

CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS

Policy Session Worksheet

Presentation Date: March 9, 2022 **Approx. Start Time:** 10 a.m. **Approx. Length:** 1 Hour

Presentation Title: METRO RTP and MTIP Amendment Direction: I-205 Toll Program

Department: Department of Transportation and Development

Presenters: DTD – Dan Johnson (Director), and DTD - Jamie Stasny, (Regional Transportation and Land Use Policy Advisor)

Other Invitees: Mike Bezner – Assistant Director of DTD, Karen Buehrig – Long Range Planning Manager, Trent Wilson – PGA, Abe Moland – H3S

WHAT ACTION ARE YOU REQUESTING FROM THE BOARD?

Board direction to the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Policy Advisory Committee (MPAC) representatives regarding the I-205 Toll Project RTP and MTIP Amendment Requests from ODOT.

EXECUTIVE SUMMARY:

The Oregon Department of Transportation (ODOT) has submitted requests to amend both the 2018 Regional Transportation Plan (RTP) and the 2021-24 Metropolitan Transportation Improvement Program (MTIP) to add a Preliminary Engineering (PE) project phase for the I-205 Toll Program. The proposed amendment would also clarify the intended financial connection of the I-205 Toll Project to the I-205 Capital Project as required by the Federal Highway Administration (FHWA). Both requests are being coordinated with and taken up at the same meetings.

The RTP is a federally required long-range transportation plan that guides planning and investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. The MTIP is a federally required process that encourages the cooperative development, evaluation, and adoption of the near-term investments in regional transportation.

If the proposed RTP and MTIP amendments are approved ODOT would be authorized to spend \$28 million to complete the National Environment Policy Act (NEPA) process for the I-205 Toll Project and complete preliminary engineering for toll infrastructure. If the amendments fail staff's understanding is that ODOT will have to stop work on the I-205 Toll Project NEPA process until such time that the MTIP and RTP can be amended.

Ultimately both the RTP and MTIP Amendments must be approved by JPACT and Metro Council.

Current Status

On Jan. 26, MPAC discussed the proposed amendment to the 2018 RTP and raised many concerns.

On Feb. 4th, the Transportation Policy Alternatives Committee (TPAC) discussed the proposed amendments and requested that JPACT delay their vote to provide TPAC staff the time to work to address regional concerns within the amendments.

On Feb 17th, JPACT granted TPAC's request to delay the vote to allow time for modifications to the RTP/MTIP Amendments to be developed. They directed TPAC to address the concerns outlined in the attachment labeled JPACT 2.17.22 Consolidated Comments.

TPAC staff worked with ODOT to provide updated amendments to address JPACT and regional concerns.

On March 4th, TPAC met and recommended approval of the RTP Amendment and directed Metro staff and attorneys to incorporate language submitted by Clackamas County, with 3 edits from ODOT, into the RTP and RTP Project description for JPACT's consideration. Clackamas County Staff also offered a modified MTIP Amendment that proposed to remove tolling infrastructure design from the amendment, which would reduce amount of the amendment from \$28 million to \$20 million. Clackamas County staff suggested that ODOT could return for approval of the additional \$8 million after the NEPA process was completed. However, this amendment failed. TPAC ultimately recommended approval of the MTIP Amendment as proposed by ODOT.

JPACT will meet on March 17th, 2022 and will be asked to take action on these items.

FINANCIAL IMPLICATIONS (current year and ongoing):

Is this item in your current budget? YES NO

What is the cost? \$ N/A

What is the funding source? N/A

STRATEGIC PLAN ALIGNMENT:

- This item relates to all five of the county's Performance Clackamas goals:
 - Build public trust through good government;
 - Grow a vibrant economy;
 - Build a strong infrastructure;
 - Ensure safe, healthy, and secure communities; and
 - Honor, utilize, promote, and invest in our natural resources.

LEGAL/POLICY REQUIREMENTS:

N/A

PUBLIC/GOVERNMENTAL PARTICIPATION:

Involves several departments and external partner agencies. Includes extensive public engagement.

OPTIONS:

RTP Amendment:

1. Vote yes on the RTP Amendment as recommended by TPAC.
2. Vote No on the RTP Amendment
3. Bring forth a proposal to alter the proposed RTP Amendment

TPAC Amendment:

1. Vote yes on the MTIP Amendment as recommended by TPAC.
2. Vote no on the MTIP Amendment.
3. Bring forth a proposal to alter the proposed MTIP Amendment to remove the preliminary design of the tolling infrastructure from the amendment and to reduce the dollar amount from \$28 million to \$20 million.

RECOMMENDATION:

Staff respectfully recommends that the County's representatives:

RTP Amendment Option:

1. Vote yes on the RTP Amendment as recommended by TPAC.

TPAC Amendment:

3. Bring forth a proposal to alter the proposed MTIP Amendment to remove the preliminary design of the tolling infrastructure from the amendment and to reduce the dollar amount from \$28 million to \$20 million.

