
Wednesday, March 16, 2022
7:30 AM – 9:00 AM

Virtual Meeting:

<https://clackamascounty.zoom.us/j/85332436716?pwd=NE81VIROYzhFNXdhY1QrNEFsSk1aZz09>

Telephone option: 1 (253) 215-8782

Agenda

7:30 a.m. Welcome & Introductions

7:35 a.m. Joint JPACT/MPAC Topic

- I-205 Toll Project RTP Amendment Update and Discussion
- [JPACT Meeting Materials](#)

9:00 a.m. Adjourn

Attachments:	MPAC and JPACT Work Program	Page 02
	I-205 RTP Amendment Supporting Materials	
	○ ODOT Engagement Timeline	Page 07
	○ Urban Mobility Strategy Map	Page 08
	○ ODOT Commitments at TPAC	Page 09
	○ Updated RTP Language	Page 13
	○ RTP Amendment Draft Language	Page 15
	○ MTIP Amendment Draft Language	Page 20

2022 JPACT Work Program

As of 3/7/2022

Items in italics are tentative

<p><u>March 17, 2022</u></p> <ul style="list-style-type: none"> • Resolution No. 22-5251, For the Purpose of Amending Existing or Adding to the FOR THE PURPOSE OF 2021-26 Metropolitan Improvement Program (MTIP) Nine Projects in Support of Completing Various Federal Delivery Requirements (MA22-09-MAR) (consent) • Ordinance No. 21-1467, For the Purpose of Amending the 2018 Regional Transportation Plan to Include the Preliminary Engineering Phase of the I-205 Toll Project, and to Clarify the Financial Connection of the I-205 Toll Project to the I-205 Improvement Project (Kim Ellis, Metro; 20 min) • Resolution No. 22-5234, For the Purpose of Amending the 2021-2026 Metropolitan Improvement Program (MTIP) to Add the Preliminary Engineering Phase for ODOT's I-205 Tolling Project Allowing NEPA and Design Activities to Begin (JA22-06-JAN1) (Ted Leybold, Metro; 20 min) • TV Highway Corridor Project Update (Eryn Kehe, Metro (20 min) • <i>2021 Compliance Report (in packet & notes from the chair)</i> 	<p><u>April 21, 2022</u></p> <ul style="list-style-type: none"> • Congestion Pricing Policy Development for 2023 RTP (Alex Oreschak and Kim Ellis, Metro) • 2023 RTP – Action on work plan and engagement plan • 82nd Avenue – Elizabeth Mros-O’Hare, Metro and City of Portland • 2022-23 UPWP-Review and discussion of draft UPWP and TPAC recommendation (John Mermin, Metro) <p style="text-align: center;"><i>Possible JPACT Workshop on RTP: Goals, Objectives and Targets</i></p>
<p><u>May 18, 2022</u></p> <ul style="list-style-type: none"> • MTIP Program Update – Grace Cho • 2022-2023 UPWP- Action to Adopt (John Mermin, Metro) • IBR update and potentially a draft of the LPA – ODOT/Elizabeth • RFFA – summarize call for projects, present draft project outcomes evaluation report (Dan Kaempff, Metro) • RTP - Goals, Objectives and Targets for the 2023 RTP (Kim Ellis and Eliot Rose, Metro) 	<p><u>June 16, 2022</u></p> <ul style="list-style-type: none"> • TV Highway Corridor Project – (Eryn • IBR – (place holder if needed) LPA - ODOT/Elizabeth • Better Bus Program (Matt Bihn, Metro) • RTP - Emerging Transportation Trends Study Recommendations for 2023 RTP (Eliot Rose, Metro; 30 min) • RTP - Congestion Pricing Policy for 2023 RTP (Alex Oreschak and Kim Ellis, Metro)

<ul style="list-style-type: none"> • Regional Mobility Policy Update Discussion - Case Study Findings and Potential Options for Updating Policy for 2023 RTP (Kim Ellis, Metro and ODOT staff; 30 min) • RTP - Safe and Healthy Urban Arterials Policy Development for 2023 RTP (John Mermin & Lake McTighe, Metro) • RTP - Climate Smart Strategy Update and Climate Analysis for 2023 RTP (Kim Ellis, Metro) • RTP - Transportation Equity Analysis for the 2023 RTP (Eliot Rose, Metro) • RTP - Regional Mobility Policy for 2023 RTP (Kim Ellis and ODOT staff; 30 min) • Freight Commodity Study (Tim Collins, Metro) <p><i>Possible JPACT Workshop on RTP: Urban Arterials Strategy</i></p>	<p><i>Possible JPACT Workshop on RTP: Climate Smart Strategy</i></p>
<p><u>July 21, 2022</u></p> <ul style="list-style-type: none"> • RFFA - Present public comment report, initial draft proposal for funding allocations (Dan Kaempff, Metro) • Regional Mobility Policy Update Discussion - Recommended Policy for 2023 RTP (Kim Ellis, Metro and ODOT staff; 30 min) • RTP - High Capacity Transit Strategy Update for 2023 RTP (Ally Holmqvist, Metro) • RTP - Transportation Needs and Disparities Analysis for 2023 RTP (Eliot Rose, Metro) <p><i>Possible JPACT Workshop: Transit Planning (Future of Transit in the Region).</i></p>	<p><u>August 18, 2022</u></p> <ul style="list-style-type: none"> • RFFA - Present refined draft proposal, discussion of coordinating committee priorities (Dan Kaempff, Metro) • 82nd Avenue Project Update – Elizabeth Mros Ohare - City of Portland • RTP - Revenue Forecast for 2023 RTP (Ted Leybold, Metro) • RTP - Equitable Finance 2023 RTP (Lake McTighe, Metro) <p><i>Possible JPACT Workshop on RTP: Equitable Financing</i></p>
<p><u>September 15, 2022</u></p> <ul style="list-style-type: none"> • RFFA - ACTION on TPAC recommended project list (Dan Kaempff, Metro) • Revenue Forecast and Financial Targets for 2023 RTP Call for Projects (Ted Leybold, Metro) 	<p><u>October 20, 2022</u></p> <ul style="list-style-type: none"> • RTP - Call for Projects for 2023 RTP (Kim Ellis, Metro) • Sunrise Community Vision Project – Tentative (Clackamas County)

<ul style="list-style-type: none"> RTP Needs Analysis and Performance Measures for Evaluating 2023 RTP Priorities (Eliot Rose, Metro) 	
<p><u>November 17, 2022</u></p> <ul style="list-style-type: none"> RTP - High Capacity Transit Strategy Update for 2023 RTP (Ally Holmqvist, Metro) Freight Commodity Study (Tim Collins, Metro) 	<p><u>December 15, 2022</u></p> <ul style="list-style-type: none"> RTP – Update on Call for Projects for 2023 RTP (Kim Ellis, Metro)

Note: Some 2023 RTP topics are placeholders pending approval of the work plan and engagement plan by JPACT and the Metro Council. Some topics may be discussed through special JPACT workshops, outside of regular JPACT meetings.

