

Regional Mobility Pricing Project

Spring 2022 Engagement Report Appendix

Briefing Summaries

August 2022



Urban Mobility
STRATEGY



Oregon
Department
of Transportation

Spring 2022 Engagement Report Appendix

Briefing Summaries

August 2022

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1 Briefing Summaries

This document includes details about tabling events that ODOT participated in to support engagement for the Regional Mobility Pricing Project in spring 2022. Below are meeting summaries from twelve briefings that took place between April 6 and May 27, 2022.

Table 1-1 Elected officials and regional and technical committees.

Group	Date
Clackamas County Staff	4/7/22
Metro Council	4/14/22
C4 Metro Subcommittee	4/21/22
Metro Council	4/21/22
Tigard Transportation Strategy Team	5/12/22
Joint Policy Advisory Committee on Transportation (JPACT)	5/19/22
Metro Council	5/24/22

Table 1-2 Community-based organization briefings.

Group	Date
Racial and Ethnic Approaches to Community Health (REACH) ACHIEVE Coalition	4/6/22
Bolton Neighborhood Association	4/19/22
Clark County Commission on Aging	4/20/22
Joint Chambers of Commerce – West Linn, Oregon City, and Lake Oswego	5/25/22

1.1 ACHIEVE Summary

Subject	ACHIEVE Coalition Briefing
Date and Time	April 6, 2022, 9:45am-10:00am
Location	GoogleMeet Hybrid Meeting

Attendees	Organization
Charlene McGee	REACH Program Manager
James Demry	ACHIEVE Coalition Coordinator/Facilitator
Hauou Dogo	ACHIEVE Coalition Co-Facilitator
Annie Kirschner	ACHIEVE Coalition Member
Ashley Weatherspoon	ACHIEVE Coalition Member
Brendon Haggerty	ACHIEVE Coalition Member
C Roberson	ACHIEVE Coalition Member
Darrell Wade	ACHIEVE Coalition Member
Deidre Shuetz	ACHIEVE Coalition Member
Derek Smith	ACHIEVE Coalition Member
Desha Reed-Holden	ACHIEVE Coalition Member
Eli Neal	ACHIEVE Coalition Member
Espoir Walumweno	ACHIEVE Coalition Member
Germaine Flentroy	ACHIEVE Coalition Member
Jay Higgins	ACHIEVE Coalition Member
Joseph Carr	ACHIEVE Coalition Member
Leslie Esinga	ACHIEVE Coalition Member
Linda Bryant-Daaka	ACHIEVE Coalition Member
Mahad Hassan	ACHIEVE Coalition Member
Mikayala Hill	ACHIEVE Coalition Member
Nabutilla Wambalaba	ACHIEVE Coalition Member
Renee Curtis	ACHIEVE Coalition Member
Ronnie Mayers	ACHIEVE Coalition Member
Royal Harris	ACHIEVE Coalition Member
Sarina Saturn	ACHIEVE Coalition Member
Sonja Hendrix	ACHIEVE Coalition Member
Susan Van't Hof	ACHIEVE Coalition Member
Taylor Ford	ACHIEVE Coalition Member
Teresa Johnson	ACHIEVE Coalition Member
Wyman Macon	ACHIEVE Coalition Member
Zana A Mosely	ACHIEVE Coalition Member
MaryJo Anderson	Multnomah County Transportation Planning
Charles Smith	Black Food Sovereignty Coalition
Hannah Williams	ODOT
Josh Mahar	Kearns & West
Zoie Wesenberg	WSP
Lucinda Brussard (briefly)	ODOT

Materials Distributed/Presented

- Presentation Slides

Questions and Comments Received

Question [Charlene McGee]: What type of in-person outreach and engagement activities are you planning? I am looking for information on ODOT events and activities.

Response [Hannah Williams]: We would love to get out and start doing in-person activities in the community. Please let us know what tabling and event opportunities you know of that that you think would be appropriate for us to join. We are coordinating with Ping Khaw, our Community Engagement Liaison Coordinator, and are looking at Spring and Summer engagement opportunities.

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Response [Charlene McGee]: We have a lot of activities coming up and would like to coordinate with ODOT. Some of the opportunities we have include "Good In the Hood" and Juneteenth. ACHIEVE is partnering with the Portland Bureau of Transportation (PBOT) to host culturally specific events during Sunday Parkways as well.

Question [Ashley Weatherspoon]: Who is on the Equity and Mobility Advisory Committee (EMAC)?

Response [Hannah Williams]: I put a link to the member list in the chat ([link](#)). EMAC has about 15 members with diverse geographic representation from the region including from SW Washington. Membership does not include elected officials.

Request [James Demry]: Please send us links to background information on the project. We will send a follow up email.

1.2 Clackamas County Staff Briefing Summary

Subject	Clackamas County Staff Briefing
Date and Time	April 7, 2022.
Location	Virtual Webinar

No formal briefing summary.

1.3 Metro Council Briefing Summary

Subject	Metro Council
Date and Time	April 13, 2022/10:30 a.m.
Location	Virtual Webinar

Attendees	Organization
Connor Ayers	Metro Council
President Lynn Peterson	Metro Council
Councilor Shirley Craddick	Metro Council
Councilor Christine Lewis	Metro Council
Councilor Gerritt Rosenthal	Metro Council
Councilor Juan Carlos Gonzalez	Metro Council
Councilor Duncan Hwang	Metro Council
Councilor Mary Nolan	Metro Council

Materials Distributed/Presented

- Presentation Slides
- Agenda

Questions and Comments Received

Early Testimony [Commissioner Paul Savas]: The Clackamas County Commission is not in support of ODOT’s proposal. I’m here to speak about agenda items 7.2 and 8.1 relating to the RTIP and MTIP amendments of the I-205 toll proposal. We all want a safe, equitable regionally balanced transportation system. Clackamas County has concerns about ODOT’s approach to begin tolling one part of the system ahead of implementing the regional system.; although we have seen strong regional support for aligning the start date of both toll programs, I-205 is scheduled to begin one year ahead. The current timeline appears overly optimistic, and a delay of several years or longer wouldn’t be surprising. Clackamas County supports solutions to the expected increase in diversion and safety issues that would be caused by tolling all lanes as currently proposed. Clackamas lacks parallel routes that people could take. Unlike the peak diversion that’s already occurring, tolling would incentivize people to divert 24 hours a day, 7 days a week. I recognize ODOT’s steps to improve processes and outcomes – for example, the commitments included in your packet today - but there are many unanswered questions about safety and what’s acceptable. Is the existing or increased diversion acceptable? Will nearby residents be safer after tolling is implemented? Are the adjacent rural roads safe? Is the purpose of the toll to improve safety and fund capital improvements? Would ODOT maintain the current timeline? My concern is that safety will be drastically reduced. I repeat: my concern is that safety will be drastically reduced. We understand that ODOT is operating under state direction, but we must keep our local communities in mind. For these reasons, I voted no for the RTIP amendment at JPACT, and my colleague Commissioner Shole also voted no.

I also wanted to share some thoughts from our constituents, who wanted to share that we prefer that not all the lanes are tolled. If people could have a choice, [that would be easier to support]. Thank you for the opportunity to testify today.

RTP/MTIP Vote – context-setting

Margi Bradway: The measure we are discussing *but not voting on* is Ordinance No. 21-1467, the measure to add the preliminary planning phase to the RTP amendment. The first time the council weighed in on this project was in 2020.

