



CITY OF OREGON CITY TRANSPORTATION ADVISORY COMMITTEE (TAC) MEETING - REVISED AGENDA

**Commission Chambers, 625 Center Street, Oregon City
Tuesday, September 19, 2023 at 6:00 PM**

Contact vwalker@orccity.org for the link to participate in the meeting

CALL TO ORDER

ROLL CALL

APPROVAL OF THE MINUTES

1. Approval of Meeting Minutes from the May 16, 2023 and June 20, 2023 Transportation Advisory Committee Meetings.

ADOPTION OF AGENDA (Agenda Analysis)

Committee members have the opportunity to move items to New Business/Discussion Items from Communications if they are interested in discussion. The Committee may also add an item to the agenda with the consensus of the Committee.

PUBLIC COMMENTS

Citizens are allowed up to 3 minutes to present information relevant to the City but not listed as an item on the agenda, however, the Chair has the discretion to waive limitations. Prior to speaking, citizens shall complete a comment form and deliver it to the Staff Member. When the Chair calls your name, proceed to the speaker table and state your name and city of residence into the microphone. The Transportation Advisory Committee Officers do not generally engage in dialog with those making comments but may refer the issue to the City Manager.

2. McLoughlin Neighborhood Association Letters of Support provided to City of Oregon City Public Works September 12, 2023

NEW BUSINESS / DISCUSSION ITEMS

3. **New Business**

McLoughlin Neighborhood Request – Rectangular Rapid-Flashing Beacon (RRFB) at Washington Street & 9th Street Crosswalk

4. **Public Works Report**

October Meeting

New Signage at 7th & Main Street

New Crosswalk at Linn Avenue and Pearl Street

City's I-205 Tolling Nexus Project List and C4 Joint Agency Response Letter

COMMUNICATIONS

ADJOURNMENT

PUBLIC COMMENT GUIDELINES

Complete a Comment Card prior to the meeting and submit it to the City Recorder. When the Mayor/Chair calls your name, proceed to the speaker table, and state your name and city of residence into the microphone. Each speaker is given three (3) minutes to speak. To assist in tracking your speaking time, refer to the timer on the table.

As a general practice, the City Commission does not engage in discussion with those making comments. Electronic presentations are permitted but shall be delivered to the City Recorder 48 hours in advance of the meeting.

ADA NOTICE

The location is ADA accessible. Hearing devices may be requested from the City Recorder prior to the meeting. Individuals requiring other assistance must make their request known 48 hours preceding the meeting by contacting the City Recorder's Office at 503-657-0891.

Agenda Posted at City Hall, Pioneer Community Center, Library, City Website.

Video Streaming & Broadcasts: The meeting is streamed live on the Oregon City's website at www.orcity.org and available on demand following the meeting. The meeting can be viewed on Willamette Falls Television channel 28 for Oregon City area residents as a rebroadcast. Please contact WPMC at 503-650-0275 for a programming schedule.



CITY OF OREGON CITY

Staff Report

625 Center Street
Oregon City, OR 97045
503-657-0891

To: Transportation Advisory Committee **Agenda Date:** 09/19/2023
From: Senior Administrative Assistant, Audrey Meeker

SUBJECT:

Approval of minutes from the May 16, 2023 and June 20, 2023 Transportation Advisory Committee Meetings.

STAFF RECOMMENDATION:

Approve the minutes

OPTIONS:

1. Approve the minutes
2. Disapprove the minutes



1. CALL TO ORDER AND ROLL CALL

The Transportation Advisory Committee (TAC) meeting on **Tuesday, May 16, 2023** was called to order by Chair Ben Simmons at 6:00 PM at City Hall, 625 Center Street, Oregon City, OR 97045.

Committee members present included Chair Ben Simmons, Vice Chair Henry Mackenroth, Mr. Cedomir Jesic, Mr. Raymond Rendleman, Ms. Petronella Donovan, Ms. Chris Wadsworth.

Staff members present included Public Works Director John Lewis, Assistant Public Works Director Vance Walker, and Senior Administrative Assistant Audrey Meeker.

2. APPROVAL OF THE MINUTES

Mr. Henry Mackenroth **moved to approve** the meeting minutes for **April 18, 2023** and was **seconded** by Mr. Cedomir Jesic. It was carried **unanimously** by the following votes: Aye: Mr. Raymond Rendleman, Ms. Petronella Donovan, Ms. Chris Wadsworth.

3. AGENDA ANALYSIS

- No changes were made to the agenda.

4. CITIZEN COMMENTS

- No citizen comments were made.

5. NEW BUSINESS/DISCUSSION ITEM

a. Meeting Minutes Audit by the City Recorder's office

Major points were as follows:

- Meeting minutes for the following meetings had not been typed or submitted prior. The Transportation Advisory Committee reviewed these minutes prior and during the May 15, 2023 meeting and approved.
 - December 15, 2020
 - May 18, 2021
 - June 29, 2021

b. 2022 Annual Report

Major points were as follows:

- Mr. Ben Simmons and Henry Mackenroth will present the 2022 Annual Report to the City Commission on June 21, 2023.

c. Distracted Driving Campaign Update

Major points were as follows:

- Oregon Impact provide handouts
- Pamphlets/flyers
- Available for Neighborhood Association Meetings
- Hang Up and Drive Speakers for National Night Out, shared information with Police Department.
- National Night Out, August 2, 2023 – the Transportation Advisory Committee members are invited to attend.

d. Discuss Summer Meetings – July / August 2023

Major points were as follows:

- The July and August Transportation Advisory Committee meetings are Cancelled.