Parking Lot:

- Hwy 26/Westside Transportation Study – briefing (20 min, Matt Bihn & ODOT)*
- Regional Emergency Transportation Routes Update Phase 2 (John Mermin, Metro and Laura Hanson, RDPO)*

2022 MPAC Work Program

As of 3/9/2022

Items in italics are tentative



<p><u>March 30, 2022</u></p> <ul style="list-style-type: none"> • I-205 Tolling Discussion & Consider Action on RTP Amendment (Mandy Putney, ODOT; 30 min) • WPES Budget Development & Fee Setting Update (Pam Peck & Holly Stirnkorb, Metro; 30 min) • <i>Factors of Homelessness: Shelter Siting and Safe Camping (Portland perspective- Safe Rest Villages, small city perspective; 45 min)</i> • <i>2021 Compliance Report (in packet & notes from the chair)</i> 	<p><u>April 27, 2022</u></p> <ul style="list-style-type: none"> • Climate Friendly Equitable Communities Rule Making Update (Margi Bradway, Metro; Kirstin Greene, DLCD; 25 min) • <i>Garbage and Recycling System Facilities Plan & Ridwell Update (Pam Peck, Metro; 30 min)</i> • <i>Quarterly Supportive Housing Services Check In and Discussion (20 min, Metro SHS Staff)</i>
<p><u>May 25, 2022</u></p> <ul style="list-style-type: none"> • <i>RTP - Goals, Objectives and Targets for the 2023 RTP (Kim Ellis and Eliot Rose, Metro)</i> • <i>Parks Levy Discussion</i> • <i>Regional Mobility Policy Update – Discuss Case Study Findings and Recommendations for Updating Policy (Kim Ellis, Metro and Glen Bolen, ODOT; 30 min)</i> • <u>RTP - Congestion Pricing Policy Development for 2023 RTP (Alex Oreschak and Kim Ellis, Metro)</u> • <i>RTP - Safe and Healthy Urban Arterials Policy Development for 2023 RTP (John Mermin & Lake McTighe, Metro)</i> • <i>RTP - Regional Mobility Policy for 2023 RTP (Kim Ellis and ODOT staff; 30 min)</i> 	<p><u>June 22, 2022</u></p> <ul style="list-style-type: none"> • <u>TOD Program Strategic and Work Plan Update (Andrea Pastor, Metro)</u> • <i>RTP - Climate Smart Strategy Update and Climate Analysis for 2023 RTP (Kim Ellis, Metro)</i> • <i>RTP - Transportation Equity Analysis for the 2023 RTP (Eliot Rose, Metro)</i> • <i>RTP - Congestion Pricing Policy for 2023 RTP (Alex Oreschak and Kim Ellis, Metro)</i> • <i>RTP - Emerging Transportation Trends Study Recommendations for 2023 RTP (Eliot Rose, Metro; 30 min)</i>
<p><u>July 27, 2022</u></p> <p>Quarterly SHS Check In</p> <ul style="list-style-type: none"> • <i>RTP - High Capacity Transit Strategy Update for 2023 RTP (Ally Holmqvist, Metro)</i> 	<p><u>August 24, 2022- CANCELLED</u></p>

<ul style="list-style-type: none"> • <i>RTP - Transportation Needs and Disparities Analysis for 2023 RTP (Eliot Rose, Metro)</i> 	
<p><u>September 28, 2022</u></p> <ul style="list-style-type: none"> • RTP - Needs Analysis and Performance Measures for Evaluating 2023 RTP Priorities (Eliot Rose, Metro) • RTP - Revenue Forecast and Call for Projects for 2023 RTP (Kim Ellis, Metro) 	<p><u>October 26, 2022</u></p>
<p><u>November 09, 2022</u></p> <ul style="list-style-type: none"> • <i>RTP - High Capacity Transit Strategy Update for 2023 RTP (Ally Holmqvist, Metro)</i> • Freight Commodity Study (Tim Collins, Metro) 	<p><u>December 14, 2022</u></p>




Note: Some 2023 RTP topics are placeholders pending approval of the work plan and engagement plan by JPACT and the Metro Council.

