

# Attachment D Comments Received

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## D.3 COMMITTEE MEETINGS AND COMMUNITY BRIEFING SUMMARIES

REGION 1 AREA COMMISSION ON TRANSPORTATION (R1ACT)  
Meeting Summary  
August 3, 2020, Portland, Oregon

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**Attendees:** Bill Avison, Steve Callaway, Zack Culver, Jon Davies, Craig Dirksen, Denny Doyle, Markley Drake, Jess Groves, Hau Hagedorn, Jerry Hinton, Brian Hodson, Theresa Kohlhoff, Sumi Malik, Bill Merchant, Mike Oates, Megan Ramey, Roy Rogers, Paul Savas, Gery Schirado, Jason Snider, Ivo Trummer, Jessica Vega Pederson, Chris Warner, Pia Welch, Rian Windsheimer, Philip Wu

**Absent:** Bernie Bottomly (for Doug Kesley), Erick Haynie, Andi Howell, Pam Treece

**Welcome, Introductions, and Agenda Review**

Region 1 ACT Chair Roy Rogers called the meeting to order and apologized for not being able to hold the meeting in person near Hood River and Cascade Locks. He announced Mandy Putney will be leaving her current position as ODOT Region 1 Policy and Development Manager to become the I-205 Improvements Project Director for ODOT's Urban Mobility Office. Putney reviewed virtual meeting protocols.

**Public Comment**

Chair Rogers invited public comment and reminded members of the letter submitted from Oregon Municipal Planning Organization Consortium (OMPOC) to the Oregon Transportation Commission (OTC) regarding the 2024-2027 Statewide Transportation Improvement Program (STIP) development. There were no other comments from the public.

**Commission Administration – Chair Roy Rogers**

1. Action: Approval of meeting summaries from February 3 and June 1 meetings – Bill Avison and Paul Savas motioned to approve the February 3 and June 1 meeting summaries and the motion passed.

**I-5 and I-205 Toll Projects – Toll Program Manager Lucinda Broussard and Toll Program Consultant Team Heather Wills and Mat Dolata of WSP**

*Project Updates*

Lucinda Broussard, ODOT Toll Program Director, provided an update on project outreach activities, a reception and virtual listening session with the Equity and Mobility Advisory Committee, briefings and presentations, and the I-205 Regional Modeling Group's data share with the Clackamas County Technical Diversion Committee.

Broussard said the project input received over the last three years related to equity, transit, traffic diversion, and use of revenue collected. She has made a request to the OTC for revenue collected on the corridor should stay on the corridor.

Chris Warner asked if that was a policy or legal question and Broussard clarified it was a policy question.

Broussard explained the National Environmental Policy Act (NEPA) Environmental Review for the I-205 Toll Project has begun and they are accepting comments on five alternatives and the purpose and needs statement during the 45 day public comment period. She shared upcoming stakeholder and engagement activities, including an online open house, survey, webinars, social media, fact sheets, and presentations. They will also conduct equitable and focused engagement through community newspapers, stakeholder interviews, discussion groups, community engagement liaisons, and the Equity and Mobility Advisory Committee. Broussard said they will provide updates on how comments inform the project design and process.

Broussard said they have begun the Planning and Environmental Linkages process for the I-5 Toll Project. They will narrow down ninety-two possible alternatives for NEPA and conduct public and stakeholder engagement this fall, including engagement with the Equity Mobility Advisory Committee and underserved and underrepresented communities.

Broussard shared a timeline of I-5 and I-205 NEPA milestones and I-205 Toll Project Milestones. She said the I-205 NEPA process has begun and the Federal Highway Administration (FHWA) will publish the purpose, needs, and alternatives after the 45 day comment period closes. She explained the I-5 preliminary work has begun and will be completed before going into the Environmental Review process. She also noted that public engagement will be conducted throughout the entire Environmental Assessment phase for the I-205 Toll Project.

#### *I-205 Purpose, Needs, and Objectives*

Heather Wills, WSP Managing Director, provided an overview of the I-205 Toll Project purpose and needs statement and explained it is the foundation for determining the range of alternatives to be considered in the environmental review. She said if an alternative does not meet the purpose and needs statement then it will not advance in the NEPA process. Wills explained the goals and objectives are the desirable outcomes of the project beyond the purpose and needs statement and are used to further evaluate alternatives.

Wills shared feedback from project partners on the proposed purpose and needs statement and goals and objectives, including the need to add equity, climate change, use of toll revenue, access to health care, and reducing localized air pollutants. She said the project purpose is to manage congestion on I-205 between Stafford Road and OR 213 and to raise revenue to fund congestion relief projects. Wills said the OTC will set toll rates after the environmental process. She explained equity is the first goal of the project and not in the purpose statement because it would require specificity and ODOT's definition of equity is still evolving. Wills highlighted additions to the project need, goals, and objectives based on collaboration with project partners as well as reordering goals and objectives to move equity to the forefront.

### *I-205 Impact Analysis*

Wills explained that after the 45 day public comment period, the purpose, needs, range of alternatives, and issues to be studied will be published and a draft environmental assessment will be prepared and shared for public comment. The draft will include a comprehensive analysis of potential impacts or benefits, methodologies to assess the impacts, and a report on performance measures.

### *I-205 Screening Alternatives Results*

Wills said they measure and analyze alternatives by developing qualitative and quantitative performance measures derived from the goals and objectives. She explained how they compare the impacts and benefits, begin identifying mitigation for the impacts, and report the information in the Environmental Assessment. Wills noted it will take about a year to analyze the alternatives prior to selecting a preferred alternative. She provided examples of performance measures that were shared in a more detailed memo.

Paul Savas asked if the use of word robust was a mistake regarding the feedback staff received about transit service along I-205 not being robust enough to afford residents of northwest Clackamas County another travel option as an alternative to driving. He said there is no transit service on this section of I-205 and asked for it to be corrected and to add it as an issue.

Broussard said it was not a mistake and it had been crafted by many people and that it can be edited.

Wills clarified that originally the sentence stated there was no service but Clackamas County and jurisdiction staff changed it to include robust service.

Savas asked to reframe project goals or objectives to reduce current diversion instead of limiting additional traffic rerouting from tolls.

Chair Rogers suggested that Broussard receive the questions and respond to them outside of the meeting.

Markely Drake agreed with Savas that there is no transit service on I-205 so it will be difficult for people to use alternatives.

Warner suggested using manage congestion instead of improve congestion.

Broussard said they can make that change.

Sumi Malik said the environmental justice performance measure is a statement and doesn't indicate how it will be measured. She asked if for more information to help understand the measurement and the methodology.

Wills said there is a methodology memo being prepared that identifies how it will be measured.

### *I-205 Screening Alternatives Analysis Results*

Mat Dolata, WSP Senior Traffic Manager, provided an overview of the alternatives analysis framework for I-205. He explained that one alternative advanced from the Value Pricing

Regional Study and five alternatives were then developed for the Initial Screening. Dolata explained the Metro Regional Travel Demand Model was used to compare the five alternatives to identify two or three alternatives for the Environmental Review. After a detailed study, a Preferred Alternative will advance.

Dolata gave an overview of the five alternatives and performance measures used to screen them. He summarized the performance comparison for the five alternatives and explained the consultant team's initial recommendation to advance Alternative 3 (Bridge Tolls) and Alternative 4 (Segment Tolls) to NEPA.

#### *Comments and Questions on I-5 and I-205 Toll Projects*

Craig Dirksen explained that comments from Metro and local government colleagues were not reflected in the presentation slides and suggested I-205 and I-5 should be considered together to understand the true impact of tolling these facilities. He added that the current study will produce unreliable results and will be difficult to interpret. Dirksen explained that the Metro Council would like to see equity and demand management in the purpose and needs statement. Bill Avison recommended looking at one or two alternatives, including toll the freeway and improve infrastructure. He said that if you don't improve infrastructure then it will be difficult to toll and without that messaging the project is politically dangerous. He asked if there is a mechanism to toll and not buildout and said he understood there are other revenue streams that are needed for the project. Avison recommended including the importance of the I-205 connection between the Portland International Airport and the State.

Hau Hagedorn said centering equity is described as huge part of this project and asked how will equity be measured because it's not seen anywhere in the performance measures.

Jess Groves asked if ODOT is thinking about applying for federal funds and if it fits into Title 23. Title 23 says if you have tolls you need to spend all those tolls on toll facilities to get federal funds.

Chair Rogers said it seems that the more tolling booths you put in the more congestion you create as people are having to slow down, stop, and then reaccelerate and merge. Please explain for a lay person how your scenarios won't actually aggravate the situation.

Philip Wu responded to Hagedorn's question on how equity will be measured. He sits on the Equity and Mobility Advisory Committee and said they had a robust discussion around the equity framework, which is looking at process and outcome equity measures.

Brian Hodson asked for more information regarding the different equity pieces that are being looked at for these projects from a people-equity and mobility-equity standpoint.

Broussard said it will be developed through the Equity and Mobility Advisory Committee and she can continue to update him.

Hagedorn said it's important to consider the equity aspects in the evaluation criteria upfront for screening alternatives.

Savas explained Section 129 provides for conventional tolling for capacity improvements and the other alternative would be for value pricing or congestion pricing. He asked for clarification on whether it was Section 160 or 129 and suggests we are conflating the two together but the impacts and approaches are different so they need to be differentiated. Savas said the lack of transit applies to both programs so that is a common denominator. He asked if the application of Title 23 on bridge tolling is exclusively on Section 129 or 160 and expressed concern that if there was a genuine effort to provide transit as mitigation for Section 160 then funds would not be used for capacity or mitigation.

Avison asked how the OTC will set the toll rates and expressed concern that the revenue stream won't be sufficient for the buildout. He asked if the OTC will have enough flexibility to make it work.

Warner said it would be very helpful to clarify if we're talking about managing demand as opposed to congestion and whether it's Section 129 or Section 160. It would be helpful to clearly articulate what we are trying to do in the purpose and need.