6. PUBLIC WORKS REPORT

a. Speed Limits in Oregon

Major points were as follows:

- A PowerPoint was presented by Ms. Webb. Ms. Webb provided an overview on Speed Limits in Oregon with the following:
 - Two types of Speed Limits: Statutory & Designated
 - All designated speed limits in Oregon are based on the Oregon Speed Zone Manual.
 - Reviewed Speed Zone Principles
 - 20 mph Residential Speed Limit
- During the April meeting, members of the Transportation Advisory Committee requested to hear how the City of Portland program has moved forward and the results of changing speed limits to 20 mph from 25 mph outcome:
 - Shared data from Outreach, visual and infographic materials, and General Summary: Vision Zero Campaign.
 - Summary of results of program: January 2018 City Council approved reducing speed limit on all residential streets effective April 1, 2018. New designated installations through May 2019. Went from 1,000 – 25 mph signs to 2,000 – 20 mph signs. Added an educational and awareness campaign with over 7,000-yard signs distributed.
 - Largest reduction in vehicle speed was in areas where vehicles were going faster than 30 mph & 35 mph. On average the City of Portland did not lower speeds.

b. Delegated Authority for Speed Zones

Major points were as follows:

- For non-residential streets, in 2021 HB 3055 amended ORS 810.180, adding section (5) (g) allowing ODOT the ability to delegate its authority of speed limit setting to any incorporated City and two Counties (Multnomah and Clackamas).
 - If there are 10 or more requests for a change in speed limits, the City of Oregon City would submit for delegated authority. If there are 10 or less corridors to change speed limits, the City of Oregon City would look into partnering with the County. 10 reviewed by ODOT to delegated authority.
 - We need to understand the number of roads we want to look out, map the data of current speed determine how many roads we'd look at.
 - A Survey to provide community feedback. Whether the community supports it or not. To see what the neighborhood's preferences vs those who travel through the neighborhoods.
 - The cost for a full sign installation is \$200 for one sign installation.
 - In the Fall, follow up on surveys from neighborhoods and determine whether the , Transportation Advisory Committee supports and plans to move forward with the delegation of authority for speed limits. This decision will be shared with the City Commission.
 - Roads that will be on list, survey to communication group, September how many streets we are looking at, a plan of action of whether we do the delegated authority or work with Clackamas County. Then take something back to the City Commission in November 2023.

c. I-205 Tolling – The Governor's Statement

Major points were as follows:

- The Governor agrees to put the I-205 Tolling on hold for two years.
- Receive more information on ODOT's mitigate diversion and address equity concerns.
- The Governor has requested implementation reports to be delivered for review by December 15, 2023.

7. COMMUNICATION

- No communications were made

8. FUTURE AGENDA ITEMS

- No communications were made.

9. ADJOURNMENT

There being no further business, the meeting was adjourned at 7:06 pm.



1. CALL TO ORDER AND ROLL CALL

The Transportation Advisory Committee (TAC) meeting on **Tuesday, June 20, 2023** was called to order by Chair Ben Simmons at 6:00 PM at City Hall, 625 Center Street, Oregon City, OR 97045.

Committee members present included Chair Ben Simmons, Vice Chair Henry Mackenroth, Mr. Cedomir Jesic, Mr. Tim Morgan, Ms. Chris Wadsworth, Ms. Petronella Donovan, Mr. Bruce Fries and Mr. Raymond Rendleman.

Staff members present included Assistant Public Works Director Vance Walker, City Engineer Dayna Webb and Senior Administrative Assistant Audrey Meeker.

2. APPROVAL OF THE MINUTES

Meeting minutes for the May 16, 2023 meeting will be reviewed and approved at the September 19, 2023 meeting.

3. AGENDA ANALYSIS

- No changes were made to the agenda.

4. CITIZEN COMMENTS

- No citizen comments were made.

5. NEW BUSINESS/DISCUSSION ITEM

a. New member of the Transportation Advisory Committee

Major points were as follows:

- Mr. Raymond Rendleman was appointed as a member of the Transportation Advisory Committee during the May 17, 2023 City Commission meeting by Mayor McGriff.

PUBLIC WORKS REPORT

b. Speed Limits

Major points were as follows:

- Arterial & Collector Speed Map was displayed on City corridors.

- Commercial corridor - 30 mph, Residential corridor - 35 mph
- There are seven (7) corridors that can potentially be traffic studies for the required ten (10) Delegation of Authority Application through ODOT.
 - Meyers Rd. from Leland Rd. to Hwy 213
 - Leland Rd. from Warner Parrot Rd. to City Limits
 - Beavercreek Rd. from Warner Parrot Rd. to Hwy 213
 - South End Road from Partlow Rd. to near City Limits
 - Barker Ave. to Partlow Rd.
 - Abernethy Rd. – shared use path
 - Linn Ave from Warner Parrot Rd to Jackson
 - Another possibility -Maple Lane Road Corridor – two large developments and construction of roundabout.
- In the Fall, City Engineer Dayna Webb will return with a deeper review and crash data including horizontal and vertical alignments that may impact sight distance.
- There are 171 total 25 mph signs in the City. Of those, 126 are an older sign and 45 are newer and current sign.
 - The cost to update all 25 mph signs to 20 mph signs will be a minimum of \$20,000 for 200 signs. Additionally, the change will need to go in front of the City Commission as an ordinance or resolution, listing each road. It will also need to be planned in the next budget biennium (2025-2027).
- City Engineer Dayna Webb will dive into Arterial and Collectors during the Summer with a Speed Survey sent out to the community for feedback. Results will be shared with the Transportation Advisory Committee, and then the Transportation Advisory Committee can provide a recommendation to the City Commission.
 - Suggestions for survey questions are to be sent to Senior Administrative Assistant Audrey Meeker.
 - Mr. Rendleman suggested that the survey specifically ask about the 7 identified arterials and collectors discussed earlier.
- City Engineer Dayna Webb addressed a question regarding the change of speed limit 25 mph to 20 mph in 2020 in the Canemah neighborhood. A line graph was shared including data from 2017 and 2020, Eastbound and Westbound.

c. Speed Hump Policy

Major points were as follows:

- Speed Cushions are temporary speed humps, which the City can install and remove. Speed cushions were installed on Barker Ave. during the South End Road Project and can be temporarily installed for neighborhoods interested in having permanent speed humps to give them time to evaluate if the concern related to their request is addressed before investing in permanent speed humps.
- Assistant Public Works Director Vance Walker reviewed the Speed Cushion aka “Speed Hump Policy” Draft with the Transportation Advisory Committee and requested they follow up with any suggestions.

- Public Works will follow up on the cost of temporary speed cushions (installation, parts, flaggers and removal)
- An updated draft of the Speed Hump Policy will be presented to a Transportation Advisory Committee meeting in the Fall.

d. Traffic Impacts

Major points were as follows:

- List of Traffic Impacts related to projects and special events.

6. COMMUNICATION

- August 1, 2023 - National Night Out –Transportation Advisory Committee members are invited and encouraged to volunteer at the Public Works bike trailer and course.

7. FUTURE AGENDA ITEM

- Speed Hump Policy Draft
- Traffic Counts
- Delegation of Authority
- Follow up on Speed Survey results

8. ADJOURNMENT

There being no further business, the meeting adjourned at 6:57 pm.