Urban Mobility Strategy Map



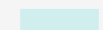
Currently Funded by HB2017

-  System Improvement Project
-  Bike/Ped Crossing Project

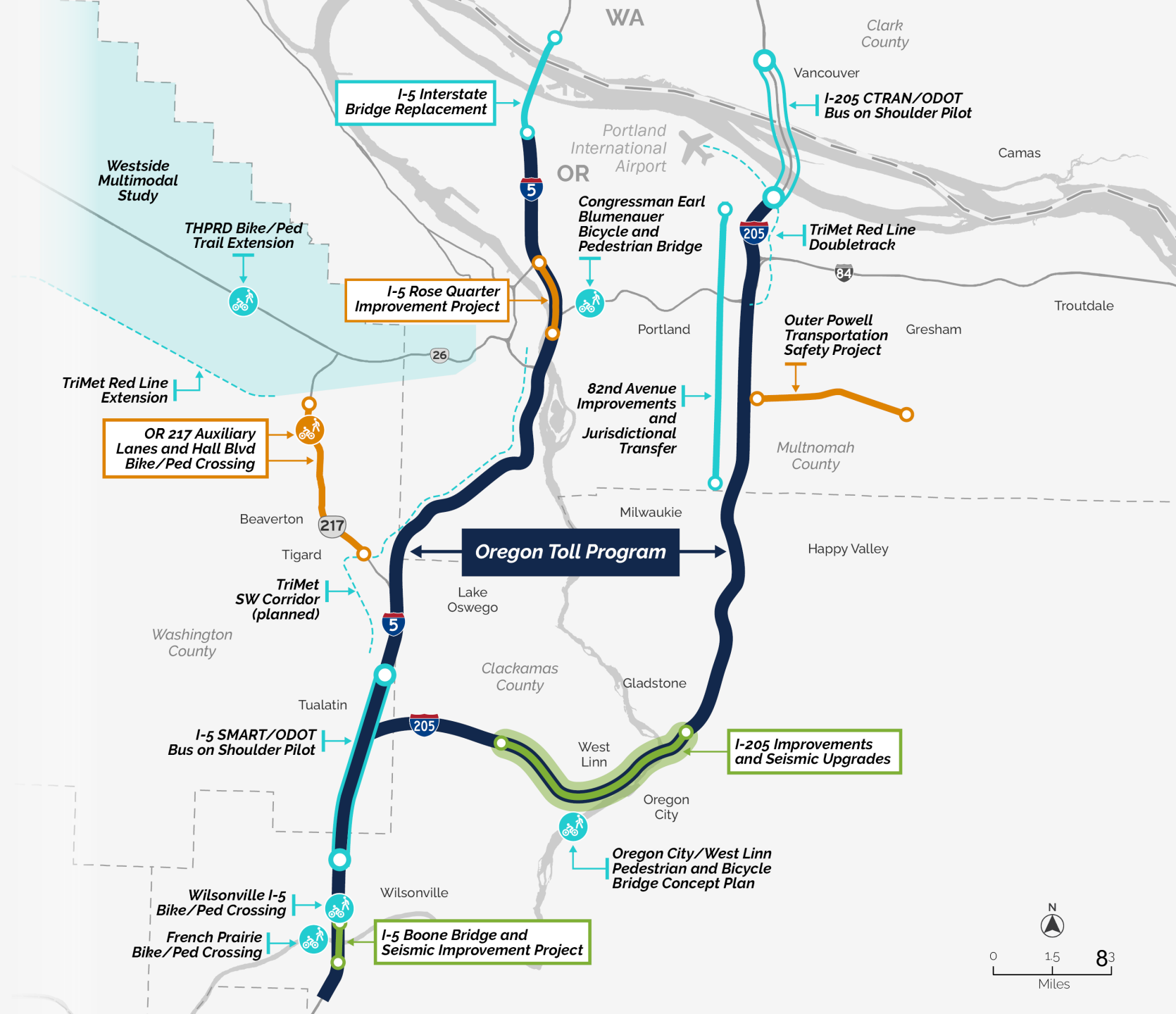
Made Possible with HB3055

-  System Improvement Project
-  Regional Mobility Pricing Project
-  I-205 Toll Project

Partner Project with ODOT Support

-  System Improvement Project
-  Bike/Ped Crossing Project
-  Bus on Shoulder Pilot
-  TriMet Project
-  Multimodal Study

Note: Core project names are boxed



I-205 Toll Project: Commitments for ODOT and Portland Regional Partners

Elevating the role of local policymakers and stakeholders by creating a Regional Toll Policy Committee and clarifying the role for local decision-making.

1. Toll projects and policies will continue to be developed in coordination with regional partners to build an equitable and successful transportation system, for the region and the state.

To accomplish this goal, we commit to the following:

- Supporting the creation of a Regional Toll Policy Committee (RTPC) provide recommendations on key policies and project-level decisions, which include:
 - Addressing impacts to people experiencing low incomes
 - Defining the corridor for net toll revenues
 - Financing plan, strategy, and partnerships needed to advance ODOT's Urban Mobility Strategy
 - Short- and long-term plan for mitigation and monitoring to address neighborhood health and safety impacts from tolling-based diversion
 - Comprehensive strategy for enhanced and increased transit and multimodal transportation options
 - How congestion management is defined and achieved through the RMPP environmental review analysis
- Clarifying the Metro Council and JPACT decision-making role in future toll program development.
- Supporting Equity and Mobility Advisory Committee (EMAC) through toll rate setting to continue their work in recommending equitable steps for ODOT and the OTC.

Timing: February 2022 through 2024.

Develop diversion impacts and mitigation plan in coordination with the region.

2. ODOT is continuing to evaluate the potential for diversion as our planning work continues, and our consultant teams are actively working with Metro modelers and other experts from across the region to ensure we identify potential impacts, propose and adopt appropriate mitigation measures and timelines in our I-205 Toll Project Environmental Assessment (EA).

To provide clarity on the timing of diversion information and address concerns about the short- and long-term plans, we commit to the following:

- Supporting the creation of a Regional Toll Policy Committee (RTPC) provide recommendations on project-level decisions for mitigation, which includes:
 - Review short- and long-term plans for mitigating the impacts of rerouting through the I-205 Toll project and Regional Mobility Pricing Project (RMPP)
 - Development of the monitoring programs for once tolls are in place would consider the following factors:

- Performance measures to track goals and diversion patterns
 - Accountability structure, especially for local governments and the commitments to equity
 - Plan to work with local communities to address impacts (e.g. needs for incident management support, manage traffic flows, technical support, and financial resources to defray indirect costs)
- The I-205 Toll Project will include the following:
 - Design to prioritize safety on local streets by minimizing diversion to local roads
 - Identify local projects as mitigation
 - Study impacts in 2027
 - Work with local governments and communities to gain input on the plan for, and prioritization of, mitigation investments deal with the impacts that communities, neighborhoods, and residents experience from diversion from a toll on I-205
 - Measure vehicle miles traveled (VMT) on I-205 and local roadways
 - Conduct modeling, data analysis, and mapping to understand impacts and benefits
 - Conduct analysis of cost impacts on users compared to travel-time benefits

Timing: RTPC begins in March 2022 and the draft I-205 Toll Project Environmental Analysis is published in June 2022.

Enhancing the connection between the Regional Mobility Pricing Project and I-205 Toll Project.

3. We need regional commitment and partnership to both accelerate the schedule and fully develop the RMPP system. The I-205 Toll Project with the Regional Mobility Pricing Project (RMPP) should be connected in terms of approach to develop a comprehensive regional tolling and congestion pricing plan.

To accomplish this goal, we agree to the following:

- Every I-205 Toll Project policy decision is a regional toll policy decision.
- Policy decisions outlined on the OTC Roadmap will be vetted through the RTPC.
- Public policies for tolling and congestion pricing will be included in both the Oregon Highway Plan and Regional Transportation Plan update processes.
- Through the RMPP environmental analysis, we will work together to design a comprehensive system to manage congestion, address VMT, Greenhouse Gas Emissions (GHG), safety, diversion, and air quality goals, and response to travel demand.
- In late 2023, ODOT will be completing the environmental analysis for RMPP, the I-205 toll rate setting will started but not be finalized. At that time ODOT will solicit a recommendation from the RTPC and will need JPACT and Metro Council to adopt the updated RTP and MTIP amendment to proceed. This will be a key check in point with the region on how the I-205 Toll Project and RMPP are being developed as a comprehensive system.
- We plan to set up operations to manage the I-205 Toll Project, the Regional Mobility Pricing Program and variable rate tolling on the Interstate Bridge Replacement Project as one comprehensive, congestion pricing system.

Timing: Congestion pricing/toll policy updates to the Oregon Transportation Plan (OTP) and Regional Transportation Plan updates are planned to occur between early 2022 and mid-late 2022. The assumptions for RMPP environmental analysis are being set in late 2022. The OTP, RTP, and MTIP adoption is planned to occur in late 2023.

Centering equity in our process and outcomes.

4. To center equity in the process and outcomes of the I-205 Toll Project and Regional Mobility Pricing Project, and specifically address impacts to people experiencing low incomes, we commit to the following:
 - Apply the Oregon Toll Program’s Equity Framework to the development of toll projects.
 - Support the development of EMAC recommendations through toll rate setting on the RMPP.
 - Pursue actions to support the EMAC/OTC Foundation Statements.
 - Explore a program to diversify the workforce for the toll operation, considering the Construction Career Pathways framework that has been adopted by Metro and other local agencies.
 - To understand impacts to low-income users of the transportation system, evaluate the costs of transportation to users compared to their relative incomes.
 - Use a consistent and standard program for low-income users across the region.
 - Consider how to address lower-income workers who will not be able to adjust their schedule.
 - Include a plan for how to address cost-burdened low income drivers from day one.