Council President Lynn Peterson: We will go into a public comment period where there will be a motion to postpone the vote until a later date.

Discussion

Comment [Councilor Nolan]: I believe there's real value in having consistency in the way tolling is done throughout the whole region. If traffic is heavy on I-205, ODOT puts up signs to use I-5, and vice versa. My suggestion is to toll the I-205 under the VPP and not section 129.

I-205 Toll Project: Regional Transportation Plan (RTP) Amendment

Comment [Council President Peterson]: The opening of any new toll facility can have unanticipated impacts. If there's strong communication, it will have the ability to make sure that the legislature, the OTC, and the local jurisdictions all have a direct line where they can hear each other, act accordingly, and succeed.

Comment [Councilor Hwang]: [In the presentation], I saw one square on equity considerations. My priority is seeing that there's a great low-income mitigation program. My second comment is that it's important to have good lines of communication with our partners, both at ODOT as well as JPACT and MPAC. I hope there's a process for us to loop back.

Follow-Up [Mandy]: Yes, I can confirm that we'll be submitting a low-income report to the legislature in November. That report will list strategies based on income. We're happy to come back and present on that – we'll also be seeking input from the public and the Equity and Mobility Advisory Committee.

Follow Up [Margji] It's important to have JPACT and MPAC on our side as well as the Metro Council. We understand that communication with the OTC and ODOT should be seen in conjunction with those councils.

Comment [Councilor Lewis]: I want to make sure that you believe we are still on track for the July window despite cost overruns, as well as the need to come back with a new amendment for finding funding and issues on the ground.

My second question is about the timing window between the I-205 and RMPP, which is my gravest concern.

Follow-Up [Della Mosier]: We are able to accommodate the Metro process and are still on track to start work in July. The conversations we've had with local stakeholders and leaders like yourself have led us to start thinking differently about this project as we did in the beginning. We're optimistic and excited to be able to move faster going forward with the groups and relationships we have now.

Comment [Councilor Rosenthal]: I remain unconvinced that a \$30 million amendment is necessary to move forward with the tolling project. I would have been happier if some of the boxes that were presented [in the PowerPoint] made stronger commitments to tolling *only* if such negative impacts could be identified, avoided, and/or ameliorated. The goals that were presented were wishy-washy.

When will we identify the amount of congestion mitigation that the improvements will provide alone? When will we have a preliminary estimate of the construction costs so we can separate those necessary to pay back bonds from the additional costs that may go into construction for tolling?

Follow-Up [Mandy Putney]: Our goal is to receive a finding of 'no significant impact' from the Federal Highway Administration. Those needs for mitigation are built into the requirements for the NEPA process. This summer, we'll also have additional information about traffic and revenue available as part of our layers of analysis that go into toll buy back bonding. Does this answer your question?

[Councilor Rosenthal]: Yes, that's good for now. I do really appreciate the efforts that ODOT has made to turn this into something coherent and in being diligent in responding to the questions we've raised.

Comment [Councilor Gonzalez]: I want to acknowledge the project has gone through a lot of change and compromises, and we're in a much better place than we were six months ago. I feel like one of the biggest roadblocks that we hit is section 129. I want to understand more of what the user experience will be like in 2030 – when we may have a section of I-205 finished and a gantry, or portions of the RMPP done, etc. What's the experience for someone driving from Wilsonville to the airport? It's possible that someone enters the region from [the I-205 Toll Project] and ends up in the RMPP area...how do the two

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projects coexist? I'm concerned about that, but I'm also eager to be there and eager to see how you think that works.

Follow-Up [Della Mosier]: Our approach to tolling I-205 is to raise revenue and manage congestion – that area will also have variable pricing to manage congestion. The RMPP can also offer variable-rate pricing and section 129. The experience would be that you pay for the trip you take. There will be numerous gantries along both corridors. If you start near the north end of I-205, once you exit off at the airport, you will pay for the gantries that you crossed to get to that exit. There would be one interface that would allow you to pay for just the trip you take, and you would know the cost before taking the trip. The different buckets and changes in money (i.e. which toll goes to which project) would happen behind the scenes, but the systems will be interoperable.

Follow-Up [Councilor Gonzalez]: There's a fine balance between language for the RTP and understanding that there are a lot of agreements that can't be captured in a project description. We are eager to continue working with you...the MPAC and JPACT decisionmakers know that there's a lot of conversation needed to bring people along.

Comment [Councilor Craddick]: An RTP amendment is making a decision in an isolated way, but the issue here is that it needs extensive analysis. Being asked about this isolated decision without that bigger discussion is part of why we're still here and people aren't confident in supporting it. Margi, are the boxes you shared [in the presentation] capturing what you're hearing from us? It looked vague to me – I need your help to confirm that the items you showed us are really capturing the concerns that Metro has. We don't want to send this back to JPACT, so I need your help to feel confident.

Follow-Up [Margi]: I would ask you to not only look at the blue boxes [in the presentation], but also to compare those to the last slide I shared about what the Metro Council heard. We took the vows, outcomes, and actions you all expressed and cross-referenced them with the RTP. There are still some issues that need to be addressed. My suggestion is that we take these concerns you have as a council, along with JPACT's and MPAC's, and work with ODOT and the OTC over the course of the next two weeks to see how the remaining asks can be addressed.

Follow-Up [Councilor Craddick]: That does help. I will need to see stronger words; "shall" instead of "should."

Follow-Up [Council President Peterson]: Thank you for the recognition of what we're asking for and sharing it back in your words. It's not just us; we're representing MPAC JPACT at this point. We'll need commitments full and upfront with action words, not just acknowledgments of the issues. I feel like we've been stuck in a place of acknowledging problems without ways to solve them.

Comment [Councilor Rosenthal]: Have you considered tolling OR-217 and if not, why not? People will divert to 217.

Follow-Up [Mandy]: My guess is that this is something that will come up as these RTP conversations happen – questions have come up about having a broader program. We will be looking at all impacts (i.e. diversion to OR-217) associated with pricing and mitigating accordingly.

Motion

Comment [Council President Peterson]: I will call for a motion to a date certain for hearing ordinance 21-1467

Follow-Up [Councilor Craddick]: Call to postpone consideration of resolution of ordinance 21-1467 until our next council business meeting on April 21st.

[Unanimous vote yes]

Follow-Up [Councilor President Peterson]: The motion passes. I will remove the resolution from today's agenda and it will be placed on the agenda for April 21st.

1.4 Bolton Neighborhood Association Briefing Summary

Subject	Bolton Neighborhood Association
Date and Time	April 19, 2022/7:00 p.m.
Location	Virtual zoom meeting

Attendees	Organization
Robert McCarthy	Bolton Neighborhood Association
Jan McCarthy	Bolton Neighborhood Association
Walter	Bolton Neighborhood Association
Dianne	Bolton Neighborhood Association
Erich Kunrath	Bolton Neighborhood Association
Vince	Bolton Neighborhood Association
Steve Middendorff	Bolton Neighborhood Association
Carol Middendorff	Bolton Neighborhood Association
Jonathan Scrimenti	Bolton Neighborhood Association
Jim Cook	Bolton Neighborhood Association
Mike Arthur	Bolton Neighborhood Association
Chrissy Dunham	Bolton Neighborhood Association
Todd Spencer	Bolton Neighborhood Association
Jenn Cook	Bolton Neighborhood Association
YaYa	Bolton Neighborhood Association
Doug Buman	Bolton Neighborhood Association
Grant Dunham	Bolton Neighborhood Association
Alfred Brown	Bolton Neighborhood Association
Paul Comery	WSP
April DeLeon Galloway	ODOT
Chris Wellannder	WSP
Hannah Williams	ODOT

Materials Distributed/Presented

- Presentation slides

Questions and Comments Received

Question [Chrissy Dunham]: Who is paying for you to do all of this work? Who are you working with?