ATTACHMENTS:

1. Engagement Timeline
2. Urban Mobility Strategy Map
3. JPACT 2.17.22 Consolidated Comments
4. ODOT Commitments TPAC
5. Top 6 Things
6. Updated Additional RTP Language recommended for approval by TPAC
7. RTP Amendment Draft Language
8. MTIP Amendment Draft Language

SUBMITTED BY:

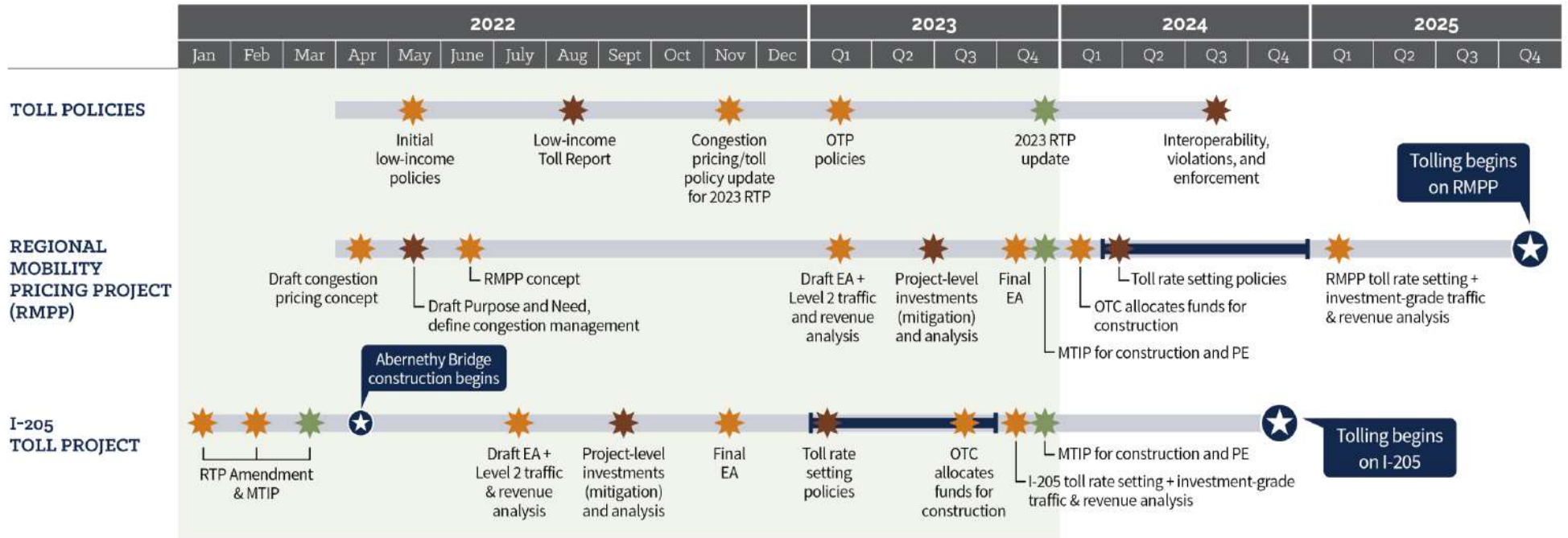
Division Director/Head Approval _____

Department Director/Head Approval _____

County Administrator Approval _____

For information on this issue or copies of attachments, please contact Dan Johnson @ 503-742-4325

Metro/JPACT/Regional Toll Policy Committee: Engagement Timeline





LEGEND RTP 2023 update Rate setting process Metro/JPACT/Regional Toll Policy Committee: Feedback Regional Toll Policy Committee: Recommendation Metro/JPACT: Decision-Making




ACRONYMS RTP: Regional Transportation Plan EA: Environmental Assessment PE: Preliminary Engineering