Respectfully Submitted,

Audrey Meeker
Senior Administrative Assistant

Resident Name - TINA IRVINE
 Resident Address - 909 CENTER ST. OC.
 Oregon City, OR, 97045
 Resident Email Address -
 Date -

Dear Respected Board Members,

I am writing to express my wholehearted support for the urgent need to address the critical safety concerns surrounding the pedestrian crosswalk located at the intersection of 9th Street and Washington Street. The dangers present at this crosswalk have become increasingly alarming and require immediate attention to ensure the safety and well-being of our community members.

There are several critical factors that contribute to the perilous conditions at this crosswalk, necessitating a comprehensive solution:

1. **Speeding and Lack of Law Enforcement Presence:** One of the most pressing issues is the flagrant disregard for speed limits on Washington Street. The absence of effective law enforcement presence exacerbates this problem, endangering both pedestrians and drivers. Swift and decisive action is necessary to enforce speed limits and ensure the safety of all road users.
2. **Blind Spot and Road Grade:** The blind spot created by the road's incline at the top of Washington Street, coupled with the crosswalk itself, intensifies the safety hazards for pedestrians and drivers alike. This combination of factors make it challenging to anticipate oncoming traffic, thereby increasing the risk of accidents. Addressing road modifications to enhance visibility is imperative to mitigate this danger.
3. **Pedestrian Awareness and Compliance:** There is a clear lack of awareness and compliance among motorists about the laws pertaining to pedestrian crossings. The general disregard for pedestrians' right-of-way heightens the risk of accidents. Educational campaigns and enforcement measures are vital to ensuring that drivers recognize and respect pedestrian rights in crosswalks.
4. **Church Parking Impact:** The presence of church parking that extends to the crosswalk further compounds the safety challenges at this intersection. This practice not only obstructs the visibility of pedestrians and drivers but also disrupts the flow of traffic in the area. Collaborative efforts with the church are needed to establish parking guidelines that prioritize safety.

To address these grave safety concerns, we respectfully request your support and commitment to the implementation of flashing lights at the crosswalk accessible to both sides of Washington Street. While we acknowledge that the associated costs may be significant, we believe that the safety of our neighborhood and its residents is paramount. Similar safety measures, such as the

installation of flashing lights at the crosswalk on 12th and Washington Street, have proven effective in enhancing pedestrian safety.

We also request that The McLoughlin Neighborhood Association align with community members in supporting additional measures by the Transportation Association of Oregon City (TAC) and the Oregon City Police Department to curb the excessive and dangerous speeds that have become common and out of control on Washington Street.

We kindly ask for the Neighborhood Association's endorsement and assistance in providing the necessary resources to make this vital improvement a reality. By investing in these safety measures, we will be taking a proactive approach to safeguarding the lives of our community members and visitors alike.

Thank you for your unwavering dedication to our community's well-being. We are grateful for your support and swift action in addressing these pressing issues. Together, we can create a safer and more secure environment for everyone who uses our streets.

Sincerely,

Resident Name - Tina Irvine.

Resident Signature - 

@ 909 Center St.

Christine LeFever
809 Washington Street
Oregon City, OR, 97045
christinelefever@comcast.net
September 2, 2023

Dear Respected Board Members,

I am writing to express my wholehearted support for the urgent need to address the critical safety concerns surrounding the pedestrian crosswalk located at the intersection of 9th Street and Washington Street. The dangers present at this crosswalk have become increasingly alarming and require immediate attention to ensure the safety and well-being of our community members.

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Thank you for your unwavering dedication to our community's well-being. We are grateful for your support and swift action in addressing these pressing issues. Together, we can create a safer and more secure environment for everyone who uses our streets.

Sincerely,

A handwritten signature in cursive script that reads "Christine LeFever". The signature is fluid and elegant, with the first name "Christine" and last name "LeFever" clearly distinguishable.

Christine LeFever

Gregory LeFever
809 Washington Street
Oregon City, OR, 97045
gregory.lefever@gmail.com
September 2, 2023

Dear Board Members,

I am writing to express my support for the need to address critical safety concerns related to the crosswalk at the intersection of 9th and Washington Streets. The dangers at this crosswalk have become alarming and require immediate attention to ensure the safety and well-being of our community.

There are several critical factors that contribute to the perilous conditions at this crosswalk, necessitating a comprehensive solution:

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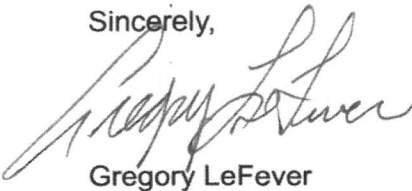
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Thank you for your unwavering dedication to our community's well-being. We are grateful for your support and swift action in addressing these pressing issues. Together, we can create a safer and more secure environment for everyone who uses our streets.

Sincerely,

A handwritten signature in black ink, appearing to read 'Gregory LeFever', written over a horizontal line.

Gregory LeFever

Resident Name - JAY & PATRICIA PEARCE
 Resident Address - 1214 WASHINGTON ST
 Oregon City, OR, 97045
 Resident Email Address - multi.jay.e.teleport.com
 Date - 7/4/2023

Dear Respected Board Members,

I am writing to express my wholehearted support for the urgent need to address the critical safety concerns surrounding the pedestrian crosswalk located at the intersection of 9th Street and Washington Street. The dangers present at this crosswalk have become increasingly alarming and require immediate attention to ensure the safety and well-being of our community members.

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Sincerely,

JAY & PATRICIA PEARCE

Resident Name -

Resident Signature -

MyPearce

Patricia Pearce

1214 WASHINGTON ST

Resident Name - Rachael Schweiger
 Resident Address - 911 Washington St
 Oregon City, OR, 97045
 Resident Email Address - r-r-schweiger@yahoo.com
 Date - 9-5-2023

Dear Respected Board Members,

I am writing to express my wholehearted support for the urgent need to address the critical safety concerns surrounding the pedestrian crosswalk located at the intersection of 9th Street and Washington Street. The dangers present at this crosswalk have become increasingly alarming and require immediate attention to ensure the safety and well-being of our community members.

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Sincerely,



Resident Name -

Resident Signature -

Rachael L. Schweiger

Resident Name - Dale and Maribeth Gehring
 Resident Address - 817 Center St.
 Oregon City, OR, 97045
 Resident Email Address - gehringmb@yahoo.com
 Date - 9-2-23

Dear Respected Board Members,

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Sincerely,

Resident Name - Dale & Maribeth Gehring
Resident Signature - 


Resident Name - *Carlee + Aaron Braunstein*
 Resident Address - *909 Washington St.*
 Oregon City, OR, 97045
 Resident Email Address - *Carleebraun@gmail.com*
 Date -

Dear Respected Board Members,

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Thank you for your unwavering dedication to our community's well-being. We are grateful for your support and swift action in addressing this pressing issue. Together, we can create a safer and more secure environment for everyone who uses our streets.