Response [Chris Wellander]: ODOT is paying for this work.

Questions [Vince]: Will the revenue generated from the tolling be used to pay for the pedestrian/cycling bridge between West Linn and Oregon City?

Response [Chris Wellander]: I don't believe so, we will need to get back to you on that question.

Question [Chrissy Dunham]: If the project cannot be completed without a toll, what is not going to be completed if we do not have this toll?

Response [Hannah Williams]: The I-205 improvements cannot be complete with tolls.

Response [April DeLeon Galloway]: The entire project would not be completed. Phase 1a needs funding from the toll project and all other construction phases need funding from the toll project.

Question [Dianne]: Are any of the funds coming from the federal infrastructure funds?

Response [Hannah Williams]: This project did not receive any funding from the federal infrastructure investment and jobs act (IIJA).

Question [Robert McCarthy]: Will out of state drivers pay this toll?

Response [Chris Wellander]: This project will be coordinated with Washington department of transportation and integrated with their toll transponders. Even if you don't have the toll pass the

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system you will still pay a toll on I-205 has the toll gantries will collect license plate information and bills can be sent to the owner of the car.

Question [Steve Middendorf]: We have huge flow of money from the gas tax, why is that not paying for the project?

Response [Hannah Williams]: We are not getting enough money from the gas tax. People are using less gas, technology is improving. We are looking to have a long-term sustainable solution for funding improvements.

Question [Walter]: Looking at the toll gates, will we be able to cross the bridge to Oregon City without paying the toll?

Response [Chris Wellander]: To travel from West Linn to Oregon City using I-205 you would pay a toll at the Abernethy Bridge toll gantry.

Question [Robert McCarthy]: What efforts are being taken to address the impact on communities most affected by the tolls?

Response [Chris Wellander]: Some of these decisions are up to the OTC, some impacts will be mitigated as part of the project.

Question [Doug Buman]: I take it the three of you work for ODOT?

Response [Hannah Williams]: April and I do, Chris works for WSP.

Question [Doug Buman]: Is this being done under public private partnership?

Response [Chris Wellander]: This project is just ODOT.

Comment [Doug Buman]: I think our battle here is with the legislature, they directed you to do this project. Thank you for your time tonight.

Response [Hannah Williams]: We know we have a congestion problem, and we know that we need these improvements. We have a bottleneck; we need seismic improvements. We know nobody wants a toll. We are here to share with you what we are finding and get your input on how we can make this easier on communities.

Question [Erich Kunrath]: It's nice to see that you have a number behind your toll, I think that's a positive. You didn't clarify if drivers would have to pay the toll every time they use the highway. Would drivers need to pay the toll every time they crossed a gantry?

Response [Hannah Williams]: This will be a per use toll. You would pay every time you use it.

Question [Erich Kunrath]: Does that toll pay for any mass transit improvements? An example from my life, it would take 2 hours on public transport for me to go from West Linn to airport, but it's about a 20 minute drive on I-205. Low-income people will need better transit options.

Response [Hannah Williams]: Yes, we know that if we are asking people to pay tolls we know that we need to have better transportation options. So if people don't have the option to change the time of their trip to avoid the highest tolls they will need transportation options.

Question [Erich Kunrath]: No specific ideas yet?

Response [Hannah Williams]: We are partnering with local transit agencies and that's the work that is currently being done.

Question [Jenn Cook]: Thank you for being the messengers at this meeting tonight. From your perspective, where is the best place for us to make noise in opposition to what is going on?

Response [Hannah Williams]: You can share your thoughts with us, you can contact your local state representatives. There are a number of regional boards where you can provide public comment. The OTC is the toll setting agency and public comment is possible at their meetings.

Question [Jenn Cook]: If I were to leave at 8:30 or 9 in the morning from West Linn to Tualatin and then come back an hour later, would my toll be 8 dollars?

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Response [Chris Wellander]: If you passed through both toll gantries on each trip during peak hours, yes.

Question [Chrissy Dunham]: Why didn't you do an analysis between Washington and Oregon? Why do we not have another bridge on the upper Willamette?

Response [Chris Wellander]: There is going to be a toll across the Columbia River as part of the interstate bridge replacement project. RMPP is still underway, it will look at tolls on I-205 at the Columbia River. Our focus on this project is to look at this facility (I-205). I think building another bridge over the Willamette is likely more expensive than the I-205 improvements project.

Question [Steve Middendorff]: Will you amend your assumptions if conditions do not match what you've built into your model?

Response [Chris Wellander]: We use the best assumptions that we can and project into the future, but nothing is perfect. ODOT is committed to building a monitoring system to address this.

Question [Erich Kunrath]: Does any of the toll revenue come directly to our city since the toll targets our city.

Response [Hannah Williams]: Revenue earned on the corridor stays on the corridor. What the corridor is still needs to be defined. The intent is that if you are paying a toll that money is not being spent elsewhere in the state.

Response [Chris Wellander]: We are looking at how the money raised can be used to improve the area infrastructure, mitigation will put money back into the community.

Question [Robert McCarthy]: What issues are already decided?

Response [April DeLeon Galloway]: Phase 1a design is decided. Some elements of the project are still pending: some design on other parts of the project, phase 2 is 60% design. Rest of phase 1 is 90% design.

Question [Robert McCarthy]: Has it been decided that there will be a toll on all lanes at all times?

Response [Hannah Williams]: There will be tolling on all lanes, I don't know that we can say it has been decided that tolling will be on at all times.

Response [April DeLeon Galloway]: We have the EA process happening right now, that is understanding what all the impacts of tolling are, and it's submitted to FHA.

FHA makes a determination on the path forward. This project is a priority of the Oregon Legislature.

Question [Robert McCarthy]: Is it the intent to toll all lanes at all times?

Response [Chris Wellander]: Yes. You previously asked when and where to provide input, when the draft EA is published there is a public comment period.

Question [Robert McCarthy]: Am I hearing you correct that you do not plan to make improvements to local roads?

Response [Chris Wellander]: No that is not correct, we will be making improvements to multiple intersection impacted by the project and there will be ongoing monitoring to identified problems as they arise.

Question [YaYa]: The pressure that's going to be on the old bridge with tolling on i-205, I think this should have been looked at. It seems to me this is against a productive economy and, why do this?

Comment [Doug Buman]: Changes in transportation with people moving to electric vehicles eliminates the gas tax revenue so the Oregon Legislature needs to find alternative revenue streams. Tolling the highway captures the most people. Bridges need to be built heavier to accommodate the increase in electric vehicle weight. I would like to see a sunset on this that when the project is paid for the toll goes away.

Question [Todd Spencer]: Is there a vote on this? Is this something that is going to just go through?

Response [Chris Wellander]: This is direction from the legislature. As far as a vote, it's voting for your legislator. ODOT staff do not have a choice.

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Question [Todd Spencer]: Is there a public vote or not?