Urban Mobility Strategy Map





Currently Funded by HB2017

-  System Improvement Project
-  Bike/Ped Crossing Project

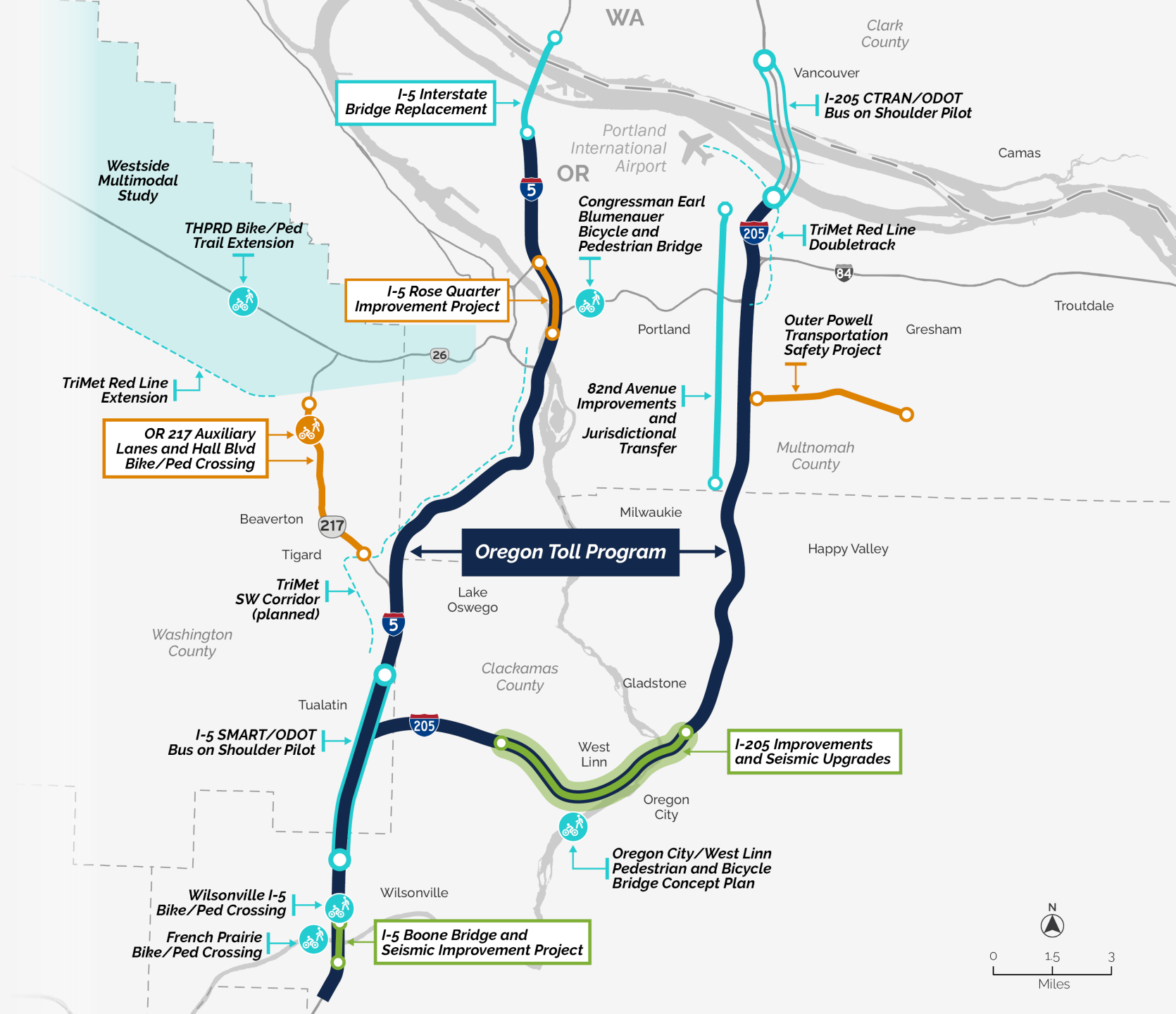
Made Possible with HB3055

-  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



Metro Staff Summary of 2/17/22 JPACT Comments on I-205 Toll Project

February 18, 2022

At the February 17, 2022 JPACT meeting, ODOT staff presented an update to the I-205 toll project's RTP and MTIP amendments. This was followed by a discussion between JPACT members on what issues they want to see TPAC address regarding the amendment of the 2018 Regional Transportation Plan (RTP) 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. Below is a bulleted summary of the questions, requests, and comments raised by JPACT members.

- ODOT commitments are currently too broad; commitments need to be specific, and also need to describe how JPACT can hold ODOT to the commitments made.
- Establish a formal structure for the impacted local jurisdictions to identify and prioritize mitigation projects, monitor performance, and make ongoing investment decisions.
 - Commitment in writing for how ODOT will work with local communities to address impacts and prioritize safety and livability.
 - Need to engage local impacted communities in monitoring and oversight process.
 - Local and regional input on key program decisions (rate setting, revenue allocation, etc).
 - Where are decision points in relation to the implementation of tolling; when do these return to JPACT and what are our approval points? Important to understand what future actions will be necessary at the JPACT table.
- Develop a plan to ensure consistency between I-205 and the RMPP, and do not begin tolling on I-205 until FHWA has approved the RMPP.
 - Coordinate toll policy and rate setting decisions
- Ensure that Phase 1A of the I-205 Capital Project remains on the current construction schedule.
- Reduce the scope of the MTIP Amendment to include only the NEPA process (\$20 million dollars) and not preliminary engineering of the gantries (\$7 million dollars). ODOT should return to JPACT with a request for the PE amendment.
- Provide Financial Transparency
 - What is the intent behind the RMPP and how I-205 fits into the long-term plan for congestion pricing in the region? What are the financial connections between I-205 improvements, I-205 toll rates, and RMPP?
 - What is the financial path to funding diversion solutions and improvements to local roads? 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? If toll revenue cannot fund these elements, how will they be funded?
 - Demonstrate support in the program for equity and diversion, such as regional transit investment to provide travel options
 - If tolling funds don't move forward right now, what are the implications of IJA dollars, and what are the pricing implications for the overall project (including impacts to potential tolling rates)?
- Commitment from ODOT to analyze 2027 data on impacts in local communities from activating tolling, both for rerouting and the need to respond to rerouting.
- A specific plan to mitigate diversion that appears after tolling begins, both short term and long term; diversion mitigations need to be in place on day one.