Sincerely,

Resident Name - *Carlee Braunstein + AARON BRAUNSTEIN*
Resident Signature - *Carlee Braunstein + Aaron Braunstein*

Resident Name -
 Resident Address -
 Oregon City, OR, 97045
 Resident Email Address -
 Date -

Marc and Julia Bulogh
902 Washington.

Dear Respected Board Members,

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Sincerely,

Resident Name -

Resident Signature -

Julia Balog
Amin Balog

Resident Name -
Resident Address -
Oregon City, OR, 97045
Resident Email Address -
Date -

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Sincerely,

Resident Name - BRUCE RUSSELL
Resident Signature - 

Resident Name -
 Resident Address -
 Oregon City, OR, 97045
 Resident Email Address -
 Date -

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Sincerely,

A handwritten signature in black ink, appearing to read 'Warren Austin', written in a cursive style.

Resident Name - Warren Austin
Resident Signature -

Sharon and Clint Nicholson
 1114 Washington Street
 Oregon City, OR 97045
Sharon.forster97@gmail.com
 September 5, 2023

Dear Respected Board Members,

I am writing to express my wholehearted support for the urgent need to address the critical safety concerns surrounding the pedestrian crosswalk located at the intersection of 9th Street and Washington Street. The dangers present at this crosswalk have become increasingly alarming and require immediate attention to ensure the safety and well-being of our community members.

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Sincerely,

Sharon Nicholson



Clint Nicholson



Resident Name - *Sandy Peterson*
 Resident Address - *914 Wash St*
 Oregon City, OR, 97045
 Resident Email Address -
 Date - *9-5-23*

Dear Respected Board Members,

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Sincerely,

Resident Name - *Sandy Peterson*
Resident Signature - *Sandy Peterson*

would like to
 mind those that
 are ignoring Washington
 St. It is good
 residential - 25 mph
 It is 1107 good
 on the 4th lane
 on I-205 -

Lonely Pit
 9/14 week.

Id Carlee
 I will need be
 able to attend the
 meeting. Please
 submit my envelope
 Thanks
 Lonely



CITY OF OREGON CITY

Staff Report

625 Center Street
Oregon City, OR 97045
503-657-0891

To: Transportation Advisory Committee **Agenda Date:** 09/19/2023
From: Transportation Advisory Committee

SUBJECT:

New Business

TOPICS:

McLoughlin Neighborhood Request – Rectangular Rapid-Flashing Beacon (RRFB) at Washington Street & 9th Street Crosswalk

Resident Name -
 Resident Address -
 Oregon City, OR, 97045
 Resident Email Address -
 Date -

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Sincerely,

Resident Name -

Resident Signature -



CITY OF OREGON CITY

Staff Report

625 Center Street
Oregon City, OR 97045
503-657-0891

To: Transportation Advisory Committee
From: Public Works

Agenda Date: 09/19/2023

SUBJECT:

Public Works Report

TOPICS:

October Meeting

New Signage at 7th & Main Street

New Crosswalk at Linn Avenue and Pearl Street

City's I-205 Tolling Nexus Project List and C4 Joint Agency Response Letter

Public Works Report

TRANSPORTATION ADVISORY COMMITTEE
SEPTEMBER 19, 2023

October Meeting

- Alternative dates:
 - Thursday, October 12, 2023
 - Tuesday, October 24, 2023



New “No Left Turn” Signage Main Street & 7th Street

Item #4.

- A “No Left Turn” sign (left side of road) installed by Public Works.
- Thermal plastic marking was added on the road by ODOT.



New Crosswalk at Linn Avenue and Pearl Street



City's I-205 Tolling Nexus Project List and C4 Joint Agency Response Letter

Questions?





September 07, 2023

Mandy Putney
Oregon Department of Transportation
Urban Mobility Office
355 Capitol Street NE, MS 11
Salem, OR 97301

Via email

Dear Ms. Putney:

On behalf of the Clackamas County Coordinating Committee (C4), please find attached the list of projects submitted by affected communities within Clackamas County to be considered in the nexus project process. **We want to be clear that submittal of this nexus list is not an endorsement of any proposal to implement tolling or congestion pricing. Additionally, our expectation is that the nexus list does not remove ODOT's responsibility to prioritize full funding for all mitigation projects associated with tolling and congestion pricing.**

This letter is our comment on the process currently underway, outlining our concerns and questions. Foremost in our concerns is that this process was initiated by ODOT staff with the intention for the nexus list to be considered and referenced in the implementation plan due to the Governor by December 15, 2023. Our concern is that even though the Regional Toll Advisory Committee (RTAC) has been in place throughout this time and has asked many questions about ODOT's pursuit of this list and the point of this process, RTAC did not formally endorse this approach at the policy level. Our understanding of the Governor-initiated pause on the collection of toll revenue was to provide ODOT with additional time to reestablish trust with the communities that will be impacted by tolling. Foregoing formal policy agreement with RTAC feels like a step in the wrong direction. Yet, we feel compelled to submit this list to maintain a collaborative stance and so that our communities are not left behind.

We are grateful that you have formed the RTAC Staff Working Group. It is critical that our staff be engaged with you to guide the implementation plan and to develop a strategy for refining the nexus project list.

The List

Per ODOT's request, county and city staff have worked significant hours to develop the attached nexus projects lists. The nexus projects within Clackamas reflect an educated guess of anticipated needs based solely on lived experience of our local systems and where we anticipate the Regional

Mobility Pricing Project and I-205 Toll Project to cause impacts in our communities. We feel compelled to emphasize that we currently have no modeling data to show where impacts will actually exist, and thus reserve the right to update our list when that information becomes available. Since this list is being developed in such a short timeframe and with no toll project related technical data, Clackamas County and C4 reserve the right to supplement our project information and to add projects as needed. It is important to note, as well, this list is presented with no prioritization.

Questions about the Implementation Plan

It remains unclear how ODOT intends to use the nexus list in the implementation plan. Because RTAC has not endorsed this process, we are not confident that sufficient public discussion has occurred for our communities to trust that this list will be used in a way with which we agree.