Response [Chris Wellander]: No.

Comment [Todd Spencer]: I would hope that the people in the community understand that they will be the ones paying the most for this. This is being shoved down our throats and we could be paying 30-40 dollars a day.

Comment [Robert McCarthy]: That is why we have these meetings. OTC is the area that will be deciding toll rates.

Response [April DeLeon Galloway]: Chris was mentioning the EA, when that comes out there will be a 45-day public comment period. Those comments are read by the FHA before deciding the path forward.

Response [Chris Wellander]: Economic impacts are considered environmental impacts, that is part of the EA public comment period.

Question [Erich Kunrath]: You only presented one alternative today, has it been decided that these toll gantries are what you are going to be moving forward with?

Response [Chris Wellander]: That is correct.

Question [Erich Kunrath]: You have a specific section for West Linn traffic in the technical report, can you elaborate on what is in there?

Response [Chris Wellander]: Daily traffic and peak hour traffic don't always change at the same rate. Things are already congested, there isn't much room for traffic to grow. In 2045 the local streets are fairly congested with or without the tolls. With an extra lane on I-205 people are willing to pay the toll to avoid congestion on local streets.

Questions [Robert McCarthy]: Regarding the seismic upgrade on Abernethy Bridge, to what size earthquake?

Response [April DeLeon Galloway]: Typically these bridges are rated either vulnerable or not vulnerable. Abernethy bridge was not evaluated to a specific size of earthquake. The bridge will be upgraded to withstand a Cascadia earthquake.

Question [YAYA]: The Sellwood bridge was a vote, why isn't this a vote?

Comment [Doug Buman]: The Sellwood bridge was overseen by a different governing body. Multnomah county vs OR legislature.

Question [YAYA]: Can we not come up with a way to vote for this?

Response [Hannah Williams]: Oregon law does not require a public vote for this. OTC has the authority to implement this. The Oregon Legislature passed HB 2017 authorizing this.

Comment [Doug Buman]: If you're going to toll this, please add an extra lane to the whole highway That is something I would be willing to pay a toll for.

Question [Robert McCarthy]: I need permission to extend this beyond our allotted time? Is ODOT opposed to continuing? I'm seeing enough opposition to extending time from our members so we're going to wrap this up.

Question [Erich Kunrath]: We talked about electric vehicles and losing tax revenue, is there any movement to generate tax on electric vehicles?

Response [Hannah Williams]: I'll need to get back to you with that answer.

Response [April DeLeon Galloway]: Electric vehicle registration is higher.

Questions [Robert McCarthy]: We've been trying for months to have improvements on OR 43 – is that something you can do something about with mitigation?

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Response [April DeLeon Galloway]: It is not currently part of this project, but I feel that is a valid concern and I would be happy to address this with ODOT region 1. Can I get back with you directly?

Comment [April DeLeon Galloway]: I wanted to mention very briefly that we are all still here for you, we are happy to field questions at any time from this group, I can drop my email in the chat, you're welcome to email/call.

Comment [Hannah Williams]: I want to echo April's words; we will get back to you on questions that we could not answer today.

Robert McCarthy: Closed the meeting.

Questions from chat:

Steve: Where do fuel taxes fit into the funding of these needed changes?

Grant Dunham: Who determined that we need these changes in the 1st place?

Vince: Has ODOT taken into consideration how much tolling will impact business and how business will offset the increased cost of transporting goods & services by increasing cost onto customers?

Chrissy: Thank you Vince!! This is another tax in an already VERY TAXED state. This is a ridiculous suggestion. We want tolls, toll between Washington and Oregon. What you are REALLY focusing on is the WORKERS who pay TAXES for your other pet projects. This is so wrong.

Alfred: Will Mitigation be reactive to bottlenecks, or proactive based upon local government recommendations.

Grant: This tolling policy will place an unfair financial burden on the high usage drivers such as West Linn, OC, Canby etc. There needs to be zip code provisions or some way to take into account the residents who have no choice to take this route because of our jobs.

Steve: so... for example I need to go to Tigard at 9:00 am and return and go to Clackamas at 10:00... looks like an \$8 toll...

In a democratic republic, what if the citizens decide to not allow tolls??

Alfred: Is ODOT focused on Hwy 43 traffic Diversion/Rerouting, that is already happening, even without I-205 tolling?

Vince: Will out of state tourists be assessed a toll without a transponder, license plate info, etc. ?

Chrissy: So, just so I am clear...our community is the most impacted during construction, and then we are the MOST impacted in paying for this toll/tax? This could impact the average West Linn resident a minimum of \$200 per month.

1.5 Clark County Commission on Aging Briefing Summary

Subject	Clark County Commission on Aging Briefing
Date and Time	April 20, 2022, 3pm-3:30pm
Location	WebX Virtual Meeting

Attendees	Organization
Hannah Williams	ODOT
Garet Prior	ODOT
Gillian Garber-Yonts	Kearns & West
Zoie Wesenberg	WSP
Jenna Kay	Clark County Community Planning
Susan Ellinger	Clark County Community Planning
Cass Freedland	Commission on Aging
Amy Gross	Commission on Aging
Gary Albrecht	Commission on Aging
Pamela Wheeler	Commission on Aging
Franklin Johnson	Commission on Aging
Chuck Green	Commission on Aging
Larry Smith	Commission on Aging
Nancy Dong	Commission on Aging
Meghan McCarthy	Commission on Aging

Materials Distributed/Presented

- Presentation Slides

Questions and Comments Received

Comment [Chuck Green]: I saw your presentation and reached out with a request for this briefing.

Question [Larry Smith]: As you look at tolling, will one of the categories for credits be seniors?

Response [Garet Prior]: We will look at impacts of tolling. ODOT is going beyond income and race, to look at impacts to seniors, youth, people living with disabilities, and people without a car. We will study the benefits and burdens tolling will pose to seniors.

Question [Franklin Johnson]: You mentioned race as a strategy, can you elaborate?

Response [Hannah Williams]: We are trying to be conscious of reaching communities we know we haven't reached before. We are working with Community Engagement Liaisons (CELS) to reach communities of color, underserved communities, people experiencing a disability, people experiencing low income, older adults, youth, and communities who speak English as their second language. We are working with the CELS, who are individuals that are linked into the communities they serve. The CELS are helping with outreach and engagement to get information out, as well as collect information to inform the project. As we think about outcomes, this will help us come up with better solutions for underserved communities. In our demographic analysis, some of the most prevalent languages are Spanish, Chinese, Vietnamese, and Russian. We are conducting a big outreach effort to reach the African American and disabilities communities. We are holding focused discussion groups to gather input.

Comment [Franklin Johnson]: We have a lot of seniors and younger folks who do volunteer work.

Those people don't have income associated with their use of bridges or the interstate.

Response [Garet Prior]: Diana Avalos Leos is with the Latino Youth conference. She has brought that perspective to ODOT's Equity and Mobility Advisory Committee (EMAC). She has flagged the importance of considering volunteers and community members with medical needs.

Question [Franklin Johnson]: Are you tolling the car, or the user?

Response [Garet Prior]: The toll will be connected to your car. It will start with the transponder.

Question [Nancy Dong]: Is the toll area the green snake, or the whole navy area? How do you deal with carpools, who do you charge?