Timing: See the EMAC 2022 Game Plan for recommendations and OTC Roadmap for timing of future recommendations. Our plan for how to address impacts to people experiencing low-incomes will be developed with feedback from Metro Council, JPACT, and a recommendation from the RTPC by September 2022.

Increasing regional transit and multimodal transportation options

5. Work in coordination with the Transit Multimodal Work Group (TMWG), composed of Portland regional transit and multimodal transportation service providers, to ensure that a reliable, emissions-reducing, and a competitive range of transportation options are provided to advance climate, safety, and mobility goals, and prioritize benefits to Equity Framework¹ communities.

¹ As defined by the Oregon Toll Program’s [Equity Framework](#), people experiencing low-income or economic disadvantage; Black, Indigenous, and People of Color (BIPOC); older adults and children; persons who speak non-English languages, especially those with limited English proficiency; persons living with a disability; and other populations and communities historically excluded and underserved by transportation projects.

To accomplish this goal, we commit to the following:

- TMWG will help ODOT create a Transit and Multimodal Corridor Strategy for I-205 and I-5 that addresses “impact area” of the tolling projects.
- TMWG will provide a recommendation on how transit and multimodal transportation options are addressed in the toll project environmental analysis documents.
- ODOT will work with the TMWG on interoperability between transit and tolling services.

Timing: The draft I-205 Toll Project Environmental Analysis is planned for June 2022.

Providing the fiscal transparency needed to build trust and understanding.

6. All groups needs to know what fiscal information is available today and when we will know more about the financing plans and revenue assumptions for the I-205 Toll Project, RMPP, and how they fit into the ODOT Urban Mobility Strategy.

To accomplish this goal, we commit to the following:

- Understanding that the schedule for implementing tolls on I-205 is directly linked to the construction schedule for the I-205 Improvements Project.
- Share information what we know today and the plan for when we will know more about estimated toll revenues and allocation.
- Share the I-205 Improvements Project funding plan, including the sources of anticipated revenue and the amount of money that each revenue source will contribute.
- Clarify the allowed uses of tolling dollars on I-205 (what elements of mitigation, transit, and equity can be funded with current tolling model and what cannot?).
- Clarify the financial plan, or timing when it will be available, behind the RMPP and how I-205 fits into the long-term plan for congestion pricing in the region. Also, the financial connections between I-205 improvements, I-205 toll rates, and RMPP.

Timing: The draft I-205 Toll Project Environmental Analysis, which includes a NEPA-level traffic and revenue analysis, will be available in June 2022. The RMPP will have high-level toll rate ranges and revenue estimates as a part of the Planning and Environmental Linkages process, which is being prepared for spring 2022.

I-205 Toll Project: Regional Transportation Plan amendment

Revised: March 3, 2022

The Project would toll all lanes of I-205 on or near the Abernethy Bridge and Tualatin River Bridge. The Project’s purpose is to raise revenue to fund construction of the I-205 Improvements Project and manage congestion between Stafford Road and Oregon Route 213 (OR 213). The PE phase includes completion of environmental analysis under the National Environmental Policy Act (NEPA) ~~and initial design for toll infrastructure~~. The NEPA process for the I-205 Toll Project will analyze the benefits and impacts of tolling on I-205 between Stafford Road and Oregon Route 213 (OR 213), and describe mitigation commitments. In addition, ODOT has developed a “I-205 Toll Project: Commitments for ODOT and Regional Partners” document. The below items will be addressed during the NEPA process:

1. Elevating the role of local policy makers and stakeholders by creating a Regional Toll Policy Committee and clarifying the role for local decision-making -The charter and by-laws for this committee will outline the process to be used to with impacted local jurisdictions to identify and prioritize projects, programs and services, monitor performance, and make recommendations to the OTC related to ongoing investment decisions
2. Develop diversion impacts and mitigation plan in coordination with the region – In addition to identifying the needed investments on local roads to address the impacts of diversion, strategies will be developed to address diversion including solutions to address near term impacts to the local roadway system that may have not been anticipated by the NEPA analysis. An accountability structure and diversion monitoring program shall be developed in conjunction with local partners through the Regional Toll Policy Committee.
3. Enhancing the connection between the Regional Mobility Pricing Project (RMPP) and the I-205 Tolling Project: During the I-205 Tolling NEPA process, the cost, opportunities and impacts associated with tolling on I-205 and the RMPP will be identified and discussed with regional partners before design activities for the tolling program begin. In addition, Regional Toll Policies will be developed. This will inform the on-going development of a comprehensive regional tolling and congestion pricing plan that ensures that no one part of the system is tolled until the RMPP FHWA has been approved ~~the RMPP~~ or ODOT has developed a plan the region supports.
4. Centering on Equity in our process and outcomes: Continue to use the Oregon Toll Program’s Equity Framework and support the recommendations from the Equity Mobility Advisory Committee (EMAC) to guide the I-205 Toll Project. In addition, the NEPA process should demonstrate how the pricing system is truly managing to travel demand to reduce greenhouse gases. The Low-Income Toll Report will inform the NEPA process. The NEPA process should also include income-based exemptions strategies and revenue projections ~~necessary to fund the climate and equity efforts identified by EMAC and local jurisdictions~~.
5. Increasing regional Transit and Multimodal Transportation options - In coordination with a Transit Multimodal Work Group (TMWG), a Transit and Multimodal Corridor Strategy will be developed to identify and fund priority projects and programs and ensure that reliable, emissions-reducing, and a competitive range of transportation options are provided to advance climate, safety, and mobility goals, and prioritize benefits to Equity Framework1 communities. The Transit and Multimodal Corridor

Commented [PG 1]: Change suggested by Clackamas County. ODOT can accept the omission in the RTP amendment description because not all of the NEPA activities are described here. But, we do plan through the MTIP amendment to begin toll gantry design because it is required for NEPA.

Strategy will address how priority projects that are ineligible for State Tollway Account revenue or gas tax revenue will be funded, including funding for ongoing operations and capital cost of additional buses, stops, facilities and other transit improvements. The Transit and Multimodal Corridor Strategy will address how ODOT and regional partners will secure and distribute the necessary funding required to implement the Transit and Multimodal Corridor Strategy in coordination with local jurisdictions and transit providers.

6. Providing the Financial Transparency needed to build trust and understanding- Through involvement in the NEPA Level Traffic and Revenue Analysis report, local jurisdictions will receive information about the estimated revenues and proposed allocation of revenues, and the financial and toll rate assumptions. This process will inform the discussion and recommendations for revenue allocation before toll setting, and will provide transparency on the financial commitments to each component (equity/transit; local projects; and Urban Mobility Office capital projects).



