frank Jr. Conference Center at Ecotrust and online via Zoom

Attendee	Organization / Role	Attendance
RTAC MEMBERS		
Michelle Belkot	Clark County	Virtual
Frank Bubenik	City of Tualatin	Virtual
Shawn Donaghy	C-TRAN (Washington business)	Virtual
Nafisa Fai	Washington County	Virtual
Carley Francis	Washington State Dept. of Transportation	Virtual
Sarah Iannarone	The Street Trust	Virtual
Jon Isaacs	Portland Business Alliance	Virtual
Jana Jarvis	Oregon Trucking Associations	Virtual
Susheela Jayapal	Multnomah County	Virtual
Katherine Kelly (alternate to Anne McEnery-Ogle)	City of Vancouver	Virtual
Keith Lynch	FHWA (ex officio)	Virtual
Mingus Mapps	City of Portland	Virtual
Willy Myers	Columbia Pacific Building Trades Council	Virtual
Whitney Mosback	Cowlitz Indian Tribe	Virtual
James Paulson	EMAC Liaison	Virtual
Lynn Peterson	Metro	Virtual
Matt Ransom	SW Washington Regional Transportation Council	Virtual
Curtis Robinhold	Port of Portland	Virtual
Paul Savas	Clackamas County	Virtual
JC Vannatta	TriMet	Virtual
Julie Wilcke Pilmer	Ride Connection	Virtual
Kasi Woidyla	Virginia Garcia Memorial Health Center	Virtual
Travis Brouwer	ODOT Assistant Director, Acting Chair	Virtual
David Kim	RTAC facilitator	Virtual
Della Mosier	ODOT, Urban Mobility Office (ex officio)	Virtual
PROJECT TEAM		
Mandy Putney	ODOT, Presenter	Virtual
Daniel Porter	ODOT, Presenter	Virtual
Brent Baker	Project team, Presenter	Virtual
Nicole McDermott	Project team, Presenter	Virtual
Kirsten Beale	Committee coordinator	Virtual
Anne Pressentin	Project team	Virtual

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Attendee	Organization / Role	Attendance
Jodi Mescher	Notetaker	Virtual
Nick Fazio	Zoom host	Virtual
Logan Cullums	Zoom support	Virtual

1 Welcome and Agenda Review

David Kim, facilitator, welcomed the attendees, including news members Michelle Belkot and Susheela Jayapal, who replaced departing members. He talked through the meeting agreements, logistics and objectives of the meeting. He reminded the audience that this is a public meeting. David facilitated a round of self-introductions for RTAC members.

Travis Brouwer, Acting Chair, provided opening remarks as Director Strickler was not able to attend. Travis said feedback received from members and a recording of the meeting will be provided to Director Strickler to review. Travis commented that the recent winter storm highlighted how much people rely on the region's multi-modal transportation systems and the importance of making sure that system is resilient and efficient to move people and goods around the region. He shared that the I-205 Toll Project released the Environmental Assessment (EA) on February 21, 2023 for the official public comment period.

Travis called attention to page 29 in the meeting packet materials that provides an overview of how stakeholder input has influenced ODOT's implementation of the direction from the Oregon legislation and the Oregon Transportation Commission (OTC).

2 RTAC Charge and Charter Update

David Kim led a discussion on adoption of the updated version of the committee charter. In January, RTAC members had questions about the timing for discussions on certain topics. David reviewed the RTAC work plan and topic schedule:

- Mitigation and monitoring: April – July 2023
- Allocation of toll revenue: Feb, summer – fall 2023
- Cooperative agreement: Late 2023

David noted that revisions to the charter were made based on suggestions at the last RTAC meeting and additional edits proposed by Commissioner Savas.

Discussion question: Can anyone not live with the edits as shown in the revised version of the charter?

- Commissioner Savas commented that there is nothing included in the charter about the duration of RTAC being extended. He added that he doesn't have any objection to the work plan or the timing of the work plan. Commissioner Savas commented that the charter should move forward with approval, however he reiterated his concern with the duration of the committee and said he would not give it his blessing.