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Response [Hannah Williams]: There are two toll projects. The first tolls could happen as early as 2024, which is the green line on the map that is about 7 miles long. The rest in the navy blue, is the project area for the Regional Mobility Pricing Project (RMPP), which is also tolling. We don't know where the toll gantries for RMPP will go yet.

Response [Garet Prior]: If you are driving the carpool, the transponder would bill your account. We are looking at benefiting people who get a specific carpool sticker. We want to incentivize carpooling, vanpooling, and ridesharing.

Question [Larry Smith]: This can become very divisive. How about seniors with home deliveries coming from commercial retailers like Fred Meyer or Safeway? With tolling, it is such a pain to get equitable treatment without someone being impacted.

Response [Garet Prior]: That is a tough one. That is why we are doing this wide study, to see who will bear the benefits and burdens. Right now, the way we pay for the system is not equitable. Right now, people with older cars, who are often times lower income, are paying a larger percentage of the gas tax. We think tolling will get us to a more equitable place.

Response [Larry Smith]: You will get a lot of feedback from folks on fixed income. I appreciate what you are doing.

Comment [Chuck Green]: Thank you for joining us. If commissioners have other questions, please send them to Susan for sending to ODOT.

Comment [Hannah Williams]: Please share any ideas for future engagement with us as well. Thank you.

1.6 C4 Metro Subcommittee Briefing Summary

Subject	C4 Diversion Sub Committee
Date and Time	April 20, 2022/12:00 p.m.
Location	Virtual zoom conference

Attendees	Organization
Paul Savas	Clackamas County Commissioner
Adam Marl	Oregon City Commissioner
Brett Sherman	Happy Valley Council President
Christen Sacco	Tualatin City Council
Mary Baumgardner	West Linn Councilor
Jules Walters	West Linn Mayor
Jaimie Lorenzini	Happy Valley
Karen Buehrig	Oregon City
Susie Lahsene	Rivergrove Councilor
Mark Ottenad	Wilsonville/SMART
Ramona Perrault	Metro
Christine Lewis	Metro Councilor
Paul Comery	WSP
Garet Prior	ODOT
Heather Wills	WSP
Trent Wilson	Clackamas County
Nicole McDermott	WSP
Jamie Stasny	Clackamas County
John Williams	West Linn Deputy City Manager

Materials Presented

- Presentation slides
- JPACT Attachment B to ordinance 21-1467

Questions and Comments Received

Comment [Paul Savas]: I would like to see a shopping list for mitigation solutions. I would like to see examples of what's being done around the country and examples of what's possible in this corridor.
Response [Garet Prior]: We can start to bring that information to this group. We also will be working on developing long term monitoring and we love feedback from this group.

Comment [Brett Sherman]: Right now, I feel there is a lack of input to review in these meetings. I would like to know how we can proactively mitigate intersections we expect to get worse. We also know that toll rates will impact diversions rates, I would like to see a one-page executive summary projecting project costs and what rates will be needed to cover the cost of the project.

Question [Mary Baumgardner]: I have concerns about the round-about going in on Willamette Falls Drive in front of the school. Are ODOT engineers working or collaborating with the city on the impacts this project will have on other planned improvements?

Response [Garet Prior]: We are working with city staff and school districts, and we are looking directly at the roundabout you mentioned. We are hoping that when we have the intersection data we will come to you with options for mitigation. With regards to what the city and county have on the books, at that point if you have additional information that we've missed we would want that feedback.

Question [Mary Baumgardner]: Are Neighborhood Association meetings that you're presenting at open to the public?

Response [Garet Prior]: Yes, Neighborhood Association meetings are open to the public. A NA can reach out to schedule a meeting and we will meet with them.

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Comment [Jules Walters]: It's hard to have a toll kit for this diversion because it's so unique. Unlike San Francisco bridge tolls, with this project drivers can get off everywhere. I'm uncomfortable with ODOT asking us for solutions when it is your job to solve diversion.

Response [Garet Prior]: I agree, it is the other way around. We don't want to create solutions in a vacuum, we need your feedback on what are the right solutions. The challenge is, there are lots of existing needs in this area. Our mitigation will not be able to account for years of underinvestment in this area.

Comment [Paul Savas]: I want to see this committee succeed. We don't have much to work with. If we had approval authority or a means to craft agreements that would be helpful. We've had several meetings and asked a lot of question but have not received many answers. We were initially told we could use toll revenue to pay for transit and then we were told we could not pay for transit. This committee should have a role in saying up/down, yes/no, or we craft an agreement that says once we get there, we can approve.

Response [Garet Prior]: The things we can control is getting answers to your questions. I have no direction or authority with regards to the decision-making authority of these bodies. I think a good goal is for this committee providing an up down vote on whether we met the mark on diversion mitigation.

Comment [Paul Savas]: The people that made the decision to make this happen don't live anywhere near this corridor. That is problematic. ODOT's reputation is on the line with this project, and this is not going to be a state of the art improvement. This is the worse section to toll, and we need a lot of revenue to get it done.

Comment [Christine Lewis]: There needs to be a balance. You referenced Seattle, they have a regional, not a state level that sets rates. Maybe the OTC can be advised by a local region on toll rates? Actions that we recommend need to be scalable or precedent setting for future projects. We still don't know what kind of global budget we are working with for mitigation. How do we determine where limited mitigation dollars will be spent? If there was more transparency around the global budget it would be easier to move forward. We need to know what we can expect for localized revenue for first mitigation projects.

Response [Garet Prior]: We can't extract that information until we finish our analysis, this is why we need the RTP amendment. I hope the elements that you are talking about Councilor Lewis is what we get to in the next few months.

Question [Susie Lahsene]: I want to reinforce the points that have been made. To Garet's point about the long-term underinvestment in this project corridor, how do we deal with that given our limitations with mitigation funds? I keep hearing the mitigation funds are linked to the toll rate and it's not acceptable that historic underinvestment be mitigated by new tolls. Are you able to share information about the toll rate committee?

Response [Heather Wills]: If there is in impact identified in the NEPA process, it must be mitigated as part of the project, or the project does not move forward.

Comment [Christine Lewis]: It makes sense, and it doesn't make sense because there is not a shared understanding of existing conditions being used to measure impacts against. Until we understand what the NEPA baseline is this doesn't make sense.

Response [Garet Prior]: What will help clarify some of that is the 2027 data that we will bring to this committee in the next few weeks.

What would you like to see as part of a long-term monitoring program?

Comment [Paul Savas]: We should be looking at 2010 numbers because the baseline level of 2019 was already unacceptable. I've heard ODOT say we will raise the cost of the toll based on revenue goals, and I've heard that ODOT will raise the rates based on diversion. Is it both?

Response [Garet Prior]: It's both, balancing goals of revenue generation and congestion management. With I-205 we have a revenue goal to fund the improvements project and the mitigations. On the other price of the equation is setting the rates to manage congestion. For I-205 it will be the variable price. Higher during peak, lower during off peak. The EA will show a 60-cent toll during the

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overnight time period because that's what we want to study, but it might drop to zero overnight when the toll is implemented.

Comment [Brett Sherman]: I want to see draft toll modeling data.

Response [Garet Prior]: It's coming soon.

Comment [Mary Baumgardner]: With regards to responding to questions – I sent questions that I had asked in January to Mandy and asked for response at next meeting. I never heard back.

Response [Garet Prior]: I believe we created that document, I'll get that to you this week.