### **Region Manager Updates – ODOT Region 1 Manager Rian Windsheimer**

Rian Windsheimer, ODOT Region 1 Manager, provided an update on the I-5 Interstate Bridge Trunion Replacement Project and explained work take place August to October for the Trunion Replacement Project but major traffic impacts will occur September 12th-20th. He said to expect the length of back-ups on I-5 to double to 4 miles and the region may experience up to 16 hours of congestion per day. Single lane closure September 21st to 27th in the southbound direction.

Windsheimer said the community has been asked to help reduce congestion during the closure by using other options. He mentioned the I-5 Variable Speed Signs will be turned on at the end of August to notify the public and help manage traffic. He mentioned that ODOT is doing a Bus on Shoulder Pilot on I-205 with C-Tran across the Glenn Jackson Bridge to help with traffic congestion. Windsheimer said ODOT is also working in partnership with SMART and TriMet to launch additional Bus-on-Shoulder Pilots.

Windsheimer provided an update on the replacement of lighting in the Vista Ridge Tunnel on Highway 26 with new LED lights and added it will be complete the first week of August.

Windsheimer directed members to the Hood River Bridge Project factsheet and website for more information on the Environment Impact Statement (EIS) and contact information if they have additional questions.

### **R1 ACT Workplan – ODOT Region 1 Policy & Development Manager Mandy Putney**

Putney discussed the R1 ACT draft workplan and said she didn't receive comments about the content of the workplan since the previous meeting but Dirksen requested coordination with JPACT and Metro on many of the items. Putney welcomed input and asked for approval to use the workplan as a guide for R1 ACT and explained new topics can be added. Dirksen shared more about his request for coordination with JPACT on the 2024-2027 STIP, the OTC Investment Strategy, and the Oregon Highway Plan. He suggested STIP return to the R1 ACT in October and December. The workplan was approved.

### **OTC Investment Strategy and 2024-27 State Transportation Improvement Plan – ODOT Assistant Director, Revenue, Finance and Compliance Travis Brouwer**

#### *OTC Investment Strategy*

Travis Brouwer, ODOT Assistant Director of Revenue, Finance, and Compliance, provided an overview of the OTC Investment Strategy approved in July 2020. Brouwer explained it was an update to the 2017 strategy for House Bill 2017 (HB 2017) and the new strategy reassesses the gap between needs, available resources, and the impact of the funding gap on the system, economy, and communities. He mentioned that the strategy informs the OTC of program funding allocations for the 2024-2027 STIP.

Brouwer shared that significant investments were made from HB 2017 but condition and performance of the transportation system will decline over time and the OTC will need to have difficult discussions about tradeoffs. He said this is partially due to a long slow decline in funding from greater fuel efficiency of vehicles and revenue streams that will not adjust with inflation over time.

Brouwer said one of the key foundations of the investment strategy are the statewide plans, including the Oregon Transportation Plan, the Oregon Highway Plan, and other modal plans. He stated that one investment strategy comes from the Oregon Highway Plan, the major improvements hierarchy, which states that Oregon is a fix-it-first state to ensure protection of the existing system. Brouwer said that then they look at improving efficiency and capacity of existing highway facilities, improving capacity of the existing system, and, lastly, adding new facilities to the system.

Brouwer clarified that the bulk of resources is spent on preservation and, due to limited funding, ODOT has to focus on high priority corridors that carry high volumes of freight and connect communities across the state. He said ODOT will invest over \$300 million dollars in bridges for the 2024-2027 STIP, which only replaces about 3 of ODOT's 2,700 bridges a year. Brouwer explained that paving needs \$100 million dollars a year to keep conditions at their current levels and there are a lot of culverts that have not been replaced in years and are falling apart.

Brouwer described safety as another key investment area. He said Oregon averages over 1,800 fatal and serious injury crashes a year and increasing, particularly for vulnerable users such as bicyclists and pedestrians, and the impacts are greater for communities of color and low-income individuals who are more likely to be victims of traffic crashes. He mentioned ODOT has a robust All Roads Transportation Safety Program that uses a data driven approach to make strategic investments.

Brouwer mentioned Active Transportation is another key area and yet it will take 164 years to complete the state system of bike lanes and sidewalks along the state highways with current funding levels. He said Public Transportation is also a key need across the state and the Statewide Transportation Improvement Fund (STIF) only met a portion of the need.

Brouwer said Multimodal Freight is an ongoing concern and the Connect Oregon Program is one of the only sources of funding for rail and marine projects critical to moving goods. He explained that HB 2017 dedicated funding at about \$11 million a year, which is a fraction of the \$35 million a year dedicated from 2006-2017. Lastly, Brouwer described Modernization is another key area for investment as congestion is growing in Portland and other metro areas of the state due to population and economic growth. He explained that most modernization projects come from legislative earmarks and very little discretionary money in recent STIPs.

#### *2024-27 STIP Development*

Brouwer provided an overview of the three-year STIP development process. He explained STIP is the capital program funds with a mixture of state and federal funds. He described the first step in the STIP process is to allocate funding across the different programs, the second step is project selection and the final step is public review, approval by the OTC, and approval by the federal government.

Brouwer described the OTC timeline and funding allocation, which includes developing funding categories in July 2020, developing and reviewing different funding scenarios from August to November 2020, and untimely approving funding scenarios in December 2020. He said the OTC started out using the same funding categories from the 2021-2024 STIP cycle, including enhance highway, fix-it, safety, non-highway, local programs, and other functions. Brouwer shared the enhanced highway and fix-it were the largest categories for the 2021-2024 STIP cycle.

Brouwer described public and stakeholder engagement planned for the 2024-2027 STIP cycle, which includes advisory committee engagement, monthly public updates, an online survey currently open, an online open house, and ongoing public comment opportunities.



He highlighted changes to the STIP resulting from the Governor's Executive Order on climate change. Brouwer explained it will inform the development of funding scenarios, inform the selection of projects, and account for and report on the climate impacts of the draft and final STIP. Brouwer said the OTC's Strategic Action Plan priorities on equity, modern transportation system, and sufficient and reliable funding will also factor into the STIP development process. Brouwer shared questions for advisory committees to consider and weigh in to the OTC.

*Comments and Questions on the OTC Investment Strategy and 2024-2027 State Transportation Improvement Plan*

Savas asked if the goals are stand alone to the criteria of future investments, to all investments, or to the Governor's Climate Plan. He said there is nothing in the criteria that addresses growth or economic development. Savas asked if there is a plan to address the funding problems and said there were a lot of projects left out of T2020 and asked how to prioritize STIP projects in if T2020 passes.

Brouwer responded that the OTC has the opportunity to take into account T2020 and welcomed and encouraged input if the package passes.

Dirksen said the R1 ACT should formally advise the OTC to be flexible in its funding policies and categories within the 24-27 STIP so that we can have a policy that will leverage potential new revenues from T2020. He ask what the public process for is for determining the distribution of 24-27 funds if they come in at levels above what was assumed. He said the funding policy direction doesn't guarantee the opportunity for stakeholders to raise other factors or nominate local priorities for the state system that might be different from ODOT's maintenance data catalog.

Warner asked if the OTC is having conversations about leveraging Jurisdictional Transfers.

Windsheimer asked how the R1 ACT will continue to have conversations with the OTC about a very large unmet need in some of the larger projects across the region.

Hagedorn said the Oregon Bike Bill is missing from the presentations and the need for \$53 million a year for Active Transportation is a drop in the bucket compared to all of the other spending buckets. She requested more information on how the Oregon Bike Bill, which is a Legislative mandate, is considered in the STIP process.

**Draft Recommendation to OTC – Canby Mayor Brian Hodson**

1. Action: Approval of draft letter to the OTC from the R1 ACT to convene stakeholders to examine the funding gap for projects of statewide significance within ODOT Region 1

and propose solutions prior to the 2021 legislative session. – Bill Avison and Paul Savas motioned to approve the letter and the motion passed.

### *Discussion*

Dirksen asked to amend the letter to add Region 1 State owned arterials to the list of projects.

Hodson opposed adding arterials to the project list to keep the focus on highways.

Savas said the purpose of the letter is the regional freeway system and adding surface highways would dilute the message. He moved to approve the motion. Avison seconded it.

Dirksen acknowledged the motion and the second and directed the R1 ACT to continue the discussion.

Warner said the City of Portland does not support the letter and there needs to be more thoughtful conversation in order for them to support it because it would designate almost all the transportation funding in the State to highway projects.

Jason Snider said he supports the letter and it is important that they continue to push the OTC to find solutions.

Steve Callaway said he was not in favor of the amendments and the stakeholder group could address some of the issues Warner mentioned.

Drake said he supports the letter as written.

Jessica Vega Pederson said the target of the letter might be off and they should be talking with the Legislature on how to address the funding gap.

Avison said he supports the letter and understands Warner and Dirksen's comments but they have other funding sources for light rail and this is needed for freeways and alternative transportation.

Savas said the intention is to fill the gaps with new funding and not to take from existing funding sources and we will want to engage the Legislature.

### **Next Meeting Date and Adjournment**

Chair Rogers ended the meeting, noting that State committees are not meeting in person. The next virtual meeting will be on October 5, 2020.

# I-5 and I-205 Toll Projects

## Workshop Summary



<b>Subject</b>	Region 1 Area Commission on Transportation (R1ACT) Meeting
<b>Date and Time</b>	Monday, October 5, 2020, 5:30 p.m. to 7:30 p.m.
<b>Location</b>	Online via Zoom

### PROJECT TEAM

Name	Organization
Lucinda Broussard	ODOT
Nick Fazio, Heather Wills, Anne Presentin	WSP
Page Phillips Strickler	S360

### WELCOME AND INTRODUCTION

Chair Roy Rogers welcomed Lucinda Broussard and invited her to start the presentation. Lucinda thanked participants for the invitation to present and introduced herself for the record.

