

# Attachment D Comments Received

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## D.1 PARTICIPATING AGENCY COORDINATION MEETING SUMMARY

# I-205 Toll Project

## MEETING SUMMARY



<b>Subject</b>	<b>Participating Agency Coordination Meeting</b>
<b>Date and Time</b>	August 12, 2020, 2:00 p.m.
<b>Location</b>	Zoom Meeting

### MEETING ATTENDEES

Attendees	Organization
Steve Wall	City of Camas
Brian Monberg	City of Gresham
Jaimie Huff	City of Happy Valley
Will Farley	City of Lake Oswego
Erica Rooney	City of Lake Oswego
Shoshana Cohen	City of Portland
Dave Roth	City of Tigard
Frank Bubenik	City of Tualatin
Garet Prior	City of Tualatin
Mitch Kneipp	City of Washougal
Shawn Donaghy	C-TRAN
Jessica Berry	Multnomah County
Nina DeConcini	Oregon Department of Environmental Quality (DEQ)
Justin Russell	Oregon Department of State Lands (DSL)
Lewis Lem	Port of Portland
Jim Hagar	Port of Vancouver
Mark Harrington	Southwest Washington Regional Transportation Commission (RTC)
Bob Hart	Southwest Washington Regional Transportation Commission (RTC)

### PROJECT TEAM

Attendees	Organization
Emily Cline	FHWA
Nathaniel Price	FHWA
Lucinda Broussard	ODOT
Jeff Buckland	ODOT
Sarah Eastman	ODOT
Anthony Lee	ODOT
Mike Mason	ODOT
Hannah Williams	ODOT

Attendees	Organization
Josh Channell	WSP
Mat Dolata	WSP
Geoff Gibson	WSP
Sine Madden	WSP
Anne Pressentin	WSP
Jennifer Rabby	WSP
Heather Wills	WSP
Emily Wolff	WSP

## INTRODUCTION

Lucinda Broussard, Oregon Department of Transportation (ODOT), opened the meeting by welcoming attendees and introducing speakers. Lucinda also provided an opportunity for Nathaniel Price and Emily Cline, Federal Highway Administration (FHWA), to introduce themselves. Jennifer Rabby, WSP, provided an overview of the presentation agenda and digital meeting tips.

## PROJECT OVERVIEW

Lucinda explained why ODOT is looking at tolls on I-205 and how ODOT plans to prioritize equity in developing a toll program. She described the technology that would be used to collect tolls and provided an overview of the results of the 2017-2018 Value Pricing Feasibility Analysis. The primary concerns identified during that analysis are being carried forward and addressed. These include diversion (or rerouting) on local streets, a need for improved transit, and considerations of how to equitably implement tolls, especially for low-income individuals. Lucinda provided a high-level schedule and explained that the Project Team is listening to input from the public and agencies throughout the process. The study area for this project is the segment of I-205 near the Abernethy Bridge, from Stafford Road to OR 213.

## EQUITY FOR TOLL PROJECTS

The I-205 Toll Project is the first to have a dedicated Equity and Advisory Committee, resulting in the development of an Equity Framework that will ensure equity is addressed in all project decisions. Lucinda shared a list of the committee members and the organizations they represent.

## I-205 TOLL PROJECT ENVIRONMENTAL REVIEW

### Environmental Review Process, Milestones, Agency Roles, Project Needs, and Goals

Jennifer Rabby provided an overview of the environmental review process under the National Environmental Policy Act (NEPA) and steps the I-205 Project will be under taking. The Project is currently in a comment period, and FHWA has invited agencies to serve as participating agencies on the project. Jennifer provided an overview of the project milestones, which would

culminate in the publication of an environmental assessment expected in 2022. Jennifer discussed the role of participating agencies and the project milestones where the Project Team will seek their input. Agencies are asked to respond to the participating agency invitation letter by September 4, 2020. Jennifer shared a summary of the draft purpose and need, as well as the goals and objectives, for the project and explained that the Project Team is seeking input on the Draft Purpose and Need Statement during the current comment period. Jennifer provided a list of the disciplines that will be studied and explained that construction impacts are expected to be limited to the installation of toll gantries and associated signage and utilities, but that those resources affected by changing traffic patterns will be studied in greater depth. The Project Team will prepare methodology memos outlining the study approach for each discipline and will be asking participating agencies to review these memos.