- Della Mosier responded that ODOT will continue to create and work with committees that will monitor the work plan and monitor mitigation efforts, possibly with a new subcommittee or task force. In addition, ODOT will continue to rely on EMAC for input on impacts to underserved or underrepresented communities and recommendations on the Low-Income Toll Program. After RTAC's work as a committee sunsets, there will be continued opportunities for engagement to monitor the tolling program over time.
- Commissioner Mapps commented that he will support the charter; however, he also has concerns about when the committee will sunset.
- President Peterson shared her concerns about the duration of the committee. She added that she has concerns that the charter doesn't include RTAC's role in how revenue allocation will be decided. She stated that she will support the charter, but she would like to have more discussions to answer questions about the toll program for the region in a participatory way.
- Mayor Bubenik suggested adding an item to the work in June or July to review the possibility of extending the duration of the committee.
- Whitney Mosback also shared her concerns about the duration of the committee.
- David commented that the charter is not intended to answer these programmatic questions, it is intended to be a process document.
- Travis said he appreciated the comments. ODOT recognizes the need to implement a monitoring program for the region. There is a commitment from ODOT to continue engagement efforts at JPACT and other tables to ensure the toll program is being implemented and monitored effectively.

There were no additional comments about the charter from RTAC members. The charter was approved.

3 Introduction to Toll Revenue Legal Framework

Daniel Porter, ODOT, discussed the authority behind the toll program and the legal and policy framework for toll revenue. Federal law provides the authority for tolling on interstates in limited circumstances. This includes Section 129 for construction and reconstruction and the Value Pricing Pilot Program for congestion reduction.

The Oregon Supreme Court has interpreted constitutional limits of the state highway fund to be used for projects or purposes within or adjacent to the highway, road, street or roadside rest area right-of-way that primarily and directly facilitate motorized vehicle travel. The Oregon Highway Plan (OHP) expands on this framework and specifies that toll revenue is statutorily limited to tollway projects, tollways, and related facilities (generally limited to the operation and use of the tollway itself).

- Commissioner Fai asked for clarification on how value pricing fits into the interpretation of congestion pricing.

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- Daniel responded that value pricing and congestion management both refer to applying a price to drive and using that price to manage congestion. Value pricing generally describes a set of pricing options about congestion management, and congestion pricing is one pricing option.
- Commissioner Fai asked when we will consider transit projects under Title 23 of federal regulations.
 - Daniel responded that toll revenue can be used for motor vehicle travel, which can include transit, lanes for to transit buses, and transit related facilities in the right of way. He said conversations about use of revenue have just started.
- Commissioner Fai asked if the use of the toll revenue will be limited to the project corridor.
 - Daniel responded that this policy question has not been decided yet, and referred to the Highway Plan Amendment which defines what a “corridor” is. He added that tolling has impacts beyond the “corridor”, especially when considering rerouting and diversion.

Note: The Oregon Highway Plan Goal 6 recently adopted language can be found at:
https://www.oregon.gov/odot/tolling/Documents/OHP_Goal_6_Policy.pdf

Section 6.8.B states that “corridor,” is defined as the immediate area of impact adjacent to the priced facility, generally within 1 mile or as defined through the project-specific analysis as being impacted by the project. Additionally the corridor is limited to facilities that generally move traffic in the same directions.

OR

A broader geographic area because of lack of adjacent/parallel facilities, such as around bridges and/or major geographic barriers (rivers, mountains, ravines, etc.).

Use of Revenue

6.11 Policy Utilize tolling or roadway pricing revenue within the project corridor

ORS 383.009(2)(j) states that moneys in the toll program fund may be used for improvements on the tollway, adjacent, connected and parallel highways to reduce congestion, improve safety and address impacts of diversion as a result of the tollway. Funds must be used within the project corridor as defined in Policy 6.8.B

- Commissioner Savas commented that he was told revenue could only fund capital improvements for transit but would not be able to fund operations and maintenance. He added that funding transit operations and maintenance is a critical point for the transit system.
 - Daniel commented that is important to consider the difference between light-rail and bus service because light-rail is not a part of the roadway.
 - President Peterson stated that she did not think Daniel’s comment about light-rail not being considered part of the roadway is accurate, and she said that Daniel did not have the correct understanding of how gas tax and vehicle registration money can be used for transit.