1.7 Metro Council Briefing Summary

Subject	Metro Council Meeting
Date and Time	April 21, 2022/10:30 a.m.
Location	Virtual zoom conference

The Metro council considered an I-205 amendment, with project staff on hand for questions but no formal briefing. Meeting information can be found on the Metro website [here](#).

1.8 Tigard Transportation Strategy Team Briefing Summary

Subject	Tigard TST
Date and Time	May 12, 2022/5:00 p.m.
Location	Virtual

Attendees	Organization
Mayor Jason Snider	City of Tigard
Councilor John Goodhouse	City of Tigard
City Manager Steve Rymer	City of Tigard
Lead Transportation Planner Dave Roth	City of Tigard
Director of Community Development Kenny Asher	City of Tigard
Jeremy Tamargo – Assistant City Engineer	City of Tigard
Emily Tritsch – Assistant City Manager for Infrastructure and Investment	City of Tigard
Cindy Trimp – Finance Director	City of Tigard
Dave Roth	City of Tigard
Garet Prior	ODOT
Josh Channell	WSP
Paul Comery	WSP

Materials Distributed

- Presentation slides

Comments and Questions Received

Question [Mayor Snider]: Can you explain the difference between dynamic pricing and what you are doing in RMPP?

Response [Josh Channell]: With dynamic pricing, the toll changes by the minute in response to the level of congestion. With RMPP we are using variable rate tolling, where the toll rate will change during the day, but the rates and times will be set.

Question [uncaptured questioner]: How do the drivers know when the price changes?

Response [Josh Channell]: This is one of the reasons we are not using dynamic pricing. Toll rates will be set based on the time of day and those rates will be posted and available for drivers.

Question [Emily Tritsch]: What low-income accommodations and transit improvements will be part of this project?

Response [Josh Channell]: Those answers are being studied.

Question [Kenny Asher]: How are low-income subsidies going to be incorporated into the project?

Response [Garet Prior]: We are exploring a few options, including pre-loading credit onto transponders or coding transponders with a certain number of free trips. Nationally we have found very underwhelming examples of how to incorporate low-income tolls into the system. Our program and San Francisco's will be leading the way on incorporating low-income tolls.

Question [John Goodhouse]: You talk about schools, low income, etc. What about trucking, uber, deliveries, and amazon? How are those vehicles going to be impacted? How will these tolls impact commerce? Has the business community been talked to?

Response [Garet Prior]: We are doing our best to study this, these impacts will be part of the EA.

Response [Josh Channell]: We see that there are both benefits and burdens for freight (and any user). Travel time improvements can be hugely beneficial for freight and contractors. There is also the trade off financially. We are using the modeling to adjust the rate. Freight and bigger trucks do pay a higher rate in the modeling than passenger vehicles. Ultimately, we are not the toll rate setting authority.

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Response [Garet Prior]: Two other things, current policy at ODOT is that the highway is for freight and the freight community wants the projects that will be funded by toll revenue.

Comment [John Goodhouse]: That makes sense that if there is less congestion it benefits the freight haulers.

Question [Emily Tritsch]: What interaction has there been between EMAC and Pricing Options for Equitable Mobility?

Response [Garet Prior]: I think 80% of what they've sent has been friendly amendments. We've heard from the OTC that we need transit, low-income toll rates, and mitigation for diversion. For the mitigation portion, we will be implementing a long-term monitoring system for diversion.

Comment [Emily Tritsch]: I think it might also be useful to track employment patterns. I image this will be impactful to employees and people trying to make ends meet because of transit availability.

Response [Garet Prior]: To that point, we've been doing engagement around this for the past few years. There is a tradeoff, they're fearful of the tolls and what that will do economically, but they also see the benefit of a small toll increasing the reliability of their trips and improving their commute times.

Comment [Mayor Snider]: I think you've heard a load of stuff from me at the Region 1 ACT meeting. This is not a popular topic with many members of the communities in the Portland metro area. There has been a lot of discussion on how we're going to mitigate impacts on low-income. I think the lack of transit in all this is problematic. Particularly problematic considering that the I-205 project is going first, and Clackamas County has the worst transit service of the three counties. Washington County is not super far ahead of that. You've heard me talk about how I think the ODOT communications plan (Garet you do a good job) is underpowered considering the opposition to this project.

Response [Garet Prior]: Did we do a better job tonight? If we think back to the SW corridor, what was helpful in those conversations before you got in to the NEPA? We're hoping to use the EA to identify the transit investments that will be needed. I would love guidance from you and others on how we have this conversation in the next year and half. We will work on the numbers, but we won't be able to say that tolling will build these transit improvements.

Comment [Mayor Snider]: I don't think the legislature did you any favors. I hope we can make something good out of it.

Comment [Dave Roth]: Acknowledging that there is fear and concern about the added cost (especially low-income folk), something I would like to see is more acknowledgement that the toll is a very small part of the overall vehicle ownership/operation cost and there is a need to have these other investments supported by toll revenue. The low-income toll subsidies seem to me a little lacking in the larger conversation about the auto dependent system we have, and the tolls can help us build a less auto dependent system.

Comment [Mayor Snider]: I think if there was a conversation or a change in the conversation, where we say we accept that diversion is going to happen, and we are going to commit 20% of toll revenue to mitigating local diversion and we are going to work with local leaders to help us identify what that mitigation will be. Say we admit this will be a problem and we want to help fund mitigating it.

Comment [John Goodhouse]: My suggestions to get buy in from the communities, if there is some way to communicate that the toll revenue will help mitigate congestion on other roads. Can a percentage go towards helping congestion in your area? We need equitable distribution of the revenue so that all the money doesn't go to Portland. Some people who don't even use the highways can't get around town. I think it's a disaster if you only do I205, you need to do both I-205 and I-5.

Questions [Dave Roth]: Garet, can you talk about next steps? We've invited you to city council, can that still happen this summer?

Response [Garet Prior]: I was hoping we would have the EA done before we came to the full city council. I'll talk with Mandy about the status of that report. Later this summer early fall seem possible.

Comment [John Goodhouse]: You talk about using the toll revenue where it's collected. If you have people driving from Wilsonville up I205 to the airport, where are those toll dollars going to be spent.

Response [Garet Prior]: If you drive under the toll gantry at the Tualatin bridge or the Abernethy bridge that money will be used to fund those improvements. If I drive up I-5 and pass under three gantries the money will be used in that corridor.

1.9 Joint Policy Advisory Committee on Transportation (JPACT) Briefing Summary

Subject	JPACT
Date and Time	May 19, 2022/7:30 a.m.
Location	Virtual

Attendees	Organization
Shirley Craddick	Metro Councilor
Anne McEnery-Ogle	Mayor of Vancouver
Travis Stovall	Gresham Mayor
Steve Callaway	Mayor of Hillsboro
Rian Windsheimer	ODOT
Nafisa Fai	Washington County Commissioner
Christine Lewis	Metro Councilor
Michael Orman	DEQ
Sam Desue	TriMet
Temple Lentz	Clark County
Emerald Bogue	Port of Portland
Juan Carlos González	Metro Councilor
Carly Francis	WSDOT
Mandy Putney	ODOT
Ted Leybold	Metro
Elissa Gentler	Metro
Paul Comery	WSP

Public Comment

Comment [Chris Smith, No More Freeways Campaign, Just Crossing Alliance]: The price tag for this project is now the same as the RQ project when the legislature approved HB 2017 in 2017. The bridge now has used all the money allocated for the RQ project. This indicates that the only funding available for other projects is tolling. What happens when RQ and IBR and other projects also cost more than projected and how does that impact our ability to pay for alternative transportation infrastructure priorities?