- Implement the recommendations from EMAC
- Address appropriate income levels for waivers to tolling. Consider lower-income workers who will not be able to adjust their schedule
- What is the plan for how to address cost-burdened low income drivers from day one? How will the equity program and mitigations be implemented up-front

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.

Oregon Toll Program

I-205 Toll Project: RTP Amendment



ACTIONS TO ADDRESS TOP PORTLAND REGIONAL CONCERNS

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

A Regional Toll Policy Committee (RTPC) will provide recommendations on key policies and project-level decisions. In addition, Metro Council and JPACT will be involved in a decision-making role in future toll program development. *Read Appendix A for detail on the RTPC and Metro/JPACT engagement timelines.*

2. With partners, develop diversion impacts and mitigation plan.

The RTPC and existing network of regional partners will develop and prioritize mitigation projects that address the impacts of rerouting through the I-205 Toll Project and Regional Mobility Pricing Project (RMPP), which includes the development of monitoring programs to begin with tolling implementation. *Read Appendix B for detail on the timing of diversion analysis and existing network of regional engagement.*

3. Enhancing the connection between the RMPP and I-205 Toll Project.

We need regional commitment and partnership to both accelerate the schedule and fully develop the RMPP system. I-205 Toll Project and RMPP policy decisions are linked to regional and state congestion pricing/toll policy decisions. Policy decisions made on I-205 Toll Project will apply to RMPP. *Read Appendix C for the Oregon Transportation Commission Roadmap, which details key policy milestones.*

4. Centering equity in our process and outcomes.

We are working closely with the Equity and Mobility Advisory Committee (EMAC) to center equity considerations in our engagement and project development processes. They will help us develop congestion pricing policies and inform the toll rate setting process. Our plan for how to address impacts to people experiencing low incomes will be developed with feedback from EMAC, Metro Council, JPACT, and a recommendation from RTPC. *Read Appendix D for information on EMAC, OTC/EMAC Foundational Statements, and the Equity Framework.*

5. Increasing regional transit and multimodal transportation options

We are committed to developing equitable tolling that supports transit and multimodal transportation options. We will continue to enhance our partnerships with TriMet and service providers to conduct regional-scale planning and funding strategy. *Read Appendix E for detail on our efforts to coordinate with transit agencies to identify needed investments.*

6. Providing the fiscal transparency needed to build trust and understanding.

The I-205 Toll Project will have revenue analysis by summer 2022 and investment grade analysis will be available in 2024. We include information on what we know today and when we will know more about the financing plans and other revenue assumptions for the I-205 Toll Project, RMPP, and how they fit into the ODOT Urban Mobility Strategy. *Read Appendix E for information on the timing for financial information, past policy decisions about net toll revenue, and communication from the OTC.*

APPENDIX A.1. JPACT REQUESTS AND RESPONSES

What we heard (JPACT)	What we're doing about it
<p>Establish a formal structure for the impacted local jurisdictions to identify and prioritize mitigation projects, monitor performance, and make ongoing investment decisions. We need a commitment in writing for how ODOT will work with local communities to address impacts and prioritize safety and livability.</p>	<p>Decision-making power for investments decisions with toll revenue will reside with the Oregon Transportation Commission. To address the concern about what is identified and prioritized for mitigation, as well as future monitoring of performance, ODOT is committing to the following:</p> <ul style="list-style-type: none"> • Region 1 ACT Toll Work group will be revised to provide a space for Portland metropolitan area policy makers and stakeholders to provide formal recommendations to the Oregon Transportation Commission (OTC) on key policy and project decisions. • Metro and JPACT will have opportunities to weigh-in at key milestones and make decisions on the RTP congestion pricing/toll policies and MTIP for construction and PE on both the I-205 Toll Project and Regional Mobility Pricing Project. • Clackamas County Coordinating Committee (C4) Diversion Subcommittee and Clackamas Transportation Advisory Committee (CTAC) will serve as a space for local governments to provide feedback as we identify and prioritizing mitigation in the I-205 Toll Project. • ODOT will support a working group of regional partner agency staff that meets regularly and could report back to R1 ACT, JPACT, and Metro Council.
<p>There's a need for greater local and regional input on key program decisions (rate setting, revenue allocation, etc.). Clarify the decision points in relation to the</p>	<p>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 both identify potential impacts and propose and adopt appropriate mitigation measures and timelines in our Final</p>