### Discussion

- **Erica Rooney, City of Lake Oswego** – What type of person do you want on the participating agency working group?
  - **Project Team Response** – We are not necessarily looking for a particular individual to participate in a certain group, but rather representation from different agencies. Agency staff with technical expertise should review the methodology memos, but staff should be keeping agency policymakers informed so they can provide feedback on the project. The Project Team has been providing many briefings and presentations to agencies and communities, so some of the policymakers have heard about the project through other meetings. FHWA confirmed agency leadership should be involved in the Project through briefings from staff or the Project Team.
- **Garet Prior, City of Tualatin** – Can you explain the role of participating agencies? There is not a steering committee, so input is going to the Oregon Transportation Commission (OTC)? Is there any weight given to participating agencies' comments versus general public comment? How is FHWA or the OTC weighing comments? For example, ODOT is recommending moving forward Alternatives 3 and 4, but if our agency would like Alternative 5 moved forward, is there any weight given to our comment?
  - **Project Team Response** – Comments from local jurisdictions that serve as participating agencies hold more weight than comments from the general public. FHWA and ODOT are asking specifically for input from participating agencies; there are expectations that these agencies will comment on topics relevant to their agency. The Project Team is asking for comments on the alternatives; ODOT's recommendation is a draft at this time and nothing is set in stone. Agency comments will be considered as the project moves forward. For example, if agency comments indicate Alternative 5 should also move forward to be studied, it can be added.
- **Garet Prior** – Are you saying that there will not be additional staff recommendations? Will ODOT present comments from the participating agencies separate from general public comments?

- **Project Team Response** – ODOT will present a recommendation to the OTC that incorporates comments from participating agencies.
- **Shoshana Cohen, City of Portland** – Will there continue to be this series of meetings separate from other agency coordination meetings and working groups? Will we be expected to weigh in through various committees? What is different about serving as a participating agency?
  - **Project Team Response** – The working groups will continue. The participating agency role is a formal designation of your agency’s role in the NEPA process. The agency coordination plan identifies the specific points where each agency is expected to provide formal input throughout the NEPA process, but there will not be monthly participating agency meetings.

## **I-205 SCREENING ALTERNATIVES**

Mat Dolata provided an overview of the framework for developing project alternatives. The environmental review process will help further narrow down alternatives. Mat described the five tolling alternatives currently being considered along with the initial assessment of how they change demand on the transportation system, I-205 traffic volume, and diversion onto local streets. Mat provided a comparison of how the five alternatives perform and explained why the Project Team’s initial recommendation is to advance Alternatives 3 and 4 into the NEPA process.

## **QUESTION AND ANSWER**

### **Discussion**

- **Lewis Lem, Port of Portland** – For the diversion analysis are there any assumed changes in parallel transit capacity?
  - **Project Team Response** – All of the alternatives bring forward the Metro Regional Travel Demand assumptions for 2027, which are based on the financially constrained list in the Regional Transportation Plan (RTP), so that there is an equivalent baseline across all of the alternatives.
- **Lewis Lem** – **What is in the RTP and the associated projects? Is there significant increases in parallel transit or did you just perform a demand analysis?**
  - **Project Team Response** – The RTP constrained modeling scenario includes a long list of improvement projects. The RTP scenario for 2027 includes additional transit service compared to what is there today, but it is still limited in the area. The modeling work has to make some assumptions so it is important that we apply assumptions consistently across the toll alternatives. The I-205 Improvements Project (widening project) is the most significant to the overall modeling work in this corridor, and it is included in all toll (build) screening alternatives but not the no-build screening alternative.

- **Nina DeConcini, DEQ**– How will air quality impacts be considered? DEQ wants to make sure the right people are plugged into this project.
  - **Project Team Response** – Air quality is one of the disciplines that will be studied in greater detail in the NEPA process, so the Project Team is working on a detailed methodology memo that will be shared with all participating agencies for input from you before performing that analysis. The transportation modeling work will be used to inform the air quality methodology. The Project Team has reached out to Karen Williams, the DEQ’s representative on the Transportation Policy Alternatives Committee (TPAC). Additionally, if there are specific individuals that the Project Team should be contacting, for feedback, please notify the Project Team.
- **Frank Bubenik, City of Tualatin** – Major concern for Clackamas cities is the lack of public transit that connects cities on the corridor.
  - **Project Team Response** – This is a concern that we have heard since the Value Pricing Feasibility Analysis. The Project has a Transit and Multimodal Working Group (TMWG), which includes representatives from Clackamas County cities, that is informing the project. The TMWG has many other agency representatives involved, including TriMet. The Project Team is looking to leverage the expertise of this group for the project.
- **Erica Rooney, City of Lake Oswego** - What are you looking for input on at this time?
  - **Project Team Response** – The email with the participating agency invitation letter sent by FHWA included several attachments (Draft Purpose and Need Statement, Alternatives Screening Report, Agency Coordination Plan, issues of concern to consider in NEPA), which are the items that the Project Team is currently requesting input on during this comment period (by September 16, 2020). The response to the participating agency invitation should be sent by September 4, 2020.

## **NEXT STEPS AND CONTACT INFORMATION**

Lucinda reiterated the desire for feedback from all participating agencies during the comment period. She alerted the group to the online open house, survey, webinars, and project website for additional information.

Contact information for Emily Cline, Lucinda Broussard, and Tony Lee was provided.

## **ADJOURNMENT**

With no further comments, Lucinda Broussard adjourned the meeting at 3:02 p.m.

*Note: This document is only a summary of issues and actions from this meeting. It is not intended to be a transcript of the meeting, but rather an overview of points raised and responses from the Project Team.*

Meeting Summary: Participating Agency Coordination  
August 12, 2020

The information in this document, and the public and agency input received, may be adopted or incorporated by reference into a future environmental review process to meet the requirements of NEPA.