### I-5 AND I-205 TOLL PROJECTS

#### Status Report and Next Steps

Lucinda Broussard, ODOT, reviewed project updates and activities, including review of the following:

- I-205 Environmental Review Milestones
- I-205 Schedule Overview and Update
  - Development of the draft Environmental Assessment will wrap up in 2022, but at this point the project is just in the very beginning phase of the Environmental Assessment process.
- I-205 Public Comment Period
  - We are still accepting public comments. The public comment period was extended to accommodate disruption resulting from the recent wildfires.
  - Comments will be categorized over the fall, and analysis will occur after that.
  - ODOT has been doing a lot of public outreach, including community briefings, webinars, and online open houses.
- I-205 Community Briefing locations
  - The project team has presented at 26 community briefings across the metro region.
- Equitable Engagement
  - Fact sheets in different languages
  - Spanish-language radio, Facebook, and newspaper (El Latino de Hoy) advertising
- Public Comment Period Outcomes

- Reviewed a heatmap of survey response zip codes which showed participation from throughout the region
- Equity and Mobility Advisory Committee (EMAC) Update
  - The next meeting is October 14<sup>th</sup>. The group is instrumental in what we are about to do.
  - The EMAC will meet again in December to talk about the engagement plan.
  - The January meeting will focus on performance measures.
- Next Steps for Region 1 ACT in the I-205 Project Process
  - The project team will return to the R1ACT in December to present a summary of public comments.
  - Comments will hopefully be coded and organized, but probably not analyzed.
  - The project team will come back to the R1ACT in early 2021 to discuss what changes are being made to the project resulting from analysis of the public comments.
- I-5 Toll Project: Planning and Environmental Linkages
  - This effort is on the back burner, but congestion management plays a role.
- OTC Approved Toll Policy Concept
  - In September, the OTC approved a policy proposal that ensures net revenue collected on a corridor will be invested on the same corridor.
- Contact Information

## Discussion

Paul Savas asked:

- In reference to the OTC decision to keep dollars on the corridor – the I-205 corridor is quite long. Is that to suggest that the “corridor” can go well beyond the actual project limits? That was not the intent of the desire to keep these dollars localized in terms of diversion. Or is there more refinement coming?
  - Lucinda’s response: The refinement of defining these corridors will keep going. We will analyze down to the street level regarding diversion and impacts to local roads will be taken care of as part of the project.

Bill Avison asked:

- On the “timeline” slide, it indicates that in 2022 you’ll be done with this project?
  - Lucinda’s response: We will be done with the NEPA process.
- As far as tolling goes, when will that occur? And when would “buildout” of the improvements start?

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- Lucinda’s response: I do not know about the timeline for the buildout of improvements, but tolling would occur two- to two and half-years after the completion of the NEPA process.
- So, we wouldn’t start construction until 2025?
  - Lucinda’s response: I don’t have that answer. Mandy could answer that, so we will post that information.

Craig Dirksen commented:

- Demand management needs to be explicit and integrated in the Purpose and Need and not just as a goal.
- How do you define “corridor”? It needs to be defined comprehensively so it allows multimodal solutions. The definition needs to consider multimodal solutions and diversion.
- The tolling program is identified as a “pilot program.” If you’re collecting data on tolling, I-205 and I-5 must be tolled at the same time. You cannot start tolling on one without tolling the other. In that case, the data you collect won’t be valuable for comprehensive congestion management. We are adamant that both corridors start tolling concurrently.

Chris Warner asked:

- When will you next come back to us with an update? What is the order of next steps?
  - Lucinda’s response: We will come back to the R1ACT in December and present the analysis of the coded comments collected during the comment period. Early next year, in 2021, I will return with the project recommendations resulting from the comment analysis. These recommendations will not go the FHWA until after I return to the R1ACT for discussion.

Hau Hagedorn asked:

- How are you defining “corridor”?
  - Lucinda’s response: I concur with Brendan’s response. [Prior response from Brendan Finn: We are working with our regional partners on defining these corridors. We must stay within the guidelines of Article 9, Section 3. Metro also has definitions for “corridor,” so we will consider those as well. We will have corridor definitions soon, and they will contribute to the discussion of a finance plan for the entire congestion management system of improvements.]

Mike Oates asked:

- Regarding toll booths, how many will there be and where will they be located? Where are we at with that process?

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- Lucinda’s response: We are using modern electronic tolling, so there will be no toll booths. We are currently considering where the toll gantries will terminate. That is part of the NEPA process. As we get through the identification of a preferred alternative, more information about the gantries will become available.
- So, the number of gantries or where they will be located has not been decided?
  - Lucinda’s response: Correct.

Steve Callaway asked:

- My previous question about using no-toll comparative base cases was punted to you [by Brendan Finn]. Is there a base case so we can make comparisons between no-toll and toll scenarios on surface streets? If so, what year we will be using for the base case? Can you share any subsequent decisions?
  - Lucinda’s response: Yes, we will be using a no-toll “base case.” The NEPA process requires that we consider a “no-build” scenario. As far as what year we will use for our base case, we don’t know yet. That will be identified partly through the public comment process, and we haven’t analyzed those comments yet. We will definitely share subsequent information as it becomes available.

Rian Windsheimer commented:

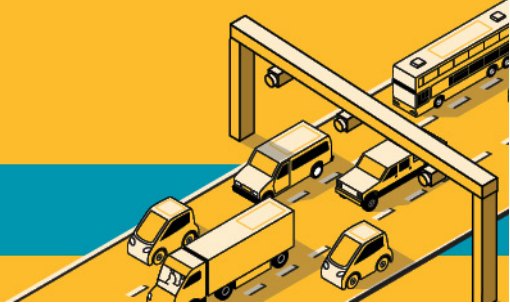
- Tolling is a topic that OTC is taking up with the Mobility Office. All of those discussions are available to watch online.

Action items:

- Confirm link in August meeting summary to draft equity framework is correct.

# I-205 Toll Project

## Community Briefings Summary



### COMMUNITY BRIEFINGS

ODOT participated in 27 virtual meetings held by partner agencies, including regional policy groups, boards, councils, and community and business organizations. Most of these meetings were open to viewing by the public.

At each briefing, Project Staff gave a presentation on project updates, noting the 45-day public comment period was open. A summary of the discussion at each virtual meeting is below.

#### **Metro Transportation Policy Alternatives Committee**

July 10, 9:30 am – 12:00 pm (1 of 2 briefings)

*\*The following is a summary of comments and not a transcript.*

#### Comments:

**Karen Williams (question)** - What opportunities will be offered in the review of the modeling for input and understanding scenarios, and will air quality modeling be part of this [modeling]? Specifically, will modeling go beyond required carbon monoxide?

**Heather Wills (answer)** – There are several engagement opportunities to offer input, including the public comment period on alternatives. Working groups and other stakeholder groups are asking for participants. The transit group is developing methodology analysis where DEQ and others are encouraged to add input.

**Laura Edmonds (comment)** – Interested in having this presentation at the North Clackamas Chamber of Commerce Government Affairs and Public Policy meeting.

**Eric Hesse (question)** – Would like clarification on the process and interaction between the projects related to the value pricing project, in addition to environmental impacts.

**Heather Wills (answer)** - The value pricing project was for feasibility purposes, which added to the development of the I-205 project identifying locations for possible tolling with design. The I-5 project is more detailed.

**Lucinda Broussard (answer)** - These projects were being designed as a seamless trip builder for transit customers. The projects carry levels of complexities among them.

**Chris Deffebach (comment)** - The team came to the Washington County Commission in August. Appreciate they were given the opportunity to learn about the projects and have their questions answered.

**Steve Williams (question)** - Will local governments have the opportunity to provide proposed alternatives during the 45-day public comment period?

**Heather Wills (answer)** - Yes.

**Karen Williams (question)** - What types of congestion mitigation projects will the revenue be used for?

**Lucinda Broussard (answer)** – There is a congestion revenue trust fund with regulatory statues. This was sent to committee members and added to the packet. The designated fund lists criteria for ways the funds can or cannot be spent.

**Unknown (question)** - Will bike and pedestrian facilities be included in this criteria?

**Lucinda Broussard (answer)** - Yes, these were listed along roadways, and more clearly defined in the information forwarded to the committee. Transit operation funding may be limited to capital projects.

**Metro Joint Policy Advisory Committee on Transportation**

July 16, 7:30 – 9 am (1 of 2 briefings)

No comments received.

**Metro Transportation Policy Alternatives Committee**

July 22, 9:00 – 11:30 am (2 of 2 briefings)

No comments received.

**City of Tualatin, City Council**

July 27, 7:00 – 9:00 pm

*\*The following is a summary of comments and not a transcript.*

Comments:

- **Councilor Grimes-** Can you call out NEPA acronym?
  - o Lucinda defined NEPA.
- **Councilor Pratt-** Alternative 3 is to toll individual multiple bridges. When bridges are built does tolling end or continue?



- Lucinda- Tolls would pay for construction. OTC would decide if tolls stay longer for maintenance.
- **Councilor Pratt-** Administration/collecting of tolls - what percentage of revenue generally goes to cover that?
  - Lucinda- Approximately 15%. We have a fact sheet we can send.
- **Councilor Pratt-** The purpose is just to reduce traffic on I-205, but not on side routes? How is that “reducing traffic”?
  - Mat- Traffic reduction is primarily on I-205, but some analyses affect the system as a whole. Transportation demand will be affected but despite rerouting, the system as a whole will experience fewer VMT and congestion delay.
- **Councilor Pratt-** When you look at this long term, are you looking at more housing growth in this region?
  - Mat- Yes, we are looking at 2027 for our scenarios. In NEPA analysis, we will look at 2040 regional travel demand model, with employment and population scenarios.
- **Councilor Pratt-** what does WSP stand for?
  - Unknown
- **Councilor Brooks-** “local rerouting near I-205” ...I’m confused what this means.
  - Mat- It displays the change in baseline scenario.
- **Councilor Brooks-** So in recommended alternatives, it will go up 90-100% in that area for rerouting? Percentages mean certainty or number of cars?
  - Mat- Daily traffic volume.
- **Councilor Brooks-** In one of these situations it is a 100% increase. How can this be a suggested alternative? Gridlock is already really bad. Kind of alarming numbers and surprised at being suggested as an alternative. I have a lot of concerns including cost of just the study. I have trouble with the idea of people being penalized for driving. The way we help our infrastructure issue isn’t people not being able to pay to drive themselves. Doubling up in cars is not the solution- doubling up in housing can be used as an analogy. I go out and do work on a daily basis. I have a hybrid- cars are going to get better. I have a problem with that argument. We should be figuring out ways to get better, more energy efficient cars, and not penalize them for driving. People don’t realize in our area that gridlock in Tualatin is on a daily basis, not just on freeways but on side roads as well. We need higher density housing decoupled from a transportation plan from the State. We are already going to have to shoulder the brunt of that. Not a lot of positive things to say. I appreciate that you’re here communicating.
- **Councilor Morrison-** I share Bridget’s concerns and confusion with modeling. Seems more fantasy and wish list than justification. Shows little awareness of the realities of how the area works. I-205 is a unique artery- this area doesn’t provide any other alternative. Toll is to supply people an alternative...so they don’t have to pay a toll. Alternate routes are not acceptable. You’re not doing anything to alleviate the problem. This is not what the community needs.