For example, we understand from going through the I-205 Environmental Assessment process that the proposed I-205 Toll Project would not yield sufficient revenue to pay for the entire I-205 capital project. If that is true, we fail to understand how RMPP will generate enough revenue to pay for the projects prioritized in HB 2017 (I-205 and Rose Quarter), not to mention any projects appearing on a nexus list. Lacking sufficient revenue, how will projects be prioritized, what level of input will local communities have in that process, and what criteria will be used given different circumstances across the region? These are but a few of our questions related to this process.

Therefore we formally request from ODOT the following:

- Inform RTAC how you intend to use the nexus list as a part of the implementation plan, and seek RTAC's endorsement for that proposal.
- Articulate to RTAC the plan to fund all of the nexus projects.
- If toll revenue is insufficient to cover the cost of the projects, address how we will generate additional revenue sufficient to fund nexus projects.

Beyond the Nexus List

As our members of RTAC have continued to articulate, we are interested in revenue sharing. We are likewise interested in this as a potential alternative to a nexus list, or recommend a compromise where a revenue sharing formula can co-exist with a nexus project list. ODOT has inferred that RMPP is designed to help replace the gas tax, amongst other objectives. However, revenues from the gas tax are shared between the state, counties, and cities to the mutual benefit of the entire system – both on and off the interstates and state highways. A revenue sharing program has the opportunity to bring ODOT and local communities together and to provide local communities with the flexibility to prioritize and address local impacts. This approach would benefit the entire system, and would create an ongoing process that can be meet ongoing needs.

Because the Nexus Project process does not have the policy endorsement of the region, we request RTAC be provided the opportunity to discuss ongoing revenue allocation, such as revenue sharing, as a potential alternative or complement to the Nexus list.

Finally, many questions have been asked at the RTAC table about managed lanes and other approaches to regional tolling. While we recognize there are many technical hurdles to implementing managed lanes, we also hear from other toll projects from around the nation that having a free lane mitigates a significant amount of diversion into local communities. C4 asks, when will RTAC discuss other approaches to tolling that provide a free lane and minimize diversion impacts?

Thank you for the opportunity to provide comment, we look forward to the regional discussions requested herein.

Sincerely,



Paul Savas, Commissioner
Clackamas County
C4 Co-Chair
R1ACT Vice Chair



Brian Hodson, Mayor
City of Canby
C4 Co-Chair
R1ACT Member

CC: Kris Strickler, ODOT Director
Keith Lynch, FHWA
RTAC Members
OTC

C4 Membership: Clackamas County; the Clackamas Cities of Canby, Estacada, Gladstone, Happy Valley, Lake Oswego, Milwaukie, Molalla, Oregon City, Rivergrove, Sandy, Tualatin, West Linn, Wilsonville; Clackamas CPOs, Hamlets, and Special Districts; Ex Officio Members including Metro, MPAC Citizen, Port of Portland, Urban and Rural Transit

Oregon City I-205 Tolling Nexus Project List (Date: 9/8/2023)

Project or Supportive Service Name	Location	Category (Pedestrian, Bike, or Roadway)	Please briefly (in 150 words or less) describe your proposed project:	Project is currently included in a regional transportation plan or a local plan. If yes, include RTP number?	Project will be ready for implementation within 5 years. If yes, describe	Project will be ready for implementation in 5 to 10 years. If yes, describe
South End Road	Partlow Road to UGB	Roadway (Capital)	Street improvements including lane reconfigurations, sidewalks, ADA accessibility, bike lanes, street lighting, and travel lanes. (TSP D89, D33, D23, D41, D42) The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	11551	NO	Yes - If funding, especially funding for local project delivery is provided, this project can ready for implementation in years 5-10.
Main Street Bike & Pedestrian Improvements	Agnes Avenue to 10th Street	Active Transportation - Pedestrian/Bicycle	Construct streetscape improvements from 10th Street to 15th Street. Construct separated multi-use path or sidewalks and bike lanes from 15th Street to Agnes Avenue. (TSP D90, W3, B3, B4, S1)	11184	Yes - If funding, especially funding for local project delivery is provided, this project can ready for implementation in 5 years.	Yes - If funding, especially funding for local project delivery is provided, this project can ready for implementation in years 5-10.
OR 213 & Redland, Phase 2	Redland Road to Redland Road Undercrossing	Roadway (Capital)	Add third through lane in both northbound & southbound directions. This is Phase 2 of the completed Jughandle Project. (TSP D79)	10119	Yes - The project has plans that were once considered 90% completed (Jughandle Phase II). This project is an ODOT need, Clackamas County has a land use decision approval contingent upon the project being completed in 5 years and the City is motivated to see the project completed to better accommodate the State's new housing goals and Metro's regional plan for growth.	Yes - This project is currently a condition of approval included for the Clackamas County Court House and the County has committed to completing the project within 5 years of the Court House Land Use decision.

City Wide Transportation System Management & Operations	Citywide	Transportation System Management (Technology)	Blvd traffic surveillance, integrated corridor management, weather information systems, advanced warning systems, speed warning systems, school zone flashers. (TSP D2-D6, D9, D10, D13-D26)	11630	Yes - If funding, especially funding for local project delivery is provided, this project can ready for implementation in 5 years.	Yes - If funding, especially funding for local project delivery is provided, this project can ready for implementation in years 5-10.
Washington Street Bike & Pedestrian Improvements (South)	Home Depot Drive to Abernethy Road	Active Transportation - Pedestrian/Bicycle	Complete the Boulevard project including stormwater low impact development design improvements, sidewalks, landscaping and street lighting. (TSP W5)	10120	Yes - If funding, especially funding for local project delivery is provided, this project can ready for implementation in 5 years.	Yes - Preliminary plans resulting from the North End Development proposed Washington Street Improvements.
OR 99E Pedestrian Overcrossing	Willamette River to McLoughlin Promenade	Active Transportation - Pedestrian/Bicycle	Construct a pedestrian and bicycle bridge over Highway 99E, connecting the McLoughlin Promenade to the Willamette Falls Shared-Use Path.	11552	NO	NO
Hwy 99E & I-205 SB Interchange Access	Dunes Drive to I-205 SB Ramp Terminus	Roadway (Capital)	Dual left turn lanes on 99E approach to SB I-205 ramp, ramp widening to accommodate approach. (Closely related to TSP D75, D76 but not actually these projects)	10144	Yes - ODOT has missed the opportunity to include this in the Phase I I205 Expansion Project. ODOT delivery of this project can be accomplished within 5 years.	Yes - ODOT has missed the opportunity to include this in the Phase I I205 Expansion Project. ODOT delivery of this project can be accomplished within 5 to 10 years.
Willamette Falls Shared-Use Path	10th Street to S 2nd Street	Active Transportation - Pedestrian/Bicycle	Add a shared-use path along the Willamette River. (TSP S3)	10123	NO	Yes - If funding, especially funding for local project delivery is provided, this project can ready for implementation in years 5-10.