Comment [Doug Allen]: I live in SE Portland. It's becoming increasingly clear with today's amendment for the I-205 Abernethy Bridge and the recent I-205 toll amendment, that this project is substantially different than the project that was originally approved. There is now no funding dedicated for the subsequent phases of the project. Metro should break these two projects up and require the second phase of the project look at a no build option, and an option with a managed lane that prioritizes public transportation. The categorical exclusion that ODOT applied for should not have been granted and it has allowed ODOT to proceed without completing an environment assessment. This body should require ODOT to complete an environmental assessment.

Questions and Comments Received

Comment [Juan Carlos González]: I understand the economic pressures that caused the price increase for this project. I assume that many agencies, not just ODOT, are seeing increased costs in capital projects. I'm very appreciative of the ODOT communication prior to this meeting.

Comment [Steve Callaway]: To Councilor Gonzalez's point, as we look at capital projects, we have a couple of fire stations [in Hillsboro] that have doubled in cost. All the work that we've done to position ourselves to build these projects, we now find ourselves scrambling to find funding or considering delaying.

Comment [Rian Windsheimer]: When we did receive the bids, we've taken some extraordinary measures with this project that we are not typically able to do. We were actually

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able to negotiate with the contractor and bring the cost down on this project. As you see from the consent agenda, we are having to cancel some projects to make other projects whole.

Comment [Christine Lewis]: I wanted to reflect on the fact that this is a project from HB 2017, passed in 2017, and here we are five years later, and we are finally getting to the point where I can see a shovel in the ground. I want to celebrate that and recognize how important this bridge is to the local community.

Comment [Travis Stovall]: Certainly, there are concerns about the cost escalation, but as Rian just mentioned at the regional level and state level, we are going to have to make decisions about what projects we fund. This is a critical project, and the cost will only go up if we delay. It's critical we pass this amendment and move forward with construction.

Questions [Juan Carlos González]: Can we expect to see cost increases for projects that are already under construction? Do we have to be prepared mentally for approving increased funding for projects that are already under construction? How do we prioritize which projects get postponed, canceled, shifted?

Response [Ted Leybold]: Projects that get funding through the regional flexible fund, if a project has not yet signed a contractor for a construction phase, we can expect the project to cost more than we originally budgeted.

Response [Rian Windsheimer]: This is something that we are constantly evaluating. The funding largely depends on which pot the project is part of and where funding is available from. When we are thinking about prioritizing projects, we think about whether additional funding is available. First, we look to delay vs cancel. We are having conversations on how to incorporate equity and climate into these discussions as well when considering which projects to delay or cancel.

Chair Craddick: Called for a motion to approve Resolution No 22-5265.

- Christine Lewis | so moved
- Rian Windsheimer | seconded the motion

Roll call vote:

Member	Vote
Commissioner Nafisa Fai	Yes
Mayor Travis Stovall	Yes
Mayor Steve Callaway	Yes
Rian Windsheimer	Yes
Sam Desue	Yes
Emerald Bogue	Yes
Michael Orman	Yes
Councilor Juan Carlos González	Yes
Councilor Christine Lewis	Yes
Carley Francis	Yes
Mayor Anne McEnery-Ogle	Yes
Councilor Temple Lentz	Yes

Motion passes.

1.10 Metro Council Briefing Summary

Subject	Metro Council
Date and Time	May 24, 2022/10:30 a.m.
Location	virtual

Attendees	Organization
Lynn Peterson	Metro Council President
Shirley Craddick	Metro Councilor
Gerritt Rosenthal	Metro Councilor
Christine Lewis	Metro Councilor
Mary Nolan	Metro Councilor
Duncan Hwang	Metro Councilor
Juan Carlos González	Metro Councilor
Mandy Putney	ODOT
Della Mosier	ODOT
Ted Leybold	Metro
Carrie MacLaren	Metro
Paul Comery	WSP

Materials Distributed

- Draft Resolution 22-5266
- Exhibit A to Resolution 22-5266 (amendment tables)
- Staff Report with attachments
- Public Comments summary
- Presentation slides

Public Comment

Comment [Doug Allen]: I want to speak about agenda item 4.1 – the MTIP amendment to provide funding for Abernethy bridge. Rian Windsheimer at the JPACT meeting last week shared in the chat that the later phases of the I-205 Improvements project that included widening 7 miles of I-205 had been removed from this project and added to the I-205 Tolling project. This means it would no longer be part of the categorical exception for I-205 phase one and would now be part of the EA for tolling project. I believe you should ask Mandy Putney what that means and what will be studied in the EA for toll project. I recommend a no build be studied as part of the EA and that bus lanes be considered as part of the EA. Please ask ODOT how the EA will proceed.

Comments and Questions

Question [Lynn Peterson]: I have questions about the title of the amendment, specifically the reference to OR 213.

Response [Mandy Putney]: It should be I-5 to OR 213

Comment [Juan Carlos González]: I would like to provide some process background from JPACT. Originally this was going to be on the consent agenda for JPACT, ODOT was gracious enough to come and present to us last week. We've been working with ODOT and UMO to make improvements to the plan. One thing that really stood out from the meeting in terms of general education/dialogue, there is a general sentiment that the increase cost is in line with construction increases that other transportation agencies are seeing for their projects. I would welcome staff to share anything else in the vein of that conversation. The cost increase is significant. Della was mentioning that the cost was originally expected to be even more, but UMO did good work in negotiating the price down for this work. Could you walk us through the process?

Response [Della Mosier]: Yes, the initial cost from the apparent best value contractor came in at \$512 million, significantly over the cost estimate we brought to this council in 2021. Our procurement

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method allowed us to go into negotiations with the apparent best value contractor and evaluate where the cost increases had come from and where the liability was. Supply chain issues, and concrete prices contributed to the increased cost. We appreciated the integrity the contractor brought to the process. Both sides have a better understanding of the issues and we've been able to move forward.

Question [Mary Nolan]: Mr. Leybold mention that in reviewing this for JPACT that the project had it's funding lined up, Mandy mentioned that OTC approved adding it to the STIP. I would like to better understand where the funding is coming from. Has there been new funding identified? Has another project been delayed or canceled to provide funding?

Response [Mandy Putney]: Our plan was to use a mixture of cash on hand, internal financing, and borrowing. The additional \$125 million is being pulled from all three sources.

Question [Mary Nolan]: That doesn't really answer my question. Internal financing, borrowing, all of that will have to be repaid. How will this be repaid?

Response [Mandy Putney]: The original plan is that we will repay all borrowing with toll revenue.

Question [Garritt Rosenthal]: I appreciate the recap of JPACT from Councilor Gonzalez. I appreciate that you got the contractor to come down by almost 10%. How much is this going to increase the amount of money that will come from bonding and how will that impact toll rate setting? Is this connected to the public comment of separating out the project? I didn't understand that, could you explain that?

Response [Mandy Putney]: The comment was related to NEPA and how we move forward with that. I could use the rest of the meeting explaining that and I'm happy to follow up offline with you. We do have approval to move forward with Phase A, that's what we are talking about today. We can't bond until the project is awarded. I don't have specifics on how and when we will be bonding and how that will impact toll rates.