- **Councilor Morrison-** You have tolling authority provided you’re adding something new (new bridges/lanes etc.). How could you have 4 tolled segments under the guidelines?
  - Heather- There are 2 federal tolling programs. Section 129 is the one you’re referring to. There’s also “value pricing pilot program,” which Oregon is under. There is no outright authority under this program. Tolling requires more approvals, but we do have a slot in the program.
- **Councilor Morrison-** The intent of state legislation is that tolling is temporary “until it pays for construction”. Now I’m hearing that there will always be tolling due to maintenance. But maintenance is always done through gas tax or registration.
  - Lucinda- That is not what was said. We communicated that the OTC *may* decide to extend tolling because the gas tax is not sustainable and is going away.
- **Councilor Morrison-** We should put a toll booth on the outside of the metro region so people coming from Salem and other parts of Oregon would have to pay to come into town to do shopping, go to the airport etc. They should pay, not the locals.
- **Councilor Grimes-** I find this egregious. How alternative 4 is moving forward is beyond me. The potential shift to transit being negligible to none. Alternative routes on Borland Road are projected to see an increase of 30-40% in traffic under current modeling, not even counting future development in Stafford Triangle. Toll implementation capital costs for this alternative are double almost every other estimate. Alternative 4 doesn’t support neighborhoods, it doesn’t help city transportation, accidents, or traffic issues - but it does give the highest net toll revenue. There is so much talk about the impact on the cities and neighborhoods, and equity. I’m not seeing that reflected here. All I’m seeing is the shortest route to the highest dollar amount on the backs of people that can least afford it and cities that cannot bear the traffic. Please explain how Alternative 4 is going forward.
  - Mat- Alternatives 1 and 5 had concentrated rerouting impacts to Oregon City. The other alternatives spread out the impact across the area. Alternative 5 concentrates impact through Gladstone. On the revenue side, the intention is to have them relatively similar. We can refine the toll rate assumptions. Alternative 4 has a benefit, we can manage traffic better this way, somebody who uses less of the corridor can pay less- if you use the whole corridor you pay the entire amount. Lucinda- We are using the 2027 model, which is really not that much time in advance. During the environmental assessment, they will use the 2040 alternative, so the modeling you’re seeing now doesn’t tell the whole story. The recommended alternatives spread impact across the region, as opposed to 1, 2, and 5 which concentrates impacts in specific communities. We are asking during the comment period, and this is the chance for the public, and you, to make your voice heard. The recommended ones are not a done deal.
- **Councilor Grimes-** Alternative 4 would be calamitous. How do we stop it?
  - Lucinda- Well they’re not being implemented at this time. The recommendations are just for further study, but if the comments come in

for different alternatives, they will change. Also, I want touch on equity- the EMAC is looking at this program to determine what is equitable. They are bringing that to the table- and I've heard the same concerns from others, and you will see their recommendations.

- **Councilor Grimes-** That is huge concern. When will we see those? Our residents are experiencing pressure from exurban growth, longer commutes, and more driving.
  - o Lucinda- Tomorrow (07/28) they'll be looking at draft equity framework. They will refine that and adopt that and then contrast the alternatives to that framework tool.
- **Councilor Reyes-** Thanks for presentation. We bring up equity because somehow we want to make sure the people working temporarily in that area are not paying more than casual users. This is in addition to those that commute to go to work. Also, traffic around the Tualatin free clinic is a concern. We know our community and the people that use that area. We want to make sure that they have access to services, and work, and not be congested with people that are not "supposed" to be there [rerouting people]. One of my concerns when you're doing your survey and sending people to the website in Spanish and English is - who is actually filling out the survey? My community is not used to being asked "how would you like this world to be better for you?". That is a foreign concept for my community members- because as immigrants, they're not from countries that ask them questions like this - the government simply implements without their consent or involvement. If we reach out to that community, are they going to be involved?
  - o Lucinda- We are relying on community engagement liaisons to do that heavy lifting in their own languages and within community-based organizations. We welcome other strategies.
- **Councilor Brooks-** As far as equity concerns go, there are holes. I'm a social worker with experience working with people on fixed incomes. Any extra bill impacts them. Up close and personal life will be worse as a result of this tolling. We will have more homeless people and long-term health impacts resulting from COVID-19. Environmental impacts of taking traffic off freeways and rerouting them into neighborhoods will have negative health impacts, especially concentrated in neighborhoods as opposed to freeway. Why are costs of environmental regulations being passed to the people (toll payer) instead of corporations? It is not equity for everyday people.
  - o Lucinda- I'll send you the EMAC roster.
- **Councilor Pratt-** The first 4 goals/objectives are problematic off the bat. Congestion, safety on side roads, improving air quality and concentration on climate change- but how? I-205 has different travel destinations than I-5, so ridesharing and carpooling is probably less significant than other routes.
  - o Heather- Goals and objectives have not been measured at the screening level.
- **Councilor Pratt-** What happens when analysis doesn't pencil out?
  - o Heather- Well, we have to mitigate it. If there is nothing we can do to mitigate, then we have to find something else, if impacts can't be addressed. Mat- Vehicles pollute more when they go slower or are stuck in

traffic. Vehicles moving free and clear through the system creates less pollution.

- **Councilor Kellogg-** Did I see a map of the alternatives? Cause my packet doesn't have it.
  - Heather- We can send them.
- **Councilor Kellogg-** Percentage diversion - such a large diversion amount between different alternatives?
  - Mat explained the tolling scenarios.
- **Councilor Kellogg-** Why no tolling west of Stafford Road?
  - Mat- Boundaries were defined with the feasibility project and where the widening is.
- **Councilor Kellogg-** With NEPA there will be mitigation. Who pays for the mitigation?
  - Lucinda- That would be part of the tolling revenue.
- **Councilor Kellogg-** What would those mitigations be? Adding capacity?
  - Lucinda- We don't know at this point.
- **Councilor Grimes-** Possible mitigation...we want to know what they may be. East Borland Road coming into town- has two schools, megachurch, hospitals...these are hard areas to mitigate for. How difficult it is during COVID to engage public and get feedback? Does ODOT have a war chest to bust open new options to get in front of people and get feedback? Pages in community newspaper, local cable tv etc.? We need to reach people in a different fashion. Direct mailers would be a good option. These are unprecedented times. People are overwhelmed. Getting public input is going to be a real challenge.
  - Lucinda- We are doing community newspapers, we are looking at cable tv, we are using Facebook and social media. Not doing direct mailers- but we will look into that.
- **Mayor Bubenik-** Tolls are never temporary. Once they're put in they stay there. Alternatives 3 and 4 manage traffic. What does that mean?
  - Mat- Variable tolling rates (during congestion etc.) will influence demand to get on the freeway.
- **Mayor Bubenik-** Money would go to rebuilding bridges and maintenance, and what about the additional lanes?
  - Lucinda- They get paid out of that also.
- **Mayor Bubenik-** On peak/off peak – “off peak” doesn't exist anymore. There is no capacity on Tualatin Road. Local roads are overwhelmed. That assumption is faulty and deceiving. It represents a misconception of ODOT.

**North Clackamas Chamber of Commerce**

August 3, 12:00 – 1:15 pm

*\*The following is a summary of comments and not a transcript.*

Comments:

A member from the Chamber asked how this project relates to the transportation bond that Metro council is undertaking.

A member from the Chamber asked where toll booths will be located and how toll booths will affect traffic. Lucinda explained drivers can use a transponder or cameras can use license plates to pay the tolls. There will also be signs informing drivers of tolls.

A member from the Chamber asked how much the transponder will cost. Lucinda answered they are very cheap in price.

A member from the Chamber asked how tolling will affect students who are driving to and from Clackamas Community College. Lucinda and Heather informed the group this will be part of the EMAC discussions.

**SW Washington Regional Transportation Council**

August 4, 4:00 – 5:00 pm (1 of 2 briefings)

No comments received.

**Washington County Coordinating Committee, Transportation Advisory Committee**

August 6, 1:30 – 3:00 pm

*\*The following is a summary of comments and not a transcript.*

Comments:

Chris Deffebach- Under “project need” - why is greenhouse gas emission reduction under “need”? That feels more like a performance criterion. Directions under the Governor’s climate order seem like they belong in goals and objectives. Doesn’t seem like it fits in need section.

Chris Deffebach- This project may not affect us directly, but it is important because we depend on the regional transportation network and it sets precedent for future tolling in our area.

Don (Hillsboro)- There is severe congestion on parallel routes to I-205, and emissions on those are more impactful on more sensitive receptors there than on I-205. We need to recognize that failed freeways put pressure on failing local road networks. This sets precedent for tolling in our area, so getting performance measures correct now is important. Although this analysis seems to focus on congestion relief, we need to look at the capacity constraint of widening a 4-lane highway to a 6-lane highway. Capacity changes if you’re looking at getting traffic out of corridors with sensitive receptors.

Don (Hillsboro)- The regional travel model generally fails at reflecting congestion in our system today on freeways and arterials. As a result, when the model displays only moderate

changes in delay, it is not surprising. However, the model is generally not a good tool - it underestimates congestion on Highway 26 every day. I am extremely worried about advancing with that model. The “meso-model” [sp] needs to be invested in and treated as a foundation to advancing this work. Tolling on I-5 has great implications to the west side of the metro region. We need must have the right objectives, models and approach.