Exhibit A to Ordinance No. 21-1467
2018 REGIONAL TRANSPORTATION PLAN
(RTP) AMENDMENT

2/8/22

1. Amend 2018 RTP Chapter 8 (Table 8.3 and Section 8.1.3.8) to add the following information about the I-205 Toll Project as shown in ~~strikethrough~~ and underscore:

Table 8.3 Completed and Current Major Project Development

Project	Status
Interstate 5/Columbia River Crossing Project	LPA approved in July 2008. Record of decision signed by FHWA in December 2011. Project development work discontinued in 2013 in Washington and 2014 in Oregon. Joint Washington and Oregon Legislative Action Committee discussions begin in 2017.
Sunrise Project and Sunrise Jobs and Transportation Act Project	LPA approved in July 2009. Record of decision for Phase 1, Units 1, 2 and 3 signed by FHWA in February 2011. Phase 1 related projects were completed in June 2016. Environmental approval received for improvements on OR 224 at Rusk Road. Phase 2 and Phase 3 may require future NEPA reevaluation for improvements east of SE 122nd Ave, given changes in the built environment since 2010.
Division Transit Project	LPA approved in June 2017.
Southwest Corridor Project	LPA approved in Nov. 2018.
I-5 Rose Quarter Improvement Project	Environmental Assessment anticipated to be published in 2019. Design anticipated to begin in 2019.
MAX Red Line Improvements Project	LPA approval anticipated in January 2019. Documented Categorical Exclusion approval anticipated in 2019.
OR 217 Project	OR 217 Southbound: <ul style="list-style-type: none"> • Categorical Exclusion anticipated by October 2019. • OR 217 Northbound: Categorical Exclusion anticipated by April 2020.
I-205 South Corridor Widening and Seismic Improvements Project	Categorical Exclusion approved in December 2018. <u>As identified in HB 3055 (and ORS Chapter 383), toll revenue will be needed to complete construction of this project. A separate Environmental Assessment (EA) for the I-205 Toll Project began in August 2020; expected completion in December 2022. EA will identify benefits, impacts and mitigation commitments.</u>
Basalt Creek Parkway	IGA to plan for Basalt Creek signed by partners in 2011. Basalt Creek Transportation Refinement Study to define alignment



Exhibit A to Ordinance No. 21-1467
2018 REGIONAL TRANSPORTATION PLAN
(RTP) AMENDMENT

2/8/22

	<p>completed in 2013 and adopted as an amendment to IGA. Categorical Exclusion anticipated in 2019.</p>
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8.3.1.8 I-205 South Corridor Widening and Seismic Improvements Project

Preliminary design work is underway to widen I-205 between OR 213 and Stafford Road and improve the I-205/Abernethy Bridge to ensure it remains functional after a catastrophic earthquake. ~~The design work was funded through HB 2017; however, construction funding for this project has not been identified.~~ Construction financing for Phase 1A, including Abernethy Bridge and adjacent intersections, is identified in HB 3055 (2021 Session). Variable Rate Tolls priced to manage travel demand as well as provide revenue will be used to fund the rest of the project (Phase 1B, 1C, 1D and Phase 2).

The I-205 South project widens I-205 to add a third lane in each direction between Stafford Road and OR 213 and an auxiliary lane across the Abernethy Bridge in each direction. The I-205/Abernethy Bridge project provides for seismic upgrades of the Abernethy Bridge and includes seismic retrofit or replacement of eight additional bridges in the corridor. The project also adds Active Traffic Management System improvements, such as Traveler Information Signs, throughout the corridor and a new parallel multi-use path as designated in the Chapter 3 RTP bicycle and pedestrian system maps.

The proposed I-205 Toll Project would toll I-205 near the Abernethy and Tualatin River Bridges (see Figure 8.13b) to raise revenue for construction of the planned I-205 Improvements Project and manage congestion between Stafford Road and Oregon Route 213 to give travelers a better and more reliable trip. Significant impacts caused by tolling will need to be addressed as part of this project through mitigation, which will be described in the Environmental Assessment under the National Environmental Policy Act process.

As identified in HB 3055, money in the [State Tollway Account] Toll Program Fund may be used by the department to make improvements or fund efforts on the tollway and on adjacent, connected or parallel highways to the tollway to reduce traffic congestion as a result of the tollway project, improve safety as a result of a tollway project and reduce impacts of diversion as a result of a tollway project.

Section 146 further clarifies that 4) To the extent necessary and permitted by state and federal law and Article IX, section 3a, of the Oregon Constitution, the commission shall ensure tolls assessed pursuant to subsection (3) of this section or tolls assessed as part of the Interstate 5 Boone Bridge and Seismic Improvement Project: (a) Reduce traffic congestion by managing demand on the tollway and by improving operations on the tollway; (b) Reduce traffic congestion as a result of the tollway, not only on the tollway but also on adjacent, connected or parallel highways to the tollways, regardless of ownership; (c) Improve safety not only on the tollway but also on adjacent, connected or parallel highways to the tollways, regardless of ownership; and (d) Minimize and mitigate impacts to historically and currently underrepresented and disadvantaged communities. (5) Any unit of government assessing tolls on highways for which the unit of government is the road authority, pursuant to ORS 810.010, shall collaborate with other units of government to: (a) Determine whether assessing tolls may result in traffic, equity, safety or climate impacts as a result of assessing tolls; (b) Determine appropriate investments or efforts that may minimize or reduce any potential impacts; and (c) Periodically review any investments or efforts identified and implemented under this subsection”.



Exhibit A to Ordinance No. 21-1467

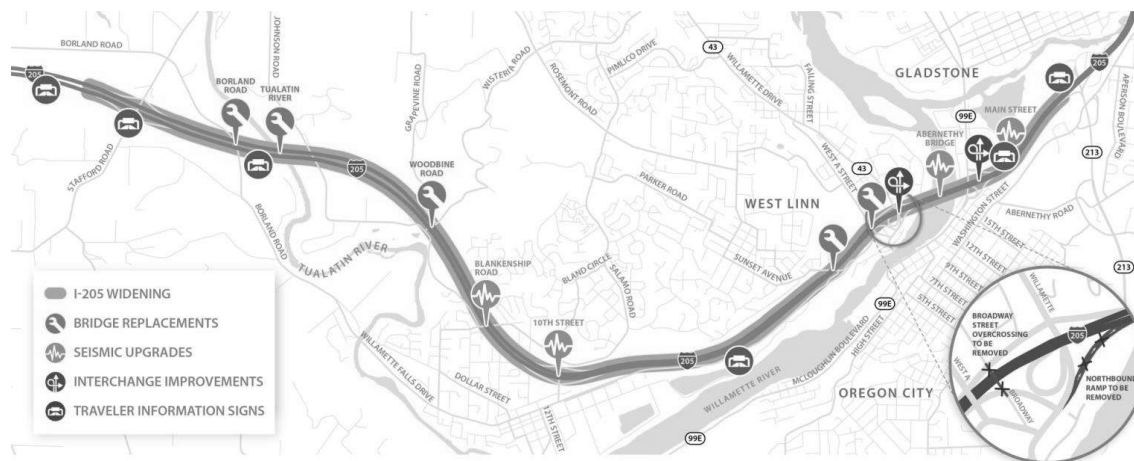
2018 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENT

2/8/22

Additionally, Section 169 of HB 3055 outlines requirements for and Equitable Income-Based Toll Report: ‘(1) As used in this section, ‘toll’ and ‘tollway’ have the meanings given those terms in ORS 383.003. ‘(2) Before the Department of Transportation assesses a toll, the department shall implement a method for establishing equitable income-based toll rates to be paid by users of tollways. ‘(3) At least 90 days before the date the Oregon Transportation Commission seeks approval from the Federal Highway Administration to use the income-based toll rates developed under subsection (1) of this section, the department shall prepare and submit a report on the method developed to the Joint Committee on Transportation and the Oregon Transportation Commission. The department may also submit to the Joint Committee on Transportation any recommended legislative changes. The report shall be provided to the Joint Committee on Transportation, in the manner provided under ORS 192.245, on or before September 15, 2022.’ More information about the I-205 Toll Project can be found at <https://www.oregon.gov/odot/tolling/Pages/I-205-Tolling.aspx>.

The Oregon Transportation Commission approved a Cost to Complete Report for the project that was shared with the Oregon Legislature in January 2018, as mandated by HB 2017. The Cost to Complete Report defines the project scope and ~~recommends~~ recommends a project delivery method and phasing plan to complete the project by 2025, which is no longer possible. Read the report and find more project information at www.i205corridor.org.

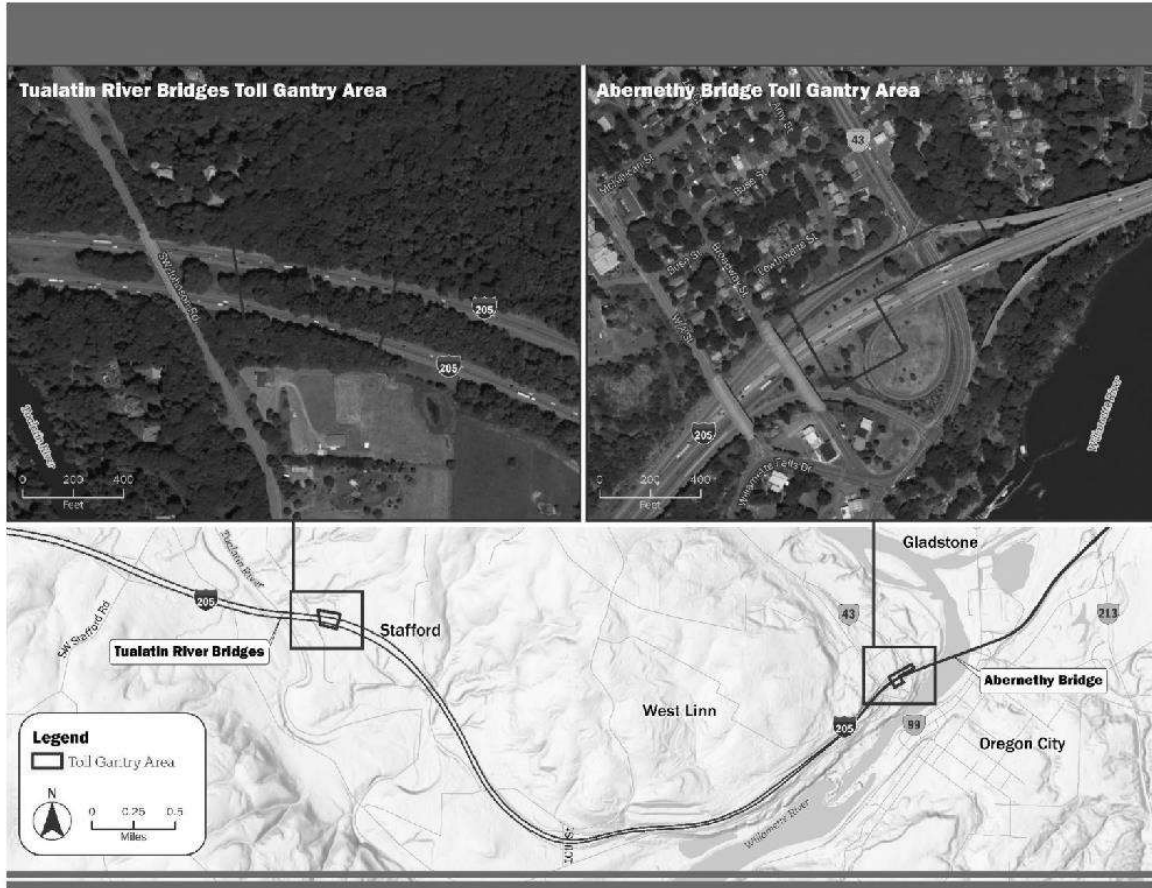
Figure 8.13a I-205 South Widening and Seismic Improvements Project Area Map



Source: ODOT



Figure 8.13b I-205 Toll Project Draft Map



Source: ODOT



**Exhibit A to Ordinance No. 21-1467
2018 REGIONAL TRANSPORTATION PLAN
(RTP) AMENDMENT**

2/8/22

2. Amend 2018 RTP Appendix A to add I-205 Toll Project (Preliminary Engineering Phase) as follows:

RTP ID	Project Name	Start Location	End Location	Description	Estimated Cost (2016 dollars)	Time Period	Financially Constrained project list
<u>12099 (new project)</u>	<u>I-205 Tolling Project (PE)</u>	<u>Oswego Hwy (OR 43) Interchange</u>	<u>Stafford Rd Interchange</u>	<u>The Project would toll all lanes of I-205 on or near the Abernethy Bridge and Tualatin River Bridge. The Project's purpose is to raise revenue to fund construction of the I-205 Improvements Project and manage congestion between Stafford Road and Oregon Route 213 (OR 213). The PE phase includes completion of environmental analysis under the National Environmental Policy Act (NEPA) and initial design for toll infrastructure. The NEPA process for the I-205 Toll Project will analyze the benefits and impacts of tolling on I-205 between Stafford Road and Oregon Route 213 (OR 213), and describe mitigation commitments.</u>	<u>\$23,534,759</u>	<u>2018-2027</u>	<u>Yes</u>



Metro is in receipt of the 2021-26 MTIP January #1 2022 (FFY 2022) Formal Amendment for Resolution 21-52XX

FOR THE PURPOSE OF AMENDING THE 2021-26 METROPOLITAN IMPROVEMENT PROGRAM (MTIP) TO ADD THE PRELIMINARY ENGINEERING PHASE FOR ODOT'S I-205 TOLLING PROJECT ALLOWING NEPA AND DESIGN ACTIVITIES TO BEGIN (JA22-06-JAN1)

**Public Notification Comment Opportunities for the January #1 2022 (FFY 2022) Formal MTIP Amendment for Resolution 21-52XX
(ODOT New I-205 Tolling Project PE Phase)**

The public review period for this project amendment is **11/30/2021 and concludes on 1/6/2022, at 5:00 pm.**

Requests to submit comments or concerns about this amendment should be submitted to Summer Blackhorse, via email at summer.blackhorse@oregonmetro.gov. Subject to revisions to address comments received during the public comment period, the 2021-24 MTIP as revised by the proposed amendment will be the final program unless amended, and a final notice will not be posted

The Public Notification/Opportunity to Comment period represents the starting point to process and approve a formal MTIP amendment. For the I-205 Tolling PE Phase MTIP Amendment, the MTIP website contains the following materials for review:

1. An overview from Ted Leybold, Metro Resource Development Manager about the I-205 MTIP Amendment and relationship to the RTP Amendment also in progress.
2. The Notification Header and MTIP worksheet (referred to as Exhibit A) reflecting the changes to occur to the MTIP
3. Additional support references to help add clarity to the MTIP amendment.