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- Daniel responded that there is not a clear-cut answer on how toll revenue for transit projects can be used despite the Oregon Constitution and OHP frameworks. Each project would be tested or evaluated to determine if the use of toll revenue is appropriate.
- To Commissioner Savas' point about the limitations of transit funding, Della added that the gas tax revenue is relegated in many ways. ODOT recognizes the importance of transit as a component of the tolling program and is addressing this issue through a complementary transit strategy with regional partners and transit agencies.
- Jana Jarvis commented that there is a history of case law about Oregon's highway trust fund and its allowable uses. She added that there is likely to be litigation around any new use of the fund that has not been historically accepted. Jana commented that other states have a variety of sources to fund the roads, but Oregon is limited to the highway trust fund, so the tolling project must operate within that narrow funding framework.
- President Peterson commented that the OHP is a policy, not a law, and continued that she wants to be clear about what the OTC can look at as it considers the tolling program. President Peterson also commented that ODOT has been a partner on the capital side of almost every light-rail project in the state. She stated that there is no difference between transit modes as long as is a capital project and there is clearly a nexus for funding the transit capital projects, either for bus or light rail. She noted that a lot of court cases have been lost trying to define that distinction between transit modes.
 - Travis commented that ODOT has been a partner in many light-rail projects but clarified that these projects have been supported from federal funds. There is a constitutional limit on gas tax funding and other sources for capital and operations of the transit modes, but ODOT has other funding sources and opportunities available. Whether or not toll revenues can go directly to funding transit operations and capital is a separate question. Travis added that ODOT will partner on transit with the complementary transit strategy.
 - President Peterson clarified that she did not bring transit operations into the conversation.
- Matt Ransom commented that the issue of funding and how net revenue from tolls will be spent appears to be the most significant issue that RTAC is tasked to discuss. He referred to the Minneapolis agreements included in the meeting packet as a helpful reference and suggested that the project team assemble case studies to consider how net revenue could be spent. Matt stated that he would be interested to know if net revenue could be spent on additional transit service for C-TRAN and on diversion impacts to a Title 23 facility in Clark County.

Brent Baker, project team, presented an overview of toll and revenue analysis (T&R). Toll T&R analysis is used to evaluate toll alternatives and their impacts on travel behavior and network traffic patterns, as well as to assess/balance revenue generation and traffic congestion reduction objectives. Brent also introduced toll operations costs and net toll revenue analysis. The gross toll revenue potential estimated from the T & R study is used as the basis for calculating the net toll revenue. Typical uses of net toll revenue include debt services, reserve account contributions, and pay-as-you-go capital uses. The order in which gross revenues pay operating expenses and net revenues would be defined in the Bond Trust

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Indenture, in the case of a toll project repaying a capital construction bond, or would be determined by the OTC.

Brent said a use that reduces net toll revenue will reduce toll funding capacity. Additional uses of funds downstream of debt service may reduce toll funding capacity less than upstream uses.

- Jana commented that Oregon is considering a different tolling structure that what has historically been implemented. Considering this new structure of all-lane tolling, she asked how certain ODOT is that there will be a dedicated funding stream to make bond payments, considering the experience of SR99 in Seattle.
 - Brent responded that ODOT is working through the financial analysis and investment-grade study to ensure that the tolling structure will be able to make bond payments. A more detailed financial assessment (Level 3 T&R) will occur in the future for the toll projects. This assessment will include an independent review of all inputs and assumptions to make sure that the estimates are reasonable and fiscally conservative. A credit-rating agency would then do their own sensitivity test of the level three assessment and consider that in making a credit rating and assuming toll revenues. Brent also discussed the debt-service coverage, which would require the net toll revenue to exceed the debt service payments.
- Commissioner Savas shared his concern that there is no commitment to set aside funding for diversion mitigation. He said that I-205 is not multi-modal, which might serve well for bond holders because drivers have no alternative, but that makes the program predatory in nature. He commented that if ODOT doesn't commit to setting aside money for other modes, Clackamas County would be sacrificing safety and the environment.
- Commissioner Mapps asked if the tolls would have more flexibility or different guidelines if the state implemented value pricing.
 - Brent reiterated that the Oregon Toll Program is considering congestion pricing to manage peak travel. Pricing a roadway always involves generating revenue and impacting demand; either of those two factors can be prioritized.
- Councilor Belkot asked how the gross toll revenues are estimated, what the estimated net revenues are, and if specific toll rates had been discussed.
 - Brent responded that regional travel demand models and corridor-specific operations models are used to predict traffic under a toll alternative. The analyses estimate the overall revenue and analyze the cost of operating and administering the program as well as the cost to maintain the infrastructure. The traffic study prepared for the I-205 Toll Project has information about the cost assumptions for one-way trips. The analysis shows that on the opening day for the I-205 Toll Project, 80% of the one-way tolls would be \$2.20 or less. Brent added that the cost assumptions for RMPP have not been discussed yet.