<p>implementation of tolling for when JPACT will have decision-making power at future points.</p>	<p>Environmental Assessment (EA).</p> <p>As the federally mandated metropolitan planning organization, JPACT and Metro Council have decision-making power over the Regional Transportation Plan (RTP) and programming of federal funds within the region through the Metropolitan Transportation Improvement Plan (MTIP), in alignment with state policies and plans. The Region 1 Area Commission on Transportation (R1 ACT) is an advisory body established to provide a forum for stakeholders to collaborate on transportation and advise the Oregon Transportation Commission (OTC) on state and regional policies affecting ODOT Region 1’s transportation system.</p> <p>To clarify toll project milestones, identify when future decisions from JPACT and Metro Council will be needed, and identify specific times to solicit recommendations from Portland metropolitan policy makers and stakeholders, we revised our “JPACT/Metro/R1ACT Engagement Timeline.”</p> <p>To support a space where recommendations can be developed, ODOT is proposing to transition the existing R1 ACT Toll Work Group (TWG) meetings.</p>
<p>Develop a plan to ensure consistency between I-205 and the RMPP, and do not begin tolling on I-205 until Federal Highway Administration (FHWA) has approved the RMPP.</p>	<p>The schedule for implementing tolls on I-205 is directly linked to the construction schedule for the improvements. Separately, and in close coordination, we are moving the RMMP forward as expeditiously as possible. We are committed to fully developing a regional system and will need a great deal of partner involvement and support to make it happen by the end of 2025, if not sooner. While the current focus is on the Regional Transportation Plan (RTP) amendment for the I-205 Toll Project, each decision about I-205 has implications for RMPP. We need regional commitment and partnership to both accelerate the schedule and fully develop the system for RMPP. Regional tolling policy is vetted through the RTP update and the R1 Act Toll Work Group.</p>

	<p>To address this concern, through the environmental review and toll rate setting process ODOT would work in coordination with local partners to review the costs, opportunities and impacts associated with tolling on I-205 and RMPP in 2023 (also see Coordinate toll policy and rate setting below). This information would be used to inform the R1ACT Toll Work Group’s recommendations to the Oregon Transportation Commission prior to their final rate setting decision for tolling on I-205.</p>
<p>Coordinate toll policy and rate setting decisions.</p>	<p>Our high-level plan to coordinate toll policy, projects, rate setting, and recommendations from the Equity and Mobility Advisory Committee (EMAC) and R1 ACT Toll Work Group as detailed in the “Tolling Timeline.” Additionally, we are committed to setting up the Oregon Toll Program to manage operations on I-205 Toll Project, Regional Mobility Pricing Project, Interstate Bridge Replacement Project and potentially the Boone Bridge Replacement Project as one comprehensive, congestion pricing system. We will use a consistent approach to setting variable toll rates across the region, including a program for low-income users.</p>
<p>Ensure that Phase 1A of the I-205 Improvements Project remains on the current construction schedule.</p>	<p>We have successfully delivered the Abernethy/1A contract to bid and will be able to begin work during the 2022 in-water work window if related MPO approvals are in place. As detailed in the February 16, 2022 letter from the Oregon Transportation Commission to JPACT, approval on the I-205 Toll Project RTP and MTIP amendments is needed by March 30, 2022 to keep Phase 1A on schedule.</p>
<p>Reduce the scope of the MTIP Amendment to include only the NEPA process (\$20 million dollars) and not preliminary engineering of the gantries (\$7 million dollars). ODOT should return to JPACT with a request for the PE amendment.</p>	<p>The late 2024 tolling implementation schedule requires NEPA analysis and early design of the gantries to occur in 2022. This schedule is detailed in the February 16, 2022 letter from the Oregon Transportation Commission to JPACT. As identified in the “JPACT/Metro/R1ACT Engagement Timeline” there will be a future JPACT and Metro Council decision through the MTIP process for construction funding of the I-205 Toll Project.</p>
<p>Provide financial transparency on how I-205 tolling and improvements fits into ODOT’s long-term plan for congestion pricing in the</p>	<p>We have developed an Urban Mobility Strategy for the Portland metropolitan area. Additional toll revenue and financial data will be provided from ODOT to JPACT and Metro Council as a part of the 2023 RTP update process when the I-205 Toll</p>