These materials represent the beginning of the various support documents that will be included as part of the MTIP amendment.

The first Metro approval step will occur on Friday, January 7, 2021 at the Metro Transportation Policy Alternatives Committee (TPAC). TPAC members will receive their notification and overview of the I-205 Tolling PE phase project and be requested to provide an approval recommendation to the Metro Joint Policy advisory Committee on Transportation (JPACT) for the amendment. Additional support materials will be available for review as the MTIP amendment proceeds through the Metro approval process (e.g. at TPAC, JPACT, and Metro Council). The added materials will include a draft resolution for the amendment, the MTIP worksheet/Exhibit A to the Resolution, a detailed staff report about the amendment, and support material attachments to the staff report.

Updated materials concerning the MTIP amendment will be available for download off the Metro website as part of the agenda from the specific Metro Committee or Council meeting. The agenda and meeting packets are normally available for download at least few days ahead of the meeting.

Although the Public Notification/Opportunity to Comment is being set ahead (November 30, 2021 to December 6, 2021) of the Metro committee approval process, public comment can occur past the notification timeframe through TPAC, JPACT, or Metro Council. Public testimony can occur at the two Metro approval committees required for the formal amendment to complete: (1) Transportation Policy Alternatives Committee (TPAC), or (2) at the Joint Policy Advisory Committee on Transportation (JPACT). Public testimony can also occur at the Metro Council where the formal amendment receives final Metro approval. Please check the Metro website for the specific committee or Council meeting to see if the amendment is included on that month's agenda if you desire to provide testimony about the amendment.

About MTIP Formal/Full Amendments:

Formal MTIP amendments represent a significant change to a project from the original funding or scope of improvement activities. The various required process steps are intended to demonstrate that as a result of the required changes, no impact upon air conformity is present, plus fiscal constraint is still maintained, and/or the priorities, policies, and goals established in the approved Regional Transportation Plan (RTP) have not changed. Formal MTIP amendments normally fall into one or more of the following categories: (1) Significantly adds, revises, reduces, or changes the project scope of improvement activities. (2) Requires a significant change to the project limits limit (greater than 0.25 miles). (3) Involves a significant cost change (increase or decrease normally 20% or greater). (4) Adds or cancels a project from the MTIP.



2021-2024 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 21-52XX

Proposed January #1 2022 (FFY 2022) Formal Transition Amendment Bundle Amendment Type: Formal/Full Amendment #: JA22-06-JAN1 Total Number of Projects: 1				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Project #1 Key 22507	ODOT	I-205 Tolling Project PE Phase: OR213 – Stafford Rd	Complete design & NEPA activities to toll all I-205 lanes near the Abernethy Bridge and Tualatin River Bridge, raise revenue to fund construction of the I-205 Improvements Project, and manage congestion from Oswego Hwy IC (OR 43) to west of Stafford Rd	ADD NEW PROJECT: The formal MTIP amendment adds only the PE phase for ODOT's I-205 Tolling Project the 2021-26 MTIP



Metro

20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
Add the PE phase for the I-205
Tolling Project

Lead Agency: ODOT					ODOT Key: 22507
Project Name: I-205 Tolling Project PE Phase: OR213 – Stafford Rd	1				MTIP ID: New - TBD
Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)					Status: 2
Short Description: Complete design & NEPA activities to toll all I-205 lanes near the Abernethy Bridge and Tualatin River Bridge to manage congestion and to fund construction of the I-205 Improvements Projects from Clackamas Hwy (OR 213) to Stafford Rd					Comp Date: 9/30/2025
					RTP ID: 12099
					RFFA ID: N/A
					RFFA Cycle: N/A
					UPWP: No
					UPWP Cycle: No
					Transfer Code: N/A
					Past Amend: 0
					OTC Approval: Yes
					MTIP Amnd# JA22-06-JAN1

Detailed Description: On I-205 in Clackamas County from approximately MP 9.00 to MP 3.00, complete required Preliminary Engineering (NEPA and design activities) for possible later tolling implementation across all through lanes to manage congestion and to raise revenue to fund construction of the I-205 improvements projects from approximately OR213 to Stafford Rd

STIP Description: Project design and environmental review for tolling on I-205 between Stafford Rd and OR 213.

Last Amendment of Modification: None. This amendment reflects the initial programming for the project.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
ADVCON	ACPO	2022		\$ 21,806,312			\$	21,806,312
							\$	-
							Federal Totals:	21,806,312
								Federal Aid ID
Federal Fund Obligations \$:								
			\$ -					
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
<hr/>								
State Funds								
State	Match	2022		\$ 5,451,578			\$	5,451,578
							\$	-
							State Total:	5,451,578
<hr/>								
Local Funds								
								\$ -
								\$ -
								\$ -
							Local Total	\$ -
<hr/>								
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 27,257,890	\$ -	\$ -	\$ -	\$ 27,257,890
Year of Expenditure Cost (PE Phase only): PE Phase = \$23,534,759 Preliminary Full Project Cost Estimate: Unknown currently								
Phase Change Amounts:			\$ -	\$ 27,257,890	\$ -	\$ -	\$ -	\$ 27,257,890
Phase Change Percent:			0.00%	100.00%	0.00%	0.00%	0.00%	100.00%

Project Glossary Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > The amendment adds the PE phase based on approved OTC funding
- > Main Support Materials: Submitted RTP Amendment materials
- > Status notes: Since only funding is being added for the project, the MTIP classifies the project as a planning project.

Amendment Summary:

The formal amendment to add the new PE phase project to the MTIP will start in January 2022 with the Metro Transportation Policy Alternatives Committee (TPAC). TPAC's January meeting is scheduled for January 7, 2022. Prior to the MTIP action, Metro is completing an amendment to add the PE phase to the constrained approved Regional Transportation Plan. Adding the PE to the MTIP is contingent upon approval of the RTP amendment.