4 Recommendation: Closing the Implementation Gap

David discussed the draft memo addressed to Director Strickler that attempts to summarize RTAC's conversations on closing the implementation gap between the I-205 Toll Project and RMPP. The memo was included in the meeting materials.

Discussion question: Do you have any clarifying questions on the process to complete your recommendation to the Director? With the edits suggested, can we call it final?

- Commissioner Savas commented that RTAC was initially charged to help close the gap between the I-205 Toll Project and RMPP, and now ODOT has changed the framework to accelerating RMPP rather than looking at other options. He added that he has concerns about how much information is missing from the EA and is concerned that there is not adequate time to be thoughtful in the approach.
 - Della responded that the I-205 Improvements Project and work on Abernethy Bridge was agreed upon by the Metro JPACT committee and Metro Council to proceed with construction. The project is important to construct a seismically resilient bridge because it is a critical path in the region across the Willamette River. The timing for that I-205 Improvements Project holds ODOT to the schedule for the I-205 Toll Project to bring tolling online to pay for the necessary improvements.
 - Della added that for RMPP, ODOT has engaged with regional partners over the last two years in advance of the NEPA process. Federal partners have allowed ODOT to conduct a preliminary environmental linkages (PEL) study for two years to set up the NEPA process to reflect the input received to date. The PEL study has informed the purpose and needs of RMPP and will allow the project to move forward with informed consent. ODOT is looking to RTAC for recommendations on how to accelerate the process in a way that continues to provide input from partners.
- Commissioner Mapps voiced his concern about the quick timeline of the project. He asked about the discussions between ODOT and the legislature about how to implement tolling.
 - David responded that tolling is needed to keep I-205 Improvements on schedule. If the I-205 Toll Project is delayed, the seismic improvements along that corridor will be delayed.
 - Travis commented that every legislative session since HB 2017 has seen bills introduced that would limit or prohibit tolling, so there has been a lot of conversations between the legislature and ODOT on tolling. ODOT is continuing to follow the current direction from legislation to implement tolling as part of a larger funding strategy.
 - Commissioner Mapps said that it seems incompatible to move forward quickly with the tolling projects as the legislature is actively providing feedback on the tolling framework.

- President Peterson shared that she has concerns with the project not moving forward enough to close the implementation gap and align RMPP with the I-205 Toll Project. She would like to see more work done on closing the gap.
- David said that based on RTAC feedback, he understands that the draft memo with the edits discussed and is ready to move forward to Director Strickler.
 - There were no objections or further comments from the members; the memo is accepted.

5 I-205 Toll Project EA Overview

Nicole McDermott presented an update on the I-205 Toll Project Environmental Assessment and shared that the official public comment period is open. The Environmental Assessment includes the results of analysis about what would happen under “Build” (tolls implemented) and “No Build” (if nothing is done) alternatives. Comments received during the official comment period will be evaluated alongside the technical information and data studied by the project team.

Nicole shared an overview of the transportation analysis. Thirty-six of the 50 studied intersections analyzed are not impacted in the Build alternative and 14 intersections potential need mitigation. The project team is working on a monitoring plan framework to develop a schedule to routinely monitor and assess changes in traffic and safety patterns at various time scales and by mode, and to collaborate with partner agencies to achieve a comprehensive understanding of changes.

Nicole also reviewed how ODOT has incorporated input received to date. Since development of the toll projects began in earnest in 2020, there has been significant public outreach and engagement, including hundreds of briefings and thousands of comments received through surveys and emails.