Chris Deffebach- As an agency you all get to weigh in on the methodology reports, so it’s important to participate because it sets precedent and we want the performance measures to be accurate.

Chris Deffebach- Gareth Prior - can you present at the next meeting about C4’s efforts with this project? Gareth Prior confirmed that he will and provided the following in the chat box: Clackamas County Coordinating Committee draft NEPA tolling comments: <https://dochub.clackamas.us/documents/drupal/9994c7e5-64f7-4e15-8756-2c4e14e58406>

**City of Gladstone, City Council**

August 11, 6:30 – 8:30 pm

*\*The following is a summary of comments and not a transcript.*

Comments:

**G. Scherer-** I’m very concerned about my community and the possibility of a toll coming to Gladstone. I think the toll unfairly targets low income people. There are a lot of people who live in Gladstone and commute to work by car, and they cannot telecommute. They are not people of privilege and they can’t adjust their travel schedule. This toll is really a tax on poor people. I know there are some considerations like subsidizing tolls for low-income people, but I’m really concerned about impact. I know there isn’t going to be a toll booth and this information will be collected electronically and then people will be billed – I’m concerned about data privacy. The State of Oregon is not known for managing systems and keeping track of things. This is unfair to people who don’t have privilege and don’t have the option of telecommuting.

**Councilor Reisner-** I have a personal stake in this, as I teach in Bethany, north of Beaverton and drive I-205 to I-5 and 217 to work (when it occurs in person). You’re going to tax me- so how much has ODOT spent on this project since HB 2017 was passed?

**Heather-** We can get back to you.

**Councilor Reisner-** Also, you say you’ve received thousands and thousands of comments, and I’ve yet to talk to anybody that is in favor of this. From day one, your messaging has been extremely vague as to the negative comments from the people that don’t want it. You don’t put that in your materials. Is it true most people don’t want this?



**Heather-** We do receive a lot of opposition comments.

**Councilor Reisner-** Well why don't your materials reflect that?

**Heather-** When we get the comments during the comment period - there are comment reports that are published for the feasibility analysis - and we will plan to do the same for this project. We will publish the results.

**Councilor Reisner-** In the draft project purpose and need statement, it mentions that tolling and the project aren't coupled- they can be independent. Is there engineering happening now on how to mitigate the backup between OR 213 and I-5? The freeway needs to be widened. Is ODOT working on doing that?

**Heather and Chi-** Yes, we are, and we already have the widening project in the design phase, but we only have funding to cover up to a certain level of design. We don't have funding to cover up to the rest of the design process or construction.

**Councilor Reisner-** In your own material, you state the metro region is going to be expanding in population over the next 4 decades. Wouldn't it behoove us to expand to 5-lanes in both directions to accommodate?

**Chi-** Metro has a policy that our freeway is limited to three lanes maximum (thru lanes) in each direction, so we are constrained by policy in the region. We are also limited by available funding. In this case, we are having trouble funding the expansion of even one lane for this segment. That's why the OTC has directed us to go through this analysis to identify how we can control the demand of users.

**Councilor Reisner-** So Metro is telling ODOT what to do?

**Chi-** Well they have policy jurisdiction through their area - if our facility runs through their area, then yes, we have to follow their policy direction.

**Councilor Reisner-** Congressman Peter DeFazio is the Chairman of the House Committee on Transportation. Are we beating on his door about getting money for this?

**Chi-** I don't know - that is beyond my level. If you have questions, we recommend you direct them to Clackamas County. They might have more of the answers you're seeking.

**Councilor Reisner-** On page 11 of the draft executive summary, option 4 - you mention tolling multiple roadway segments. Is that several sections of I-205 as opposed to Borland and Stafford roads?

**Chi-** Yes, only the I-205.

**Councilor Reisner-** You sent out a survey last year asking people where they were traveling to and from on I-205. Most westbound traffic in the morning is going to Salem or the southwest/west side of the metro region. Is that right? For people in Gladstone at 99E and the river, and people north of there, will alter their travel. Instead of taking I-205, they will go thru Portland or Canby instead of paying \$2-\$10 in tolls. I'm totally against and plan on continuing fighting it.

**Councilor Mersereau-** How much or what percent of I-205 tolling revenue is going to the I-5 bridge replacement project, if any?

**Chi/Heather-** We don't know. It's a question that program director Lucinda Broussard has asked the OTC. We are waiting on direction. We have had questions from many people on how toll money will be spent. We are being directed by OTC to do the analysis without having that information at this time. Tolling cost and revenue distribution will come from OTC, not from ODOT or other project partners. Lucinda is formally requesting at the OTC meeting tomorrow (08/12/2020), that toll revenue collected on corridor remain in the corridor.

**Councilor Mersereau-** What I'm hearing is that you don't know. I think that needs to be publicized, so the public knows how much of their toll revenue is going to the bridge replacement. Some people don't realize that money will go to the bridge.

**Chi-** That is where the public comment period is helpful; your comments can influence the OTC.

**Councilor Tracy-** I'm confused about where the funding mechanism is and I'm reading on the website. It says that the congestion relief fund is designated through the Oregon constitution, and funds are spent on roadway projects. Can you help me understand?

**Heather-** What you're reading is why Lucinda is going to the OTC to make this request. You're right, there is not a process on how those funds get spent or where that money gets spent. We have heard loud and clear that money collected in a corridor should stay in the corridor, so she is making that request for a policy change.

**Councilor Tracy-** At the direction of the OTC, would there be separate entity for disbursing the funds? For example, if Gladstone experienced high congestion, would we be able to apply for congestion relief funds? I know we are early in the process, but it has been fairly iterative, and the funding disbursement mechanism hasn't been decided. It's hard to move forward with support if we don't know these things. Will there be a committee? Will it be ODOT or separate entity that disburses the funds? We have to be very clear about the lineage attached to dollars. If you're asking folks to support the project, you need to be clear about funding, where funds are going, and who is going to distribute funds. I don't think your materials and your approach are on the same page.

**Stafford Hamlet Board of Directors**



August 11, 7:00 – 9:00 pm

*\*The following is a summary of comments and not a transcript.*

Comments:

- What is congestion relief fund used for? What could toll funds be used for?
- How do you determine the traffic effects between Ek and Borland or other locations? Who reviews the analysis?
- I recommend you add Johnson Road through West Linn to your analysis.
- Can you demystify volumes and impacts from diversion? How does the travel demand model work? How is it validated?
- Is there a “no tolling” alternative?
- Will revenue raised from tolling beyond I-205 widening go to state roads only? Could toll revenue go to county roads? Clarity is needed. Right now we only have I-205 as a state corridor. **Follow up needed.**
- Have you looked at the impacts on alternative routes, such as Ek and Borland where a large sports complex is proposed?
- How much will people save if they divert? Do we have any idea of the toll cost? Toll rate will be a huge factor.
- What are tolling milestones compared to construction of I-205 project?
- New Wilsonville development proposed. 40% of traffic is estimated to use I-205. Are you looking at this?
- What government entities in the I-205 corridor have expressed total support for tolling?
- Will the toll ever come off or is it in perpetuity?

**Washington County Board of Commissioners**

August 11, 8:30 am – 12:00 pm

*\*The following is a summary of comments and not a transcript.*

Comments:

*Were the performance measures used to make the initial recommendations for further study (e.g., transportation system demand, diversion effects, cost and revenue) prioritized or weighted? Mat Dolata said that the measures were not formally weighted, however the project team did spend time thinking through the “implementation and operations” rankings as it is a qualitative measure and not quantitative like the others.*

*Was a toll rate or toll pricing looked at as part of the alternatives evaluation? Lucinda Broussard replied that the toll rates will be set by the OTC and this will happen after the location of the toll gantries is determined. Mat Dolata noted that the modeling does have to make general assumptions including toll rates. For example, high level assumptions for rates were used as*

an input for the cost and revenue category. However, the assumptions about toll rates were not the primary driver of the alternatives selection.

*Can we see a composite of questions from other jurisdictions? It would be interesting to see the questions coming from other areas.* The project team said they would look into how this information could best be made available.

*On Slides 32 and 333, Alternative 5 contains two green rankings, but it was eliminated from further consideration because of a single red. Why was Alternative 5 not recommended for further consideration?* Mat Dolata explained that the Implementation and Operations category identifies a lack of flexibility and difficulty to run the toll, and Alternative 5 was not going to work as well in the long run. The biggest drawback to Alternative 5 is rerouting along outside edges of I-205 because a short trip would pay as much as a long trip. Mat Dolata noted that one of the other recommendations is to refine Alternative 3 to include some of the benefits (green) shown under Alternative 5.

Chair Kathryn Harrington noted that there is currently no tolling in the state, and this first project will help the State figure out how to implement tolling on Oregon. Future toll projects may be able to build off the work that goes into this project.

Chair Kathryn Harrington commended ODOT for getting out in front of the public with these briefings.

### **Washington County Coordinating Committee**

August 17, 12:00 – 1:30 pm

#### Comments:

*\*The following summary is from the committee's official meeting minutes.*

The comment period on the recommendations is open until September 16, 2020. Mayors Knapp and Bubenik have been coordinating with Clackamas County and Clackamas County cities on the analysis and shared the group's concerns for:

- Forecasted increase in traffic diverted from I-205 due to tolling on roads in downtown Oregon City and other communities.
- Additional traffic diversion due to the combined impact of tolling on I-5 and
- I-205, which has not been studied.
- Lack of congruity of timelines for I-205 bridge expansion and tolling.
- Speed of the tolling program process and the need to take more time for analysis.

- Need for more time to develop a plan to address equity. This point was reiterated as a concern for diversion of traffic into lower income neighborhoods and increasing safety risks for pedestrians and bicyclists.
- Where and how revenue generated from the tolls would be allocated.