Comment [Lynn Peterson]: There is no way to know what the toll rate will be because that is yet to come.

Question [Christine Lewis]: The Abernethy bridge is really important to my community. Our population is 1/3-2/3 split by the river. This is a really critical piece of infrastructure. It needs to be seismically sound. We need the bridge to carry the water pipe so that we can have water in West Linn after an earthquake. I'm very excited that we will have shovels in the ground this summer. My question is about bus on shoulder. There are two really important routes that go over the bridge. Will the bridge have capacity for bus on shoulder after the improvements are made? If you could please update us that would be great.

Response [Mandy Putney]: We are working with SMART and making sure that we will have shoulders that are wide enough to accommodate busses, but that will be part of the next phase of this project.

Question [Christine Lewis]: When the second phase happens this bridge is 100% ready for that improvement?

Response [Mandy Putney]: Yes, we are working with our transportation planners to make sure that capacity is part of the new bridge.

Comment [Christine Lewis]: Thank you for all your work, hopefully we will have some more busses on the road when this is all done.

Question [Duncan Hwang]: What are the consequence of a no vote? What happens in that scenario? How are you able to control cost into the future? Given rate of inflation, how are you able to ensure this amendment will cover the whole project?

Response [Della Mosier]: If there is a no vote that would not allow us to align the MTIP with the TIP, which would cause delays in construction which would prevent us from starting work during the in-water work window starting in July. A delay would result in significant cost increases. To the second question, the opportunity to engage with the contractor before the notice to proceed allowed us to reduce the price but also address specifications that allow us to get to a quick resolution on any potential change orders. We are using methods that have not been used by ODOT in the past that were very successful in the Tilikum bridge construction.

Question [Duncan Hwang]: If there were additional overruns in the future you would need to come back to us with an additional amendment?

Response [Ted Leybold]: TIP amendments can be done up to a certain percentage provided ODOT has the funds available. If cost overrun is greater than 20% then ODOT would have to come back to Metro with a MTIP amendment.

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Question [Shirley Craddick]: Can you describe the contingency you have for this project? I assume it's pretty hefty considering our inflation situation.

Response [Mandy Putney]: I'll get back to you on that question, I don't want to give you the wrong number. We do have firm amounts for materials costs. We have locked in the price we have now for steel and concrete.

Comment [Shirley Craddick]: This project is the beginning of a new way that we fund projects in our region and the first step in how we encourage people to drive less in our region. Thank you all.

Comment [Christine Lewis]: We might have a date error on the document. Can someone please tell me the proper date? We may need to change the date to April 29.

Response [Carrie MacLaren]: This is not a policy vote so we can make a note on the document after the vote with the correct date.

Comment [Lynn Peterson]: Clackamas County has been left with a very rural interstate system and this is the first step towards modernize the interstate system. It's a big step forward. We want to be a good partner with ODOT moving forward and understand the complexity of a large project, the first of three to go into construction in the region. We will do everything we can to move forward with you and we've established some new protocols to help stay in sync moving forward on these large projects. Thank you, we recognize the amount of work that you've taken on.

I'll ask Councilor Lewis is she is willing to make the motion to move the resolution?

Comment [Christine Lewis]: I move with notation to correct the date to April 29.

Seconded (by many simultaneously)

Comment [Juan Carlos González]: I would like to make a brief comment. Due diligence was really a part of our approach to this amendment at JPACT. It's a large project and we got a lot of feedback on our goals. We've made some tremendous progress on our policy goals. This doesn't feel like a blank check, I think it's a reasonable response to market pressures. This is still the same project that we voted to approve a few weeks ago. And like Lewis mentioned this achieves many survivability goals for the region.

Roll call vote

Councilor	Vote
Mary Nolan	Yes
Garritt Rosenthal	Yes
Juan Carlos González	Yes
Christine Lewis	Aye
Shirley Craddick	Aye
Duncan Hwang	Yes
President Lynn Peterson	Yes

Motion passes.

1.11 Joint Chamber of Commerce Briefing Summary

Subject	West Linn/Oregon City/Lake Oswego Chamber of Commerce Briefing
Date Time	May 25, 2022 10 a.m.
Location	Zoom meeting

Attendees	Organization
30 members	West Linn/Oregon City/Lake Oswego Chambers of Commerce
Shatrine Krake	West Linn Chamber of Commerce
Liz Hartman	Lake Oswego Chamber of Commerce
Victoria Meinig	Oregon City Chamber of Commerce
April deLeon-Galloway	ODOT
Robert Arreola Moreno	HDR

Summary

ODOT briefed the West Linn, Oregon City and Lake Oswego Chambers of Commerce via Zoom. The project team showcased a PowerPoint presentation with information about the I-205 Improvements Project and the first phase of construction. Members of the chambers participated in a Q&A session where questions were submitted through the chat box and were addressed in the virtual meeting. Most of the participants were concerned about the roundabout and traffic impacts during construction. Outstanding questions from the meeting were captured and addressed below. Due to the format of the briefing, the overall sentiment of the attendees was hard to measure. However, the event organizers were appreciative of the project team sharing more information about the project.

Questions from Presentation

Question: *I'm hoping measures are being taken to prevent any construction debris from entering the water when working on the bridge. Can you confirm? I'm concerned about further contamination that isn't reversible.*

Answer: Yes, the contractor is required to construct and maintain a work-containment system and prevent debris (concrete, steel, etc.) from falling into the river. For concrete pours within the waterway, the contractor is required to have a containment system to prevent all materials from entering the river. The project permits also have specific language for any activity that takes place near sensitive areas, such as salmon habitats. Additionally, the contractor is required to submit Erosion Control Plans and a Pollution Control Plan that includes emergency spill response protocols.

Question: *How will removing one of the existing northbound ramps alleviate northbound traffic on I-205? That just puts two ramps onto one for longer backups.*

Answer: A significant cause of congestion on freeways is entrance ramps—specifically, the speed differential between mainline traffic and traffic merging onto the freeway. This speed differential plays a role in the backups we currently see. For this location specifically, there are two factors that do not meet current design standards:

The distance between existing entrance ramps.

The distance between the entrance and exit ramps.

Removing one of the ramps decreases the clustering of traffic entering and exiting the freeway and increases the available distance for motorists to safely merge onto the freeway. The on and off-ramp improvements in the project's first phase are expected to decrease congestion.

Question: *Why do we need to close one of the northbound ramps if we are adding a lane to relieve northbound traffic?*

Answer: Please see response to question #2.

Question: *How many lanes will be part of the new roundabout at OR 43?*

Answer: It is a single lane roundabout with a northbound bypass. This system was developed in conjunction with ODOT's interchange and roundabout experts, and the design was deemed to be the best solution based on traffic volumes and site characteristics.

Briefing Summaries

Question: *As this part of project is in shadow of the Falls and its redevelopment into a retail, hotel and entertainment district, has this bridge update anticipated the likely increase in future traffic? This question is based on likely increase of out-of-area draw and possible tourist traffic as the tribe and regional cities see this redevelop.*

Answer: The traffic-demand model used to support this project forecasted demand through 2040. This forecasting, however, was based on current land-use designations. Consequently, if a parcel that is currently zoned for light-industrial became zoned for high-density residential development later, for example, the project's traffic demand model did not account for this land-use alteration.

Question: *How will the contractor hire from the community? Will they be directly hiring, or through the unions?*

Answer: The contractor will hire through the unions.