- Kasi Woidyla expressed concern that the EA content and resources are not accessible to a lot of people. She commented that the main website for the EA is available in multiple languages, but the embedded content, videos, survey, and the EA itself are only available in English.
 - Nicole responded that the fact sheet and comment form are being translated to other languages. The project team is working with a network of community liaisons that will conduct outreach in native languages in communities to provide an overview of the EA and share any concerns with ODOT. The project team is also conducting outreach with community-based organizations.
 - Anne Pressentin added that the auto-generated captions for the informational videos are currently available in other languages, and the project team is actively working on direct translations for captions. The survey, flyer, advertisements, and the factsheet are being translated. Additionally, the project team is actively seeking input on how to make webinars more accessible. Anne added that the project team works with community liaisons to share information in native languages as well.
 - Kasi asked if the translations would be available before the survey window begins.

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- The survey opened on February available 21 when the EA was released to the public.
- Commissioner Jayapal asked if there were toll rate assumptions that were used to study the mitigation impacts and asked how the toll rate assumptions for the I-205 Toll Project will align with future assumptions for RMPP.
 - Nicole responded that I-205 toll rate assumptions are included in the EA. She clarified that the toll rates for the I-205 Toll Project are separate from RMPP toll rates. The assumptions were used strictly for modeling and analysis; the OTC will ultimately set toll rates for both projects
 - Mandy added that the toll rate assumptions used for the I-205 EA were based on the need to manage congestion as well as to provide revenue for capital projects (I-205 Improvements Project). RMPP differs from I-205 Toll Project because RMPP objectives include managing vehicle miles traveled (VMT) and congestion, and there is not a specific capital project target associated with the project. The toll rate assumptions for RMPP will differ from the I-205 EA. She said the Statewide Toll Rulemaking Advisory Committee is tasked with providing input on the toll rates and the framework that will be recommended to the OTC. The investment grade analysis will be shared with the OTC to consider prior to rate setting.
- Commissioner Jayapal asked if the capital costs for mitigation efforts are included in the analysis and determining the toll rate assumptions for the EA.
 - Mandy replied that once a mitigation is confirmed and part of the project, ODOT is responsible for funding that mitigation with toll revenue or other sources. Final mitigation details, implementation schedules, and the funding approaches have not yet been determined.
- Sarah Iannarone commented that the EA public comment period should be extended to no less than 60 days to allow more time for engagement. She continued that the comment period should begin when all translated materials are available. Sarah commented that best practices in community engagement include paying people for their time to increase the personal benefits for people sharing their feedback.
- Commissioner Savas commented that the EA public comment period should be extended to 90 days.
- Commissioner Savas shared his concern that the base year for studying traffic conditions in the EA was 2015 instead of 2010. He commented that the diversion conditions on local roads in 2015 were already at dangerous levels during peak hours and diversion impacts from tolling on I-205 will increase diversion on local roads beyond peak hours. He continued to say that using 2015 as a base year for the EA skewed the analysis and was a major problem for adequately mitigating diversion. He commented that the study period for the traffic analysis was 2015 to 2027.
 - Mandy responded that the analysis for mitigation in the EA considers the future conditions in 2045 rather than comparing conditions to a base year. Compliant with the National Environmental Policy Act process, the EA compares future scenarios of a Build Alternative (implementing the I-205 Toll Project) to a No Build Alternative (not implementing the I-205 Toll Project). The analysis

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considers congestion and traffic patterns on I-205 as well as the local system. Details on the analysis are included in the EA document.