The mayors recommended distributing a letter signed by the Clackamas County Coordinating Committee to ODOT expressing these concerns and others, including a request to study a ‘no build’ alternative with I-205 widening and no tolls. (Note: LUT staff forwarded the letter to WCCC members after the meeting and posted it to the WCCC website). Lucinda Broussard confirmed that the Oregon Transportation Commission is receiving all letters submitted.

In response to a question about tolling examples elsewhere in the US where tolling all lanes is used for demand management, Lucinda Broussard pointed out that tolling of all lanes is common to generate revenue and tolling of one or two lanes is more common as a tool for demand management (such as HOV Toll or HOT lanes).

She reminded the group that ODOT has formed an Equity and Mobility Advisory Committee to develop a framework to consider equity for the tolling program.

In response to a question about the share of through trips, for example from Vancouver Washington to Woodburn, Mat Dolata replied that the modeling team is working on that now and expects to have an estimate in the next month or two.

**City of Wilsonville, City Council**

August 17, 7:00 – 9:00 pm

Comments:

*\*The following is a summary of comments and not a transcript.*

Mayor Knapp- Thank you for the presentation. A lot of people in Clackamas County say more study needs to be done. C4 sent a letter recently asking for more analysis and study of impacts. WCCC has sent a letter to R1ACT asking for broader stakeholder engagement on alternatives and funding. When and who will decide whether to take those requests formally and make adjustments? Is that the responsibility of the OTC? How does that process work?

Lucinda- We gather all comments, present them to the OTC, and make recommendations to the OTC on actions to take.

Mayor Knapp- Will that be this fall? Lucinda- Hopefully in October/November 2020.

Councilor West- Thanks for your presentation. Glad to see ODOT acknowledging toll diversion is an issue, especially in Wilsonville. There is already bad congestion everywhere on our country roads. Traffic diversion hurts Wilsonville, so that’s a big concern of mine. I’m

also concerned about property values. What happens to properties when their values decline in areas next to tolls?

Lucinda- We are working on getting a study related to this topic, and we are hearing that property values do not decrease near tolled highways, but they actually increase. We will get that information and pass it along. Councilor West- I would love to see that because that's not what your research is showing.

Councilor West- Are you doing dynamic pricing? Lucinda- No, we are doing variable pricing, but all lanes are tolled.

Councilor West- So the price won't change while driving? Lucinda- There will be one price for peak periods and one for off-peak periods.

Councilor West- Will there be increased capacity? Or are we tolling freeways without increased capacity? Mat- We are still finding the relationship between this project and the I-205 widening project. It is possible that revenue will fund the widening.

Councilor West- Have the feds given us permission to toll multiple highways.? Lucinda- We are working on that now. That's a part of NEPA, and the feds have given us permission to go through environmental process.

Mayor Knapp- Will revenue collected on the corridor be spent on that corridor? Or other places? You've had that discussion yes?

Lucinda- I did bring it up to the OTC. They invited us back next month, and we will have a revenue expert with us. We are looking at doing that.

Mayor Knapp- Tell us the survey website again?

Lucinda- [www.oregontolling.org](http://www.oregontolling.org).

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**City of Tigard, City Council**

August 18, 6:30 pm – 8:30 pm

Comments:

*\*The following is a summary of comments and not a transcript.*

Councilor Newton thanked the project team for a thorough presentation and in-depth explanation of the alternatives. Newton also commended the team for their outreach work to obtain community feedback.

Councilor Lueb added that she appreciated learning about the alternatives and the rationale for which are being advanced.

Councilor Goodhouse asked about the anticipated impacts to truck commerce. Mat Dolata responded that the anticipated biggest impact for commercial trucks is travel time savings, as trucks have high value of time and benefit more from reduced travel times. This will be further explored under environmental assessment.

Councilor Goodhouse asked whether tolling go to voters or will be enacted by government? Loretta Broussard responded that it was enacted by legislature under HB 2017 and is the responsibility of the Oregon Transportation Commission.

### **City of Oregon City, City Commission**

August 19, 7:00 – 9:00 pm

*\*The following is a summary of comments and not a transcript.*

#### Comments:

*\*The following is a summary of comments and not a transcript.*

*What other interstates are ODOT planning to study or look at for tolling?* Lucinda Broussard said that it is currently unknown, and we are 6 to 7 years out from knowing the answer to that question.

*In slides it looked like the toll project would be reworking the Highway 43 intersection – is that part of the tolling project?* Mat Dolata responded that the completion of the I-205 widening project is an assumption under all of the alternatives. The I-205 widening project includes the Highway 43 intersection work.

Commissioner O'Donnell (who stated he was speaking as a private citizen) said that the survey does not have an option for no tolling, and there is no guarantee that funds from the toll would remain in the corridor. He stated that he does not support tolling on I-205.

Commissioner Smith asked why the I-205 toll project conversation is separated from the conversation around the widening of the Abernethy Bridge. He noted that if you visit the project website for the I-205 widening project there is no information about the toll project.

Commissioner Reid said he does not believe traffic modelling is capable of adequately modeling human behavior for the toll project. He stated that he fervently opposes tolling, especially if the funds are not kept where the tolls are collected, and he does not think it will help with congestion.

### **East Portland Action Plan**

August 19, 6:30 pm – 7:30 pm

*\*The following is a summary of comments and not a transcript.*

Comments:

*Why did you pick a section of I-205 that borders some of the poorest neighborhoods in Multnomah County?*

Lucinda- The feasibility analysis identified those corridors, and during that analysis they designated these two routes.

**Connie Shipley-** *With COVID, everyone is staying at home. How are you taking the new way of living into this evaluation?*

Mat- Our evaluation and environmental assessment has a long horizon - traffic will bounce back significantly over the long term. Across the world, traffic volume is increasing. We are having a long-term outlook and are assuming that traffic demand and congestion will be there in the future.

**Sam-** *Was variable congestion pricing looked at instead of flat tolls?*

Lucinda- We are doing variable pricing, based on the time-of-day. It will be predictable; it is not dynamic pricing.

**Annette-** *When you say funds will stay on corridor, do you mean just this segment or all of I-205?*

Lucinda- Revenue will be used for projects broader than just this segment, and eventually all of I-205 will be tolled.

**Jessy-** *After the environmental assessment is complete, how soon will tolling be implemented?*

Lucinda- Tolling is anticipated to start in 2024.

**Jessy-** *What sorts of "congestion relief" projects are you talking about?*

Lucinda- There are bottlenecks around the metro region, and so tolling will help address the system as a whole and will positively affect that. If the OTC approves in-corridor funding, that's one thing, but otherwise revenue will go into a congestion relief fund that could be used anywhere throughout the metro region.

**Bob Earnest-** *This was a good presentation. This project appears to be a precursor to ultimately tolling the I-5 and I-205 bridges?*

Lucinda- Tolling is planned for both corridors.

**Bob Earnest-** *My feedback is to toll both corridors and bridges or neither, but not one or the other.*

**Arlene-** *Are there mitigation aspects for people that are low-income? I'm thinking of something like a voucher for low-income people.*

Lucinda- The EMAC will make recommendations to the OTC for mitigations that will address impacts to low-income people and other groups.

**Brenda Rouble (City of Rivergrove)-** *I'm from Rivergrove, a small city near Stafford Road. If you put a toll there, you will increase traffic on Childs Road. Has anybody looked at that? The current speed limit should be 25 mph, but people routinely speed, going 40-70 mph.*

Mat-We looked preliminarily at key locations, and a more detailed analysis will happen in the next phase. We don't include all information related to analysis in the technical report. We did look at Borland Road, which is parallel. Some of the projected rerouting impacts occur east of Stafford Road (significant impacts), but west of Stafford Road, we don't really see rerouting impacts, because that part of I-205 is not being tolled. So as a result, diversion in that area is minimal. There are some potential impacts on Stafford Road to the north, but to the south we are actually anticipating a decrease in traffic. We recognize there is more analysis that needs to be done for a more complete answer.

**JR-** *What are the next big steps? Does the plan need to be approved after public outreach? Once approved by the OTC does tolling begin? Or does it need to go to some legislative body?*

Lucinda- In 2017, the Oregon State Legislature passed HB 2017, gave decision-making authority to the OTC. The environmental assessment process will take at least two years, and tolling can't begin until after that process is complete. We are in the very beginning stages of this environmental assessment.

**Doug A.-** *The website – [www.oregontolling.org](http://www.oregontolling.org) - are you going to leave that up for the duration of the project? When appropriate, will you update it or generate a new website?*

Lucinda- The online open house closes on September 16, but the website will stay up, and we will update [www.oregontolling.org](http://www.oregontolling.org) over the course of the project.

### **City of Vancouver, City Council**

August 24, 4:00 – 6:00 pm

*\*The following is a summary of comments and not a transcript.*

#### Comments:

- Related to funds raised in the corridor staying in the corridor:
  - You have used the terms corridor, zone, section. Are they the same?
  - Is it all of I-205 or just the Oregon City to Tualatin area?
  - We will need some clarification for corridors.



- Looking at equity. Have you looked at differences in how gender affects transportation decisions? Also, decisions by single-parents?
- Thank you for saying “tolling” plainly.
- What are the benefits to SW Washington folks traveling over the I-5 Bridge and paying a toll? What are they getting for it? There is no new bridge.
- For low income drivers, we found that certain actions could happen for Oregon residents, but not for Washington. We will watch this closely.
- Council will work with staff to submit additional questions.