<p>region. Clarify the financial path to funding diversion solutions, improvements to local roads, transit, and actions needed to address equity.</p>	<p>Project and Regional Mobility Pricing Projects are submitted for review and acceptance. As information comes online, it will explain the interconnection between toll revenue, financing, and the assumptions for the Rose Quarter Improvement Project, Boone Bridge Improvements, Interstate Bridge Replacement Program, and I-205 Improvements Project.</p> <p>ODOT is committed to evaluating and addressing impacts from rerouting. These investments to address diversion solutions, improvements to local roads, transit, and actions needed to address equity will be identified in the toll project environmental review documents. The TWG will provide input on the development of monitoring programs and mitigation project prioritization. Timing for review of the draft document for the I-205 Toll Project is expected in June 2022 and summer-fall of 2023 for the Regional Mobility Pricing Project.</p>
<p>If tolling funds don't move forward right now, clarify the implication for IIJA dollars and pricing impacts for the overall project (including impacts to potential tolling rates).</p>	<p>As detailed in the February 16, 2022 letter from the Oregon Transportation Commission to JPACT, given the size and scope of the I-205 project, there is no reasonable alternate path in lieu of tolling to complete the bridge and other elements of the I-205 project, including from the Federal Infrastructure Investments and Jobs Act of 2021.</p> <p>There's limited remaining budget for the I-205 Toll Project and additional funds need to be programmed to continue environmental and revenue analysis and to answer questions around diversion, transit and multimodal investments, equity – including low income toll rate, and to engage partners and the public.</p> <p>ODOT will pursue competitive discretionary grant funds if criteria match project objectives. Delaying tolling on I-205 not only affects Abernethy Bridge construction, it also delays implementation of our congestion pricing program as well. A delay in the I-205 Toll Project may result in higher future tolls for I-205 to cover additional project costs, such as escalation due to inflation, incurred for missing the in-water work schedule.</p>

<p>We need a commitment from ODOT to analyze 2027 data on impacts in local communities from activating tolling, both for rerouting and the need to respond to rerouting.</p>	<p>Yes, we will be analyzing impacts in 2027 through the I-205 Toll Project and RMPP environmental analysis. Timing for review of the draft document for the I-205 Toll Project is expected in June 2022 and summer-fall of 2023 for the Regional Mobility Pricing Project.</p>
<p>A specific plan to mitigate diversion that appears after tolling begins, both short term and long term. Diversion mitigations need to be in place on day one.</p>	<p>Short- and long-term plans for mitigation of impacts will be identified through the I-205 Toll project and RMPP environmental review documents. As identified in ODOT response/commitment #1, we are enhancing our approach to engagement with local partners (the R1 ACT Toll Work Group). This Group will provide input on the development of monitoring programs and mitigation project prioritization. Timing for review of the draft document for the I-205 Toll Project is expected in June 2022 and summer-fall of 2023 for the Regional Mobility Pricing Project.</p>
<p>Demonstrate support in the program for equity and diversion, such as regional transit investment to provide travel options.</p>	<p>We understand that climate and equity needs are connected and solutions must be developed to address both at the same time.</p> <p>Through the Urban Mobility Strategy, we will identify how the I-205 Toll Project and Regional Mobility Pricing Project provide a role in managing congestion and addressing VMT, Greenhouse Gas Emissions (GHG), and air quality goals. In following the Oregon Toll Program’s Equity Framework, the toll projects will conduct modeling, data analysis, and mapping to understand where impacts and benefits are concentrated and use that information to inform where mitigations should be targeted. Timing for review of the draft document for the I-205 Toll Project is expected in June 2022 and summer-fall of 2023 for the Regional Mobility Pricing Project.</p> <p>To address concerns about transit and multimodal transportation options, we have been supporting a Transit Multimodal Work Group (TMWG), composed of transit and multimodal transportation service providers such as TriMet, SMART, and C-TRAN, to 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 Framework communities.</p>

	<p>We are committed to enhancing the role of the TMWG to include:</p> <ul style="list-style-type: none"> • Co-create a Transit and Multimodal Transportation I-5 and I-205 Corridor Strategic Plan for the “impact areas” of the tolling projects. This plan will be a guiding regional transit document • TMWG will provide a recommendation to ODOT on the I-205 Toll Project and Regional Mobility Pricing Project for the mitigation and specific investments to support transit and multimodal transportation options during environmental review for both projects. Timing for review of the draft document for the I-205 Toll Project is expected in June 2022 and summer-fall of 2023 for the Regional Mobility Pricing Project.
<p>Implement the recommendations from the Equity and Mobility Advisory Committee (EMAC).</p>	<p>Today we cannot commit to implementing all recommendations that would come from EMAC, as ODOT does not have decision-making power over all of the options or proposed recommendations that EMAC has mentioned to-date. We are committed to supporting an EMAC through 2024 to continue their role in informing ODOT and the OTC on the I-205 Toll Project and RMPP environmental analysis, toll rate setting process, and policies. To date, the OTC has concurred with the EMAC framework and foundational statements in principle. ODOT will continue to center equity in alignment with our Strategic Plan.</p>
<p>Address appropriate income levels for waivers to tolling. Consider lower-income workers who will not be able to adjust their schedule. Clarify how this will be addressed on day one.</p>	<p>Before September 2022, when the Low Income Toll Report is due to the Legislature, ODOT will come to JPACT and Metro Council for feedback, as well as seeking a recommendation from the R1ACT Toll Work Group. The following factors will be considered:</p> <ul style="list-style-type: none"> • There must be non-tolled travel options available to avoid further burdening people experiencing low incomes who are struggling to meet basic needs (food, shelter, clothing, health care). • The definition of low-income. • Identify the income level(s) for exemptions, credits, or discounts on tolling.