- President Peterson commented that the 45-day public comment period should be extended. She said that there is a public call for a 90-day comment period and said that she agrees with Sarah's request for a 60-day comment period with a new start date once all translated materials are available.
- President Peterson asked how the performance metrics in the EA for the environment, equity, and existing road system performance will be used to assess the different alternatives and mitigation efforts. She commented that the performance metrics should be part of the NEPA process so the project has a base-level moving forward to monitor.
 - Nicole responded that the performance metrics will apply to the monitoring plan. The details of the monitoring plan are still being determined and will be discussed further with RTAC in future meetings.
 - Mandy added that there are equity performance measures in the EA document. ODOT has received substantial input from EMAC and community liaisons to determine access points to measure community services and travel. Nicole added that equity performance measures are included in the Social and Community Resources and Environmental Justice sections of the EA.
 - President Peterson followed up to ask if the project is still working to include the NEPA process into the monitoring plan and that the NEPA and monitoring plan include the same information to ensure the monitoring plan is comprehensive.
 - Mandy confirmed.
- Councilor Belkot commented that the public comment period should be extended to 90 days. She also voiced her concerns about the emissions that diversion will create on local roads.
 - Nicole shared that emissions on highways and local roads were considered in the EA. The EA found overall emissions reductions in the Build Alternative compared to the No Build alternative.
- Della commented that a typical EA public comment period is 30 days. ODOT has already extended the comment period beyond best-practices to 45 days to allow the public more time to provide feedback. She added that ODOT has been working with local agency partners and public stakeholders before the EA release to increase public engagement. She also noted that the transportation technical report (a basis for the EA) has been available to the public for several months. ODOT feels confident that a 45-day public comment period is appropriate. ODOT will continue the conversation about the public comment period with FHWA based on RTAC member comments.

Note: In response to formal requests from Participating Agencies and RTAC comments to extend the comment period, ODOT proposed to FHWA Oregon Division to extend the commented period on the I-205 Toll Project EA by 15 days (from 45 days to 60 days total). On March 2, 2023, FHWA approved a 15-

day extension for the purpose of giving partners and the public more time to review the EA and technical materials. The comment period will now end on April 21, 2023, instead of April 7, 2023.

6 Public Comment

Two individuals joined online to share public comment.

- John Lee, Clark County, commented that the charter language was changed from “relieve” traffic to “manage” traffic. The people do not want the government to manage them, they want traffic relief, but this change in language eliminates that possibility. He asked how ODOT can manage or mitigate vehicles diverted to local roads. He said the Value Pricing Program estimated 130,000 vehicles would divert onto side roads; that increases safety risks to homeowners, children, and schools, and reduces the quality of life in the impacted neighborhoods. John commented that there will not be enough money to mitigate diversion impacts in neighborhoods. He referred to the tolling system in Washington which has failed to raise enough revenue over three years. Oregon is trying something that is untested, and the people don’t want it. He said that if ODOT cares about what the people want, tolling would be put to a vote. The people want a vote before tolls are imposed on any roadway. He concluded by saying that this process is a kabuki theater where RTAC only pretends to listen to people.
- John McCabe commented on the EA document. He stated that analysis includes that traffic will be able to travel 7 minutes faster over 7 miles, which is a 60 miles-per-hour increase even though the posted speed is 55 miles-per-hour. Mr. McCabe commented that this is a mistake and that indicates there are other mistakes in the EA and therefore it should be re-done. He also commented that the EA public hearing should be held in person for people to attend and hear what others are saying. A virtual public hearing creates barriers for people without internet or access to technology. He added that the public has been told that tolling will occur at all hours over the next 30 years on I-205. He state that until these issues have been addressed, the project should not move forward.

7 Committee Report-Outs

James Paulson, EMAC liaison, shared the EMAC foundational statements which guide the committees work in discussing how toll funds will or will not impact communities. The next EMAC meeting will be on April 5, 2023.

Commissioner Fai, STRAC liaison, provided an update on discussions at the previous two STRAC meetings. A key discussion that came out of the last meeting focused on the customer interaction and best practices of how people will interact with the tolling systems as well as the use of transponders and license plates to collect tolls. ODOT has decided to provide transponders free to all customers. ODOT is working to ensure the transponders will be compatible with other tolling systems used by the freight truck industry. Commissioner Fai shared that there has been confusion around the policy question of why the facilities are being tolled at all hours or if the tolls will be a scheduled series for congestion management. She suggested providing a sample schedule so the public can feel more comfortable with the model.

Commissioner Fai commented that the STRAC doesn't have the details yet to understand what a low-cost administrative program for the toll collection could look like.

8 Next Steps and Close Out

Travis Brouwer provided closing reflections. He thanked RTAC members for their comments during the meeting. He added that ODOT doesn't have all the answers yet, but these continuing conversations will create better answers with local expertise.

The next RTAC meeting will be Monday, April 24, 2023.