**Lents Neighborhood Association**

August 25, 7:00 – 8:15 pm

*\*The following is a summary of comments and not a transcript.*

Comments:

From Robert Schultz Pub Safety Chair (Ze,Zir) to Everyone: 08:06 PM

*Question: is this a done deal? Why not add extra lanes? What does outlook actually mean? with population over 600,000 reaching 5000 is not robust outreach. Are you committed to reaching at least 5% of our community member?*

*Lucinda- Yes, we will be doing tolling.*

*\*Supplemental post-event answer- ODOT has plans to add a third lane in each direction on I-205 between Stafford Road and OR 213 as well as upgrade the Abernethy Bridge to withstand a major earthquake; however, there is no funding for constructing this project. Tolls would be used to fund congestion relief projects, such as the widening of I-205. ODOT is trying to reach as many people in the community as possible. There is no limit to the number of people that can provide comments or take the project survey. We are using a variety of engagement methods to try and reach different communities – including the online open house, webinars, presentations, community engagement liaisons, materials in multiple languages, social media, etc.*

From Morgin Carpenter to Everyone: 08:10 PM

*Is there any evidence that the congestion this is meant to alleviate won't simply spill out into surrounding roads?*

From Dawn Lowe-Wincentsen to Everyone: 08:12 PM

*how does public transportation figure into this? I commute to Wilsonville daily and there is not currently a feasible public transportation alternative.*



Lucinda- *We have a transit and multimodal working group made up of regional partners. We will be considering transit, both existing transit and what the transit network will be like in 2040 and will try to understand how transit will work with the alternatives, and how tolling can support transit options.*

\*Supplemental post-event answer- We are looking at the changes in traffic patterns that would result from each of the alternatives and trying to understand how they would change congestion on other roadways around I-205. Due to existing congestion on I-205 (pre-COVID), there are already many drivers choosing to use alternative routes. One of the goals of the project is to limit additional diversion (or rerouting) onto local roadways.

From Robert Schultz Pub Safety Chair (Ze,Zir) to Everyone: 08:13 PM

*I hope this presentation is about to wrap up so people can ask questions and make comments*

From Jason Fleming to Everyone: 08:15 PM

*What cities our size have implemented tolls like this that you are basing your "what will happen" to traffic examples on?*

Lucinda- *Almost every major city in America and some smaller ones all have tolls. In Texas, there are four metro areas with tolls, three or four in Florida, and tolls in almost every metro area on the East Coast.*

Robert Schultz responds- *I saw the tolls in Texas, and it is very easy for people with money to do tolls. But the highways are still heavily congested. I've not seen anything in your presentation representing who uses this corridor and population growth. I don't see anything about that. I don't see anything about outreach- I see this in Lents all the time; they engage 200 people of 22,000 and say they did public outreach but that is insufficient.*

Lucinda- *Community engagement liaisons will be a big part of our outreach- they are doing the "on-foot" work. We are also hosting online open houses, doing radio ads and webinars - we are looking for ways to engage the community – TV, radio, Facebook, social media, Spanish language channels, and the community engagement liaisons. Unfortunately, we are not attending community festivals due to the pandemic. ODOT is asking for suggestions on any other ways to reach people during this unusual time.*

Mat- *We are looking at 2027 population and growth models; we will be looking further out to 2040. These growth models are built into the traffic modeling tool and assumptions about growth are included in environmental analysis.*

Robert Schultz responds- *You need to reflect on the growth that has already happened. How does that backward look on growth affect the forward look. Growth here over the past 10 years was not properly predicted. How does that factor in to the analysis?*

Mat- *You're right. This project is trying to address that historical growth and the congestion that has resulted from it, as well as looking forward to managing congestion from future growth.*

From Jason Bird to Everyone: 08:22 PM

*Thank you Toll Team!*

From Lucinda Broussard to Everyone: 08:22 PM

*Thank you for allowing us to present. Please let us know if you have further questions.*

From Robert Schultz Pub Safety Chair (Ze,Zir) to Everyone: 08:28 PM

*Thank you Lucinda*

### **SW Washington Regional Transportation Council**

September 1, 4:00 – 5:00 pm (2 of 2 briefings)

*\*The following is a summary of comments and not a transcript.*

#### Comments:

Anne McEnery-Ogle, City of Vancouver Mayor, noted that the deadline for comments is September 16 and asked RTC whether they should submit a formal letter. Bob Hart noted that RTC staff is currently preparing a letter for submittal by September 16, 2020 that builds upon the letter the RTC Board previously submitted for the VPFA in June 2018.

Anne stated that RTC supports the project, but they are also concerned about bi-state equity. She commended the topics included in the Goals and Objectives but noted that there is no mention of bi-state collaboration or equity included on the Goals and Objectives slide.

Vicki Kraft, State Representative for the 17<sup>th</sup> Legislative District, asked about the boundaries of the study area for I-5 and noted the graphic does not show the study area extending up to the border with Washington State (Interstate Bridge). She asked the project team to confirm that the limits of tolling would not extend to the bridge, and whether that could change as a result of the comment and evaluation period. Lucinda responded that the I-5 Toll Project corridor is not final at this point in time; the current extents of tolling on I-5 are based on the VPFA and extend only as far north as Going Street. Lucinda added that HB 2017 directs ODOT to look at tolling for the entire I-5 and I-205 corridors; but ODOT is starting with the limits identified in the VPFA as the first projects.

### **City of Canby, City Council**

September 2, 7:00 pm – 9:00 pm

*\*The following is a summary of comments and not a transcript.*

Comments:

**Councilor Greg Parker-** *Thanks for the information. Why are we here? Why tolling? Is it to generate revenue or reduce congestion during peak hours?*

*Will revenue will go to new construction? A little history about Clackamas County - a couple times Clackamas County has participated in statewide efforts and we sometimes don't feel we get our fair share. It is easier to explain to my constituents why we should do this project if I can point to a benefit.*

*In Canby, the greatest impact would be during off-peak periods when it is cheaper? Would tolling be 24-hours a day?*

Lucinda- I went to the OTC last month and will go again next month to request that revenue raised on the corridor will stay on the corridor. There are three types of revenue: gross, net, and residual. Any residual revenue would stay on the corridor for additional projects. Yes, tolling would be 24-hours a day, but the pricing is variable, so the toll will be different for peak periods versus off-peak periods.

Mat- Because the tolling is variable, there is more congestion in overall system. So, you get more travel-time savings. Even though the toll rate is lower during off-peak hours, alternative routes are more attractive because there won't be as much travel-time savings.

**Councilor Sarah Spoon-** *Thanks for the presentation. From our community perspective, we have big concerns about the impact on 99E. A lot of the community already feels it is stressed. The highway was built for a community context that existed 15-years ago, but since then there have been a lot of growth pressures. What is the methodology in determining what the impact on 99E is, based on various scenarios? How do you determine one alternative is much worse for 99E but another one isn't? Overall, we feel that tolling is bad for 99E, but some alternatives appear worse than others, so what is the methodology?*

Mat- The regional modeling we use is high-level; the environmental assessment will be a more detailed analysis, looking at specific location, intersections, and time periods. The regional model is a starting input, but we are also developing a more refined submodel and doing location specific analysis. We will figure out what traffic impacts look like in a no-build scenario and what traffic impacts look like in each alternative. We have a mobility minimum standard that must be met (a performance criterion), and we will compare the no-build scenario, minimum standard scenario, and each alternative, and then identify mitigation solutions if rerouting is too extreme. That is the general process.

**Councilor Sarah Spoon-** *Driving down 99E through Canby, I'm thinking that considering mitigation, it is a route that does not have many alternatives. There is basically one path through Canby from Point A to Point B. In the initial recommendations, you indicate that Canby will be highly*

*impacted. What might mitigation look like? And how can our community be a part of that process once we get past this initial input route?*

Mat- Traffic engineers will often consider bigger intersections that can accommodate more vehicles as a starting point for considering mitigation. Bigger intersection may or may not be feasible in this context, but it would be one consideration. Another mitigation consideration is looking at refining the toll costs and how they're structured. I mentioned how the tolling structure for Alternative 4 is flexible; we can tweak how the tolling structure works and can potentially restructure options to address the impacts. There are probably others but those are the first that come to mind. The first step is identifying what the impacts potentially are. Then, after that, we look at mitigation.

**Councilor Sarah Spoon-** *What comes next after we get past this community input phase? If the recommendations are high-impact, is there another opportunity to engage as you figure out the mitigation?*

Lucinda- Throughout the whole process the community will have opportunities to engage directly. There will be nothing we do that the community won't have some influence on. There will be more opportunities for refining the project.

**Councilor Tim Dale-** *Thanks for the very good presentation and clear information. You have a problem statement and solution statement - ODOT needs revenue and we need to reduce congestion. Everybody gets the congestion reduction part of the equation. My critique as a Clackamas County resident and longtime I-205 commuter, is that your problem statement on needing revenue is not clear. What do you need revenue for? Is it for the region or Clackamas County? Are gas taxes going down across the state? Where is the revenue going to go? You're dealing with a community that is skeptical in regard to your intent. They are going to look at the solution you're proposing and feel like the benefits will go to other parts of the state or Portland and not them, even though they will bear the brunt of the cost. When it comes to congestion reduction, people are asking "where are the lanes for I-205?" To reduce congestion you need more lanes on I-205; tolling alone won't do it. Your own numbers say there is very little close-in diversion because alternative routes are already maxed out with traffic. You also pointed out that transit options in Clackamas County are lousy. People that would like to take transit from Oregon City are subjecting themselves to anywhere from one to three-hour commutes. The audience you're presenting to is saying "you're going to make things worse and cost us more money and not reduce congestion." It appears that you're actually going to increase congestion on alternative routes, and then use "residual revenue" to address the corridor. County residents are skeptical that there will even be residual revenue; it feels like we are getting crumbs. Is the money going to I-84, I-5 or the new Columbia River Crossing? I'm not faulting you as presenters, but I am telling you that ODOT has developed a problem statement and proposed solution that we cannot sell to Canby residents, Clackamas County residents, or I-205 commuters. Where is the benefit to us? I don't see encouragement at all for any residents or constituents. If you were to say that revenue will first and foremost go to I-205 lane expansion, then there is something that might get people on board. However, we are not seeing any of that assurance in this presentation.*

Lucinda- The revenue raised on the corridor can go to I-205 lane expansion, widening and the seismic retrofit of the Abernethy Bridge.