Washington Street Bike & Pedestrian Improvements (North)	11th Street to 7th Street	Active Transportation - Pedestrian/Bicycle	Boulevard improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities. (TSP D28 & D92 plus 50% of D1)	11548	Yes - If funding, especially funding for local project delivery is provided, this project can ready for implementation in 5 years.	Yes - Preliminary plans resulting from the North End Development proposed Washington Street Improvements.
Abernethy Road Bike & Pedestrian Improvements	Redland Road to Washington Street	Active Transportation - Pedestrian/Bicycle	Add a bike lane to the south side. A shared-use path will be added on the north side. (TSP B8, S2)	11187	Yes - If funding, especially funding for local project delivery is provided, this project can ready for implementation in 5 years.	Yes - If funding, especially funding for local project delivery is provided, this project can ready for implementation in years 5-10.
Willamette River Shared-Use Path	S 2nd Street to UGB	Active Transportation - Pedestrian/Bicycle	Add a shared-use path along the railroad grade. Rehabilitate existing boardwalk between South 2nd Street and Hedges Street (TSP Project S37).	11186	NO	Yes - If funding, especially funding for local project delivery is provided, this project can ready for implementation in years 5-10.
OR 99E & I-205 NB Interchange Access	I-205 SB Ramp Terminus to I-205 NB Ramp Terminus	Roadway (Capital)	Dual left turn lanes on 99E approach to NB I-205 ramp, ramp widening to accommodate approach, dual left turn lanes from off-ramp on to Hwy 99E SB, signal modifications. (Closely related to TSP D75, D76 but not actually these projects)	11548	Yes - ODOT has missed the opportunity to include this in the Phase I I205 Expansion Project. ODOT delivery of this project can be accomplished within 5 years.	Yes - ODOT has missed the opportunity to include this in the Phase I I205 Expansion Project. ODOT delivery of this project can be accomplished within 5 to 10 years.
OR 99E/15th	99E to Main Street	Roadway (Capital)	This was a ODOT/City defined concept identified during the initial EA workshop and may still have merit. The idea was to complete the roadway improvements needed to convert 15th Street into a one way from Main Street to 99E and to pair that with an additional north bound dedicated lane converging with the I205 northbound onramp. The idea was this was a separate dedicated lane that would also include sufficient length for acceleration to better merge with other onramp traffic. Analysis to confirm safe pedestrian accessibility across the additional lane and across the existing intersection was a concern.	ODOT EA Response suggests Nexus Projects to be included in the RTP and funded.	Yes - ODOT delivery of this project can be accomplished within 5 years.	Yes - If funding, especially funding for local project delivery is provided, this project can ready for implementation in years 5-10.

OR 99E/14th	99E and I205 Interchange to 12th Street	Roadway (Capital)	This was a ODOT/City defined concept identified during the initial EA workshop and may still have merit. The idea was to widen 99E NB (eliminate the on street parking) to add a third NB through lane from 12th to the interchange. There was some discussion about dual 99E SB lefts onto 14th, elimination of the 14th Street left turn option onto 99E at 14th St. and some length of reconfiguration of 14th to better accommodate the dual lefts off 99E.	ODOT EA Response suggests Nexus Projects to be included in the RTP and funded.	Yes - ODOT delivery of this project can be accomplished within 5 years.	Yes - If funding, especially funding for local project delivery is provided, this project can ready for implementation in years 5-10.
Transit Signal Priority	Various signal locations along 99E, Washington Street	Transportation System Management (Technology)	Signal controller upgrades to accommodate future regional performance criteria that would prioritize transit through signalized intersections. This work would be done in collaboration with regionally adopted best management practices for increased transit efficiencies.	ODOT EA Response suggests Nexus Projects to be included in the RTP and funded.	Yes - If funding, especially funding for local project delivery is provided, this project can ready for implementation in 5 years.	Yes - If funding, especially funding for local project delivery is provided, this project can ready for implementation in years 5-10.
Pedestrian Safety along Main Street and Connecting streets	Various locations in the downtown area	Active Transportation - Pedestrian/Bicycle	This would include a wide range of safety measures along Main Street to ensure higher traffic volumes associated with diversion in the downtown are managed at the highest degree of safety to encourage more bicycle and pedestrian activity and mitigate higher traffic volumes. Boulevard enhancements like wider sidewalks, pavement parking, signage, landscape buffers, pedestrian and bike amenities, illumination, etc.	No	Yes - If funding, especially funding for local project delivery is provided, this project can ready for implementation in 5 years.	Yes - If funding, especially funding for local project delivery is provided, this project can ready for implementation in years 5-10.
17th Street	Washington Street to Main Street Extension	Roadway (Capital)	Re-open and upgrade the at grade railroad at 17th Street. This closure was mandated by UPRR and ODOT Rail in exchange for the City to receive a Amtrak stop. The closure means much of the traffic that would utilize the Main Street Extension between the intersections of Washington/Abernethy and Dunes Drive/99E must now divert through downtown via Washington and 15th which is already a congested area. Re-establishment of this at grade crossing eliminates trips through the heart of the I205 diversion traffic. It also provides a significant alternative when an incident is interrupting I205/99E traffic.	ODOT EA Response suggests Nexus Projects to be included in the RTP and funded.	Yes - If funding, especially funding for local project delivery is provided, this project can ready for implementation in 5 years.	
Oregon City Transit Center	Current Main Street Location and possible new or supplemental location near the Oregon City Amtrak Station	Roadway (Capital)	Maintaining a Transit Center in Downtown Oregon City, given the current and planned footprint for transfers and layover busses provides for unnecessary congestion in the downtown. Without a major change to the way TriMet choses to serve the needs of commuters, consideration should be made for bus parking or potentially a secondary transit center with commuter parking near the Oregon City Amtrak Station (near the yet to be developed regional center) would provide some congestion relief and a parking structure would better encourage higher use of transit for Clackamas County. The TriMet method of providing transport in an around Oregon City is not working, busses are empty, rides are too long, and riders can't get where they are needed. But under the current TriMet model empty busses sitting or moving result in congestion in our downtown and I205 diversion traffic will need TriMet to displace.	ODOT EA Response suggests Nexus Projects to be included in the RTP and funded.	Yes - TriMet - Site acquisition and surface parking could be accomplished in 5 years.	Yes - TriMet - Elevated Parking Structure could be accomplished in 5-10 years.