9 Action Items

The project team heard requests for additional information during the meeting. Action items for the project team are:

- Consider adding an item to the work in June or July to review Progress on committee work plan.
- Assemble case studies on use of toll revenue.
- Follow-up with RTAC members on requests to extend I-205 Toll Project Environmental Assessment comment period. (*Complete*)
- Follow-up with RTAC members with translated materials (*Complete*).

10 Meeting Chat Record from Zoom

08:57:27 From Anne Presentin to Hosts and panelists:

Good morning, everyone. We are doing some last minute sound checks and will get started shortly.

09:12:01 From Anne Presentin to Hosts and panelists:

Mayor Frank Bubenik: City of Tualatin
Shawn Donaghy: C-TRAN (Washington business)
Commissioner Nafisa Fai: Washington County
Carley Francis: Washington State Dept. of Transportation
Tribal Council Member Denise Harvey: Confederated Tribes of Grand Ronde
Sarah Iannarone: The Street Trust
Jon Isaacs: Portland Business Association
Jana Jarvis: Oregon Trucking Associations
Katherine Kelly: City of Vancouver
Keith Lynch: FHWA (ex officio)
Commissioner Mingus Mapps: City of Portland
Council Secretary Whitney Mosback: Cowlitz Indian Tribe
Willy Myers: Columbia Pacific Building Trades Council
James Paulson: Workforce, Inc. (EMAC Liaison)
Council President Lynn Peterson: Metro
Matt Ransom: SW Washington Regional Transportation Council

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Curtis Robinhold: Port of Portland
Commissioner Paul Savas: Clackamas County
JC Vannatta: TriMet
Julie Wilcke Pilmer: Ride Connection
Kasi Woidyla: Virginia Garcia Memorial Health Center
Della Mosier: ODOT, Urban Mobility Office (ex officio)
Travis Brouwer: ODOT Assistant Director, Acting Chair

- 10:24:39 From Michelle Belkot to Hosts and panelists:
How are gross toll revenues estimated? What are toll costs? What is the estimated net revenues?
- 10:34:34 From Anne Pressentin to Hosts and panelists:
Page 25 of the packet sent this morning if you are trying to find it.
- 10:44:09 From Sarah Iannarone (she/her) | The Street Trust to Hosts and panelists:
SB 933 is noteworthy among those introduced last week, "Prohibits Oregon Transportation Commission from establishing toll on Interstate 205 or Interstate 5"
<https://olis.oregonlegislature.gov/liz/2023R1/Measures/Overview/SB933>
- 10:51:25 From Anne Pressentin to Hosts and panelists:
Here the website to watch the rest of the videos and read the full EA.
<https://www.oregon.gov/odot/tolling/Pages/I-205-Toll-Project-Environmental-Assessment.aspx>
- 11:05:27 From Jon Isaacs (he/him) to Hosts and panelists:
All - I informed the staff I would need to depart at 11am today for another meeting. Thank you for the informative meeting.
- 11:13:55 From Kasi Woidyla to Hosts and panelists:
yes Sarah! 100%
- 11:14:21 From Sarah Iannarone (she/her) | The Street Trust to Hosts and panelists:
(90 days is OK with The Street Trust)
- 11:20:59 From Susheela Jayapal to Hosts and panelists:
Want to add my support for extending the comment period.
- 11:26:22 From Kasi Woidyla to Hosts and panelists:
What is the ETA for the translations to all be available? It does not seem logical to start the clock on a feedback time period until everyone has equal access to the information and while the report has been available for "several months", it has only been in English, which excludes the very group of people that have historically been disenfranchised from these processes.
- 11:27:53 From Sarah Iannarone (she/her) | The Street Trust to Hosts and panelists:
+1 to Kasi's comment about not starting the comment period clock until materials are available in multiple languages
- 11:30:32 From Sarah Iannarone (she/her) | The Street Trust to Hosts and panelists:
We are grateful for the years of diligent work that EMAC has put into ensuring equitable implementation of tolling in our region - thank you, James.
- 11:37:24 From Sarah Iannarone (she/her) | The Street Trust to Hosts and panelists:
Very helpful, thank you for the update and for serving on STRAC, Commissioner Fai.
- 11:41:33 From Lynn Peterson to Hosts and panelists:
There was also a ask for an extension

11 Written Public Comment

For public comments sent before the meeting, see attached.