Metro also must complete a 30-day public notification/opportunity to comment period when a new project is added to the MTIP. Early posting of the this MTIP amendment to initiate the public comment period is occurring to have the comment history available for review for TPAC, JPACT, and Metro Council. The 30-day comment period for the MTIP amendment will be open from November 30, 2021 to January 6, 2022. The MTIP amendment approval process will then commence with TPAC at their January 7, 2022 meeting. Approvals from JPACT and Metro Council are required. Upon Metro Council approval, the formal amendment will be sent to ODOT and Federal Highways Administration for their final review and approval as well. Please see the January TPAC agenda for the approval process steps, estimated approval dates, supplemental support materials, and a more detailed staff memo/report concerning the MTIP amendment.

Summary: The above MTIP reflects a starting point for possible PE phase programming. However, there are several details still to work out with ODOT. This includes:

- Project Name
 - Project Description
 - The PE phase programming amount and fund type codes that will be used.
- The final version that proceeds to JPACT and Metro Council may be slightly different depending upon required programming adjustments
- > Will Performance Measurements Apply: No
 - > Will a special RTP Goals Evaluation Assessment be completed? Yes, but limited.

RTP References:

- > RTP ID: 12099 (Draft ID)
- > RTP Description: (Draft) The Project would toll all lanes of I-205 on or near the Abernethy Bridge and Tualatin River Bridge. The Project's purpose is to raise revenue to fund construction of the I-205 Improvements Project and manage congestion between Stafford Road and Oregon Route 213 (OR213).
- > Exemption status: (PE phase only) Exempt project per 93 CFR 126, Table 2 - Other - Planning and Technical Studies
- > UPWP amendment: No

- . - .

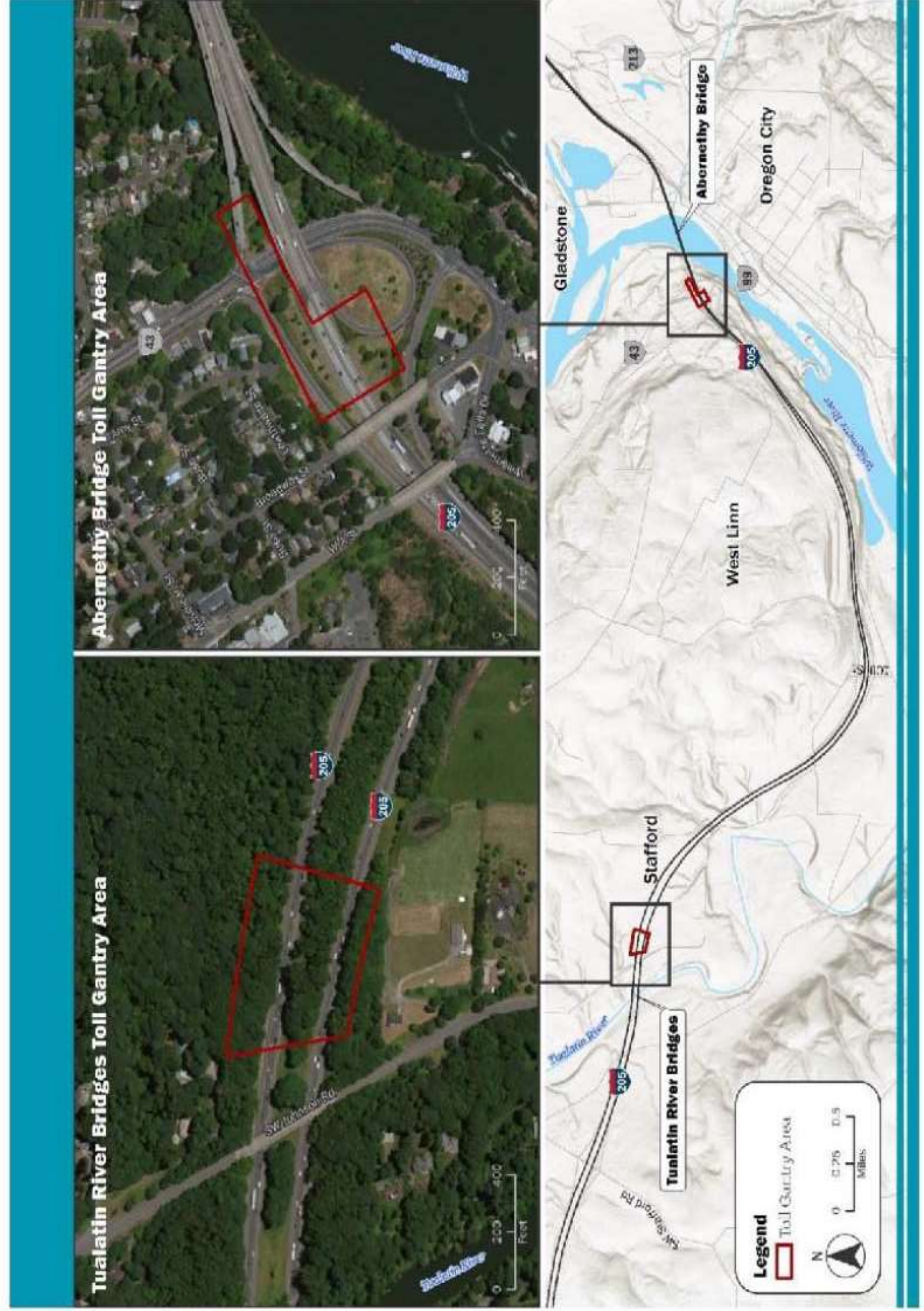
Fund Codes:

- > ADVCON = Federal Advance Construction also referred to as "AC funds". AC funds are used by ODOT as a placeholder until the actual federal fund type code is known.
- > State = General state funds provided by the lead agency as part of the required match to the federal funds.

Other

- > On NHS: Yes. I-205 is identified as part of the Eisenhower Interstate System on the National Highway System
- > Is the project located on the Metro Modeling Network? - Yes, Motor Vehicle Modeling network
- > Model category and type: I-5 is identified as a "Throughway" in the Motor Vehicle Network
- > TCM project: No
- > Is the route located in the Congestion Management Program (CMP): Yes

Figure 8.13b I-205 Toll Project Map



The purpose of the I-205 Toll Project is to use variable-rate tolls on the I-205 Tualatin River Bridges and Abernethy Bridge to raise revenue to complete the I-205 Improvements Project and manage congestion. The full text of the Purpose and Need Statement can be found [here](#).

Table 1 is a schedule of the major milestones for the I-205 Toll Project.

Table 1. I-205 Toll Project Major NEPA Milestones

Major NEPA Milestone	2021				2022			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
NEPA Regional Transportation Modeling & DIA Subarea Modeling (2045 & 2027)								
Traffic Analysis (data collection, baseline, no-build and build)								
Environmental Assessment Tech Reports								
Draft Environmental Assessment								
Environmental Assessment Public Comment Period								
Environmental Assessment Comment Response Matrix								
Preferred Alternative Regional Modeling and Traffic Analysis (as Revised Transportation Tech Report								
Prepare Final Environmental Assessment/FONSI								
Final Environmental Assessment/FONSI								