- | | |
|--|---|
| | <ul style="list-style-type: none">• Analyze how to address impacts to low-income workers who may not be able to adjust their schedules. |
|--|---|

ODOT is developing strategies with EMAC for the OTC to review prior to submission to the Legislature and will identify potential disproportional effects of the tolls in the environmental justice and socioeconomic analyses being prepared as part of the I-205 Toll Project and RMPP NEPA documents. Mitigation measures for any identified impacts, as well as a future low-income toll program would address potential impacts.

DRAFT

APPENDIX A.2. PORTLAND METRO AREA POLICY MAKER AND STAKEHOLDER INVOLVEMENT

Role of Regional Policy Makers and Stakeholders in Establishing Equitable Toll Projects in the Portland Metropolitan Area

ODOT will establish an advisory group to provide input prior to tolling decisions. This group will enable policy makers and stakeholders in the Portland metropolitan area to have a clear and meaningful role in providing input to the Oregon Department of Transportation (ODOT) on key policy and project decisions for the I-205 Toll Project and Regional Mobility Pricing Project.

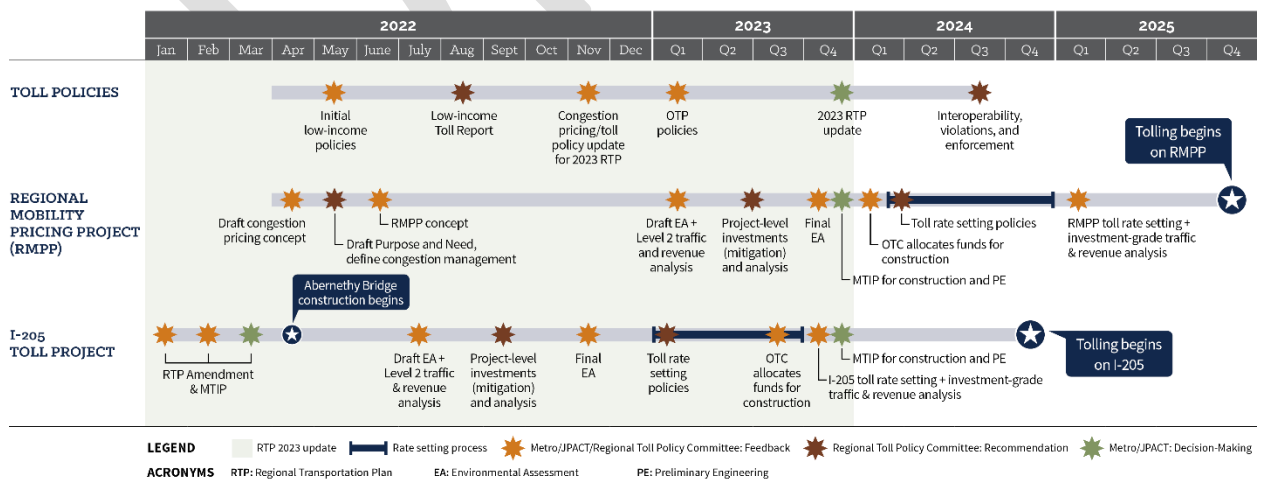
Process of Improvement: Responding to Feedback

ODOT has identified project milestones and timelines to solicit recommendations from Portland area policy makers and stakeholders. To support a space where recommendations can be developed, ODOT is proposing to reconfigure the existing R1 ACT Toll Work Group (TWG) meetings to accommodate this request. The new group will be referred to as the Regional Toll Policy Committee (RTPC).

The current TWG jurisdictions will be invited to participate in the new group, but the representatives may change and additional perspectives may be added based on discussions with Portland metropolitan area regional policy makers and stakeholders. The current TWG will sunset on March 2 and the new committee will meet in April following discussions.

As seen in the engagement timeline below, there are multiple transportation policymaking forums in the Portland metropolitan area: Metro Council, Joint Policy Committee on Transportation (JPACT), and the Region 1 Area Commission on Transportation (R1 ACT). Establishment of the RTPC would augment and not replace these forums.

Metro/JPACT/Regional Toll Policy Committee: Engagement Timeline



JPACT and Metro Council

As the federally mandated metropolitan planning organization, these groups have decision-making power over the Regional Transportation Plan (RTP) and programming of federal funds within the region through the Metropolitan Transportation Improvement Plan (MTIP), in coordination with the Oregon Highway Plan, Transportation Plan and STIP.

R1 ACT

An advisory body established to provide a forum for stakeholders to collaborate on transportation and advise the Oregon Transportation Commission (OTC) on state and regional policies affecting ODOT Region 1's transportation system.

Purpose of the RTPC

The RTPC would provide feedback and recommendations on policies and key decisions associated with two projects currently in development:

- The **Regional Mobility Pricing Project (RMPP)** would apply congestion pricing (using variable-rate tolls) on all lanes of I-5 and I-205 in the Portland metro area to manage traffic congestion and raise revenue for priority transportation projects.
- The **I-205 Toll Project** will apply congestion pricing (using variable-rate tolls) near the Abernethy and Tualatin River bridges to raise revenue to complete construction of the I-205 Improvements Project and manage congestion. Once RMPP is implemented, the I-205 Toll Project will become part of the system-wide approach.