**Councilor Tim Dale-** *Then that statement needs to be made more clear in your materials and presentation. Tell people upfront and directly “you are going to get more lanes on I-205 and this is how we are going to pay for it,” or, if not, don’t gloss over it and be upfront with that too. That would improve the communication. Let’s make that super clear.*

**Mayor Brian Hodson-** *Clackamas County has put together a toll diversion group, and at the last meeting, we understood that the tolling revenue was that going to pay for tolling infrastructure (gantries etc.) and that once tolling was implemented and tolling infrastructure paid for, that additional will go to diversion mitigation, not added lanes. Did I mishear? You are saying that design for the widening project is paid for but not construction, and that’s where tolling revenue will go?*

Lucinda- Yes, we spoke to the technical arm of the committee and talked about diversion. We did not speak to the whole committee. Toll revenue would go to tolling equipment and infrastructure (capital costs) first, then the seismic retrofit of Abernethy Bridge and extra lanes on I-205. After that, whatever is left over, also known as residual revenue, would stay on the corridor to pay for other projects, including diversion mitigation.

**Mayor Brian Hodson-** *The partnership with TriMet obviously needs to be enhanced, especially on the Clackamas County side. It comes up in every single presentation; we do not have robust transit service or very many TriMet options. How do we get there with TriMet? Currently, Canby residents can jump on buses going to Oregon City and connect to TriMet, but that’s a tough commute and making connections are time-sucking and difficult. What is the dialogue happening with TriMet to develop transit options alongside tolling?*

Lucinda- We have a transit and multimodal transportation group with stakeholders from across the Portland area, including Clackamas County and agencies such as TriMet. One question they are working to answer is “where is transit at and where can it be in the future as mitigation?” The EMAC is working on that question too.

Mat- We have a lot of agency representation on that group, including the local paratransit service in Oregon City and Clackamas County, cities in Clackamas County, and TriMet. This is not the first time that challenge has been discussed, and we acknowledge the lack of transit is an issue. We are trying to leverage the group’s expertise and knowledge.

Lucinda- Mat, when we talk to the transit and multimodal group, do we take into account transit options in our modeling?

Mat- Yes, we do. At this point we need a consistent baseline, so we make constant assumptions about transit use. We haven’t identified additional transit service yet that would work well with the tolling project. We need to identify what transit improvement projects would work well with tolling.

**Councilor Greg Parker-** *In reference to possible diversion impacts on 99E - when we currently have diversion from a traffic incident, the biggest impact is not on 99E, but rather on access roads from I-205 and I-5 to 99E. The worst location is getting off at Aurora and getting to 99E. Once drivers are on 99E, it is an easier ride. When you are looking at diversion, are you only looking at 99E? Or also at how people get to 99E?*

Mat- We look at both. We are looking at the regional traffic network and circulation on all major roads. The model looks at route pairs and figures out the fastest way to get from hypothetical point a to point b. It considers time as money - that's how the model thinks. It is comparing all these scenarios against each other and considering time-cost savings. The model answers the question "what is the fastest route when considering a toll or not?"

**Councilor Sarah Spoon-** *If there is an accident on 99E, where does the traffic go? I'm not sure how you could make intersections bigger in Canby. I don't understand how that works, but I trust you as professionals and encourage you to drive through Canby if you haven't done so to understand the context more. We are a unique community and we have a unique transportation system. I'm just not sure how mitigation is possible, given the unique nature of our community and the fact that there is only one way in and one way out. I encourage you to drive through Canby to experience it yourselves as you go through this process.*

**Mayor Brian Hodson-** Let's make a pitch to "underground" the railroad and widen 99E. Let's ask Union Pacific; it should be doable with that "extra revenue." (**\*Comment made in jest**)

**Councilor Shawn Varwig-** *I assume that the revenue is in perpetuity and tolling will never go away correct? There is no sunset to tolling once it is implemented right? Once the debt is paid, what guarantee does Clackamas County have that residual revenue will get paid to Clackamas County projects?*

Lucinda- The OTC decides that answer, and it does not occur on the project level for sure. I'm going to the OTC to ask for that dedication of revenue. Their preliminary answer or approval is that the money will stay on the corridor.

Lucinda- Please go online to the open house and complete a survey. Please comment! We want to hear from you.

**City of West Linn, City Council**

September 8, 2:00 pm

*\*The following is a summary of comments and not a transcript.*

Comments:

Councilor Relyea commented that it seems like the purpose behind this project is to pay for infrastructure improvements along I-5, to accommodate 3 lanes of traffic, however much of



the congestion is the result of traffic from Washington and the Glenn Jackson Bridge. Councilor Relyea said that tolling should be placed on the Glenn Jackson Bridge and capture funds from people out of state. He also stated that tolls should be done in collaboration with a private company, where one new lane is constructed and tolled, and all other lanes remain as they are.

Margot Kelly (Planning Commission) concurred with the comments from Councilor Relyea, especially the concern that people from Washington are not paying for their use of the roads in Oregon. She asked whether the tolls will be electronic or toll booths, and how would cars/drivers who are not enrolled be charged. Heather responded that all tolls will be electronic, and any cars not enrolled in the toll pass program would be billed via a photo of their license plate.

Gary Walvatne (Planning Commission) thanked Heather and Mat for the presentation. Gary noted that this project addresses a bigger issue than the local communities, such as West Linn, and he believes the city should look at tolling in downtown Portland to pay for the I-5 Rose Quarter project.

**Westside Transportation Alliance**

September 9, 12:00 – 1:00 pm

*\*The following is a summary of comments and not a transcript.*

Comments:

Why did you pick the alternatives you chose?

How would toll pricing vary from day to day?

Why are you expecting more variation during off-peak hours?

What changes have you noticed since COVID-19?

How did you find the participants for the Equity Committee?

Have you considered an exemption for low-income households?

**Metro Joint Policy Advisory Committee on Transportation**

September 17, 7:30 – 9 am (2 of 2 briefings)

No comments received.

**Clackamas County Coordinating Committee – Technical Advisory Committee**

September 22, 4:05 pm

*\*The following is a summary of comments and not a transcript.*

Comments:

Stephen Williams: After the initial comment period ends, what comes next so that CTAC can be prepared? Lucinda responded that the comments will be analyzed by December 2020, and the project team will be compiling the engagement summary and sending out for public review in the beginning of 2021. After that, ODOT will go back to FHWA with the recommended alternatives to carry forward to NEPA.

Garet Prior: At the OTC meeting there was a request for development of a finance plan. When will CTAC see that document and/or know what will be included in the plan? Lucinda responded that ODOT is planning to deliver the finance plan in December 2020. OTC will then decide on the segments for study.

Ray Atkinson: Mailing of the travel preference survey was delayed by COVID-19; when will ODOT restart the survey process? Lucinda responded that the travel preference survey has not been mailed yet and that traffic patterns have only returned to 90% of the pre-COVID-19 rates. ODOT intends to wait until the traffic counts are more stable, and then will mail the survey.

Jaimie Huff: Is ODOT planning to toll the whole corridor or will that be refined later? Lucinda responded that this will be refined at a later date/further in the NEPA process. Jaimie then asked whether it is possible that other projects along I-205 or I-5 could be deprioritized from other funding sources? Lucinda responded that other funding sources could still be used, but that tolling will provide funding for other projects along the corridors.

**Metro Council**

September 24, 6:30 pm – 8:30 pm

*\*The following is a summary of comments and not a transcript.*

Comments:

Councilor Newton thanked the project team for a thorough presentation and in-depth explanation of the alternatives. Newton also commended the team for their outreach work to obtain community feedback.

Councilor Lueb added that she appreciated learning about the alternatives and the rationale for which are being advanced.

Councilor Goodhouse asked about the anticipated impacts to truck commerce. Mat Dolata responded that the anticipated biggest impact for commercial trucks is travel time savings, as trucks have high value of time and benefit more from reduced travel times. This will be further explored under environmental assessment.



Councilor Goodhouse asked whether tolling go to voters or will be enacted by government? Loretta Broussard responded that it was enacted by legislature under HB 2017 and is the responsibility of the Oregon Transportation Commission.

### **Region 5 Area Commission on Transportation**

October 1, 9:00 a.m.

*\*The following is a summary of comments and not a transcript.*

#### Comments:

**Frank Thomas:** *Are you familiar with “transportation development credits”? They used to be called “toll revenue credits” under a previous federal authorization. It sounds like a huge opportunity and I’m happy to email the circular that references the section to you. As I understand it, essentially, public transit can leverage toll revenue to make federal agencies pay for transit improvements. Funds could be used for bus purchases, or a bus-on-shoulder project for example. We hate to leave money on the table. I would love to see us leverage additional dollars from the FTA if able.*

**Lucinda:** I am not familiar with those credits. Please email the information you have. I would love to see it.

### **TriMet Equity Advisory Committee**

October 13, 4:30 pm

*\*The following is a summary of comments and not a transcript.*

#### Comments:

**Ray Atkinson:** How is corridor defined? In DC, they take funds and fund bike/pedestrian improvements not on the interstate. But can these funds be used for projects not on the interstate?

**Hannah responds:** We do not have an answer on that yet.

**Ana Muñoz:** In terms of impact - with tolling, not everyone has a driver’s license. Knowing that, people with no license will be impacted – they still drive and need to get to work. How will they be impacted? These individuals are already driving with fear (in terms of getting stopped), but now there is a toll - they can’t register for an e-pass. Also, I have been offering focus groups with decision makers for our community group, and all I get told in response is to “share this, share that.” But it’s not about just sharing information - we need to be connecting with groups in a personal way. Asking people to check out the web isn’t enough. This community needs a lot of explanation in a way that is very hands on. I know you say you’re making efforts. However, the work that needs to be done to fulfill the type of equity effort you’re speaking about requires connecting with the community and not just digitally,

but making sure people have a chance to get clarity, ask questions, and make a personal connection.

**Hannah responds:** I would love to connect with you to see what ideas you have for safe focus groups. We are working with community liaisons to go out and speak “in language,” and they are trained on the project. We are still trying to figure out - with COVID - is it safe to do in-person outreach? If not, is digital outreach still effective? I want to connect to see your ideas and move it forward.

**Ana Muñoz responds:** I’m not sure if you’re going to stick around for more information from TriMet but we participated in some recent efforts that were successful from my perspective. Someone did come to share information on the project, but it wasn’t an open session for people to ask questions.

**Hannah responds** I will stick around to hear more.