Trolley Trail Bridge over Clackamas River	Oregon City and Gladstone Clackamas River Crossing	Active Transportation - Pedestrian/Bicycle	Complete the pedestrian/bicycle/utility bridge from the Oregon City Cove Area to the Gladstone Portland Avenue Trolley Trail would avail the area to a safe river crossing that aligns well with efficient commuter use between residents in Oregon City wanting to bike to and from work in North Clackamas County and beyond.	ODOT EA Response suggests Nexus Projects to be included in the RTP and funded.	NO	No
Revenue sharing to enhance pedestrian safety in Oregon City's downtown/midtown	Various	Active Transportation - Pedestrian/Bicycle	This would include ongoing funding for a wide range of safety and access measures through the downtown and midtown of Oregon City to ensure higher traffic volumes associated with diversion in the Oregon City are managed at the highest degree of safety and to encourage more bicycle and pedestrian activity, mitigating higher traffic volumes. Boulevard enhancements like wider sidewalks, pavement parking, signage, landscape buffers, pedestrian and bike amenities, illumination, etc.	ODOT EA Response suggests Nexus Projects to be included in the RTP and funded.	Yes - the intention for this kind of program is to fund using ODOT revenue sharing and yes, this project can ready for implementation in 5 years. The intention for the program would be funding for ongoing pedestrian safety funding in the downtown/midtown.	Yes - this would be an alternate mode improvement program
Relocate Commercial Metro Transfer Station Services Outside Oregon City	Washington Street	Roadway (Capital)	The Oregon City Metro Transfer station is over utilized by the region and the associated trips which include large commercial haulers currently consume much of the transportation system capacity in Oregon City. Metro and the State need a new plan for managing solid waste in the region that de-emphasizes the use of the existing South Metro Transfer Station in Oregon City. As with TriMet, the traffic generation from the regional use of the Metro Transfer Station unfairly impacts Oregon City's local travel network. Reduce the transfer station trips by relocating services that generate disproportional trips in an out of Oregon City.	No	Yes, This proposed change is a Metro Commitment but indications from planning meetings are that initial relocation efforts could be ready for implementation within 5 years.	Yes, This is a Metro commitment, but indications from Planning meetings are that longer term relocation efforts could be ready for implementation within 5-10 years.



DANIEL F. MULVIHILL

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August 9, 2023

Via U.S. Mail and Email

Renee Stineman, Esq.
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Dear Ms. Stineman:

I represent Clackamas County in connection with its review of and public comment on the Oregon Department of Transportation's (ODOT) February 2023 *I-205 Toll Project Environmental Assessment* (Environmental Assessment). I write to you today to convey the Board of County Commissioner's continuing frustration with ODOT's handling of this matter, and to request that ODOT honor its obligations under the National Environmental Protection Act (NEPA). Clackamas County also requests that ODOT supply critical financial information regarding the I-205 Toll Project to the County.

As you may know, Clackamas County is a participating agency in the NEPA review of the I-205 Toll Project and submitted extensive comments on the Environmental Assessment in April. The County devoted significant resources to developing these comments, including hundreds of hours of staff time. Clackamas County also procured the services of an environmental consultant to assist their efforts, as well as my firm to provide legal advice regarding the NEPA process.¹ The County was forced to incur these costs because the Environmental Assessment was fundamentally flawed and ignored many of the numerous comments that County technical staff presented to ODOT during meetings and other communications preceding the Environmental Assessment. Most significantly, the Environmental Assessment did not properly disclose or assess the unmitigated impacts of diverted traffic from I-205 onto County roadways and local streets that would result from tolling I-205 at the Abernethy Bridge and Tualatin River Bridges crossings.

Given these efforts, it was of great surprise to the County that ODOT announced in June that it was reducing the scope of the planned improvements to I-205, including indefinitely postponing

¹ Clackamas County was not alone in this effort; several of the County's municipal partners, including the City of West Linn and Oregon City, also devoted substantial time and effort to submit their own comments on the Environmental Assessment.

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the second phase of construction (e.g., Phase 2), and that it would be issuing a Supplemental Environmental Assessment (Supplemental EA) to address the change in the scope of project. The new project includes only tolling on the Abernethy Bridge and eliminates the third through lane in each direction of I-205 between the Stafford Road interchange and the OR 43 interchange, the northbound auxiliary lane between OR 99E and OR 213, and the toll gantry at the Tualatin River Bridge. The revised project also violates the intent of the Oregon Legislature in passing H.B. 2017, which identified *all* the planned improvements to I-205 as a priority project, not just tolling at the Abernethy Bridge.

Clackamas County is particularly concerned that the revised I-205 Toll Project contemplated by ODOT will have even more environmental impacts than the original project. The new project comes with all the downsides of the original – diversion of drivers on to County roads – and none of its upsides, *i.e.*, road widening and improvements to interchanges that would partially address congestion, as well as the seismic improvements to nine other bridges in the corridor. Moreover, it is unclear what mitigation, if any, ODOT is proposing to offset the environmental impacts that will result from tolling and subsequent diversion in the revamped project. In the past, ODOT has largely ignored the input of Clackamas County’s technical staff relating to the mitigation of impacts. We therefore implore ODOT to include a more robust mitigation plan in the Supplemental EA that considers the concerns of the County’s experts. *See* 40 C.F.R. § 1502.14(e).²

While Clackamas County agrees with ODOT that a Supplemental EA with public comment is legally required under NEPA, ODOT is still required to respond to the comments submitted in April because, as ODOT has noted, the Phase 2 projects are merely delayed, not eliminated. NEPA regulations require that ODOT and the Federal Highway Administration (FHWA) analyze the “effects or impacts” of the project, *see* 40 C.F.R. § 1501.3(b), which are defined to include “[c]umulative effects, which are effects on the environment that result from the incremental effects of the action when added to the effects of other past, present, and *reasonably foreseeable actions*.” 40 C.F.R. § 1508.1(g) (emphasis added). The Phase 2 projects are clearly “reasonably foreseeable” projects under NEPA: ODOT could reinstate them at any time, as ODOT acknowledged in its June 2023 *Urban Mobility Strategy Finance Plan*. *See* 40 C.F.R. § 1508.1(aa) (“‘Reasonably foreseeable’ means sufficiently likely to occur such that a person of ordinary prudence would take it into account in reaching a decision.”). Therefore, it is vital that ODOT respond to comments addressing the impacts from those projects and the mitigation (or lack thereof) of those impacts. *See* 40 C.F.R. § 1503.4. These aspects of the project must be reviewed now so that cumulative impacts of the entire project can be evaluated under NEPA. *See* 40 C.F.R. § 1508.1(g). Accordingly, ODOT should evaluate the revised project as a new “alternative” to the previously reviewed alternatives in the Environmental Assessment, receive

² *See also* CEQ’s *Final Guidance for Federal Departments and Agencies on the Appropriate Use of Mitigation and Monitoring and Clarifying the Appropriate Use of Mitigated Findings of No Significant Impact*, 76 F.R. 3843, 3848 (“Mitigation measures included in the project design are integral components of the proposed action, are implemented with the proposed action, and therefore should be clearly described as part of the proposed action that the agency will perform or require to be performed.”).

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public comment on the new alternative, and respond to all the comments received in a Final Environmental Assessment.

Alternatively, FHWA and ODOT should formally combine the NEPA review of the I-205 Toll Project with the required environmental review of the Regional Mobility Pricing Project (RMPP). In its comments to the Environmental Assessment, Clackamas County urged ODOT to combine the environmental review for the I-205 Toll Project with the RMPP to analyze the cumulative impacts of the two projects. This approach would be consistent with FHWA's preference for "tiering" of major transportation actions, whereby a "first tier" environmental review focuses on broad issues, such as areawide air quality, and "second tier" reviews focus on "project impacts, costs, and mitigation measures." 23 C.F.R. § 771.111(g); *see also* 40 C.F.R. § 1501.11(c). Without this cumulative assessment, FHWA will be unable to make a determination about the potential significance of the environmental impact, as required by NEPA. *See* 40 C.F.R. §§ 1501.3(b) and 1508.1(g). Moreover, the public and County will be deprived of the big picture view in terms of real impacts, environmental consequences, viable alternatives, and mitigation solutions if ODOT reviews these projects in an improperly segmented fashion. We noted in our prior comments that the environmental review processes for the I-205 Toll Project and RMPP were close enough in time that a combined environmental review would be efficient and result in a more thorough review. Combining the two reviews makes even more sense now that the I-205 Toll Project environmental review period has been extended and will overlap with the RMPP's review.

Finally, Clackamas County formally requests that ODOT provide all the financial information, financial modeling, or other data that it used to develop the June 2023 Urban Mobility Strategy Finance Plan. The County has repeatedly asked ODOT for financial information related to the I-205 Toll Project, and ODOT has not been forthcoming. It is crucial that the County be able to review information related to ODOT's forecast of tolling income, as well as ODOT's projected allocation of these funds, so that it can properly analyze the proposed project(s) and the impacts on the County.

The Board of County Commissioners looks forward to ODOT's response and hopes to continue the dialogue between ODOT and the County on this important issue. I am also available to discuss these issues with you at your convenience. Thank you for your consideration of the County's comments and requests.

Very truly yours,



Daniel Mulvihill

cc: Kris Strickler, Director, ODOT (via email)

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Julie Brown, Chair, Oregon Transportation Committee (via email)
Keith Lynch, Division Administrator, FHWA (via email)
Rep. Lori DeRemer, U.S. House Representatives (via U.S. Mail)
Rep. Andrea Salinas, U.S. House of Representatives (via U.S. Mail)
Sen. Jeff Merkley, U.S. Senate (via U.S. Mail)
Sen. Ron Wyden, U.S. Senate (via U.S. Mail)
Gov. Tina Kotek (via U.S. Mail)
Rep. Dan Rayfield, Speaker of the House (via email)
Sen. Rob Wagner, Senate Majority Leader (via email)
Clackamas Caucus (via email)
Co-Chairs of the Joint Committee on Ways and Means (via email)
Tootie Smith, Chair, Board of County Commissioners (via email)

Joint Values on the Proposed Regional Congestion Pricing and Toll Projects within the Portland Metro Region

C4 TOLL STRATEGY SUBCOMMITTEE PROPOSED REVISIONS

The jurisdictions named here support a functional regional transportation system that prioritizes safety, equity, a vibrant economy, healthy and active communities, climate action, disaster resilience, and the reliable movement of people and goods.

We acknowledge that additional transportation funding is needed to address maintenance and capital projects on the interstate system. We recognize ODOT has been directed to pursue pricing in some form, but also that toll collections have been paused until 2026 in order to better address local concerns. As ODOT continues to advance tolling and explore other funding strategies, the jurisdictions listed here will advocate for the following values to be reflected in any proposed policy or project.

These values are not an endorsement of any proposal to implement tolling or congestion pricing.

To rebuild trust with local communities, ODOT ~~should~~must...

- ~~• Deliver clear benefits to the drivers, communities, and businesses affected by toll corridors~~
- Be influenced by local voices and jurisdictions ahead of implementation
- ~~• Deliver clear benefits to the drivers, communities, and businesses affected by toll corridors~~
- Prioritize robust and inclusive community engagement
- Incorporate and track commitments made with local and regional partners through transparent and consistent communication

To ensure the transportation system works for Oregonians, the OTC and the State Legislature should direct ODOT to...

- Extend the existing revenue sharing models with local jurisdictions to apply to toll revenues
- Prioritize the completion of the bottleneck projects identified in HB 2017 (2017) and HB 3055 (2021)
- Explore alternative funding mechanisms beyond pricing to address transportation funding needs
- ~~Advance~~Provide adequate public transit infrastructure within proposed toll corridors

To ensure the efficient and equitable movement of people and goods, tolling or congestion pricing programs should...

- Decrease diversion into local communities
- Increase safety on and off the interstate system
- Ensure that all tolling or congestion programs are designed with regional implementation and collaboration in mind to avoid disproportionate economic ~~disadvantages~~impacts or unfair burdens on people and communities
- ~~Maintain~~Support a regionally balanced transportation system that provides reliable travel times for commuters and employers on and off the tolled corridor
- Establish viable travel alternatives to accommodate mode shifts, including bicycle and pedestrian networks and accessible transit programs in areas with inadequate or no service
- Provide considerations for local trips with few or no alternatives
- Improve transportation system resiliency to natural disasters, such as earthquakes and wildfires
- Improve regional air quality and reduce vehicle pollution, both on and off the interstate system
- Establish a long-term oversight and accountability program committee to ~~showcase financial~~provide transparency
- Consider recommendations from the Low-income Toll Report and the Equity Mobility Advisory Committee (EMAC)
- Address the land use implications inherent with how tolling will affect local communities