The new RTPC would be asked to provide feedback and formal recommendations to ODOT. Regional toll policy for the I-205 Toll Project and RMPP will be in tandem. Formal feedback and recommendations will be provided on the following:

- **Expediting RMPP.** Strategies to develop regional support and consensus for RMPP. Regional consensus will accelerate the RMPP schedule.
- **Equity.** ODOT will submit a low-income toll report to legislature in September 2022. The low-income policy will be applied regionally.
- **Diversion impacts and mitigation.** ODOT is committed to evaluating and addressing impacts from rerouting, including the development of monitoring programs and prioritizing mitigation projects.
- **Multimodal.** ODOT will develop an equitable toll program that supports the development and planning of robust multimodal options delivered by partners.
- **Revenue.** ODOT needs a definition for the corridor where net toll revenues can be spent in the Portland Metropolitan Area.

RTPC

Role and ODOT Support

The group will discuss and provide recommendations to ODOT. There will be a charter to clarify membership, role, and ground rules for participation. The group would meet 7-10 times per year through completion of the environmental review process for both projects in 2024. Meetings are expected to last 2-3 hours and will be staffed by the project team. Agendas and materials will be provided one week prior to the meeting with a meeting summary afterwards.

Development of recommendations

In developing recommendations, the group will be asked to consider the Oregon Toll Program's Equity Framework, technical analysis, public input and previous OTC decisions and direction related to implementation of HB 2017. Consensus will be sought, when possible, while recognizing that consensus may not be achievable. At key milestones, straw polls or votes may be taken. Majority and minority opinions may be included in written recommendation to ODOT staff to describe the range of committee perspectives.

Public access

Materials will be posted online one week in advance of each meeting, and meetings will be accessible via live stream and video recording. In-person meetings will be held in an accessible location. Time will be reserved for public comment. Meeting summaries will be prepared for each meeting.

Facilitation

A facilitator will support the deliberations of the committee and ensure that all committee members have an equal opportunity to participate.

Chairs

The group will decide on two members to serve as co-chairs for the Committee. In this role, they will provide input to meeting agendas and act as active liaisons to ODOT leadership staff for Region 1 and the Urban Mobility Office.

Membership

All jurisdictions and stakeholder groups who have been active in the previous Toll Work Group will be invited to attend, although representatives. Additional members may be invited if it is determined that key interests are not represented.

2022 Timeline for the RTPC

The Toll Work Group will meet in March to get suggestions for membership and to transition the group to the RTPC. Subsequent monthly meetings will focus on key project milestones. ODOT will develop timelines of meetings and topics and share with stakeholders to ensure they are aware of key milestones and decisions.

APPENDIX B. REGIONAL MODELING GROUP

Regional Modeling Group (RMG) Overview

The purpose of the RMG is to share information and provide ideas and considerations to the project team related to technical approach, analysis tools, assumptions and limitations.

Meeting Series Objectives:

- Present findings and assumptions and discuss ideas and considerations
- Identify, discuss and aim to resolve partner concerns
- Obtain high-level buy-in on technical approach, analysis tools, assumptions, and limitations
- Gain regional understanding of what will be measured in the analysis

Roles and Responsibilities:

- The structure is intended to build upon common knowledge gained at prior workshops over the course of approximately two years.
- The group is expected to meet up to 6 to 10 times over the next 18-24 months.
- We are asking that individual participants commit to attending the workshop series in person (i.e. not send different staff to each meeting).
- The purpose of the group is to create an ongoing dialog with the project team related to the technical approach, including:
 - Analytical tools and models
 - Assumptions and limitations
 - Performance measures and analytical framework
 - Solutions and workaround options.
- Participants will be asked to be a link to their agencies and report back information that will be helpful.

REGIONAL MODELING GROUP ROSTER

Organization	Representative
TriMet	Tom Mills
Washington County	Steve Kelley
Clackamas County	Stephen Williams
City of Portland	Eric Hesse
	Ning Zhou
City of Hillsboro	Joseph Auth
City of West Linn	Lance Calvert
City of Oregon City	Dayna Webb
City of Tualatin	Mike McCarthy
City of Lake Oswego	Will Farley
City of Wilsonville	Zach Weigel

Metro	Alex Oreschak
RTC	Mark Harrington
WSDOT	Jason Gibbens
IBR Program	Casey Liles
Federal Highway Administration	Nathaniel Price
WSP	Mat Dolata (Facilitator)
	Josh Channell
ODOT	Alex Bettinardi
	Carol Snead
	Michael Holthoff
	Alyssa Cameron
Metro	Peter Bosa
	Chris Johnson
	Kyle Hauger
City of Portland	Shoshana Cohen
	Emma Sagor
	Mauricio Leclerc
Metro	Matt Bihn
City of Canby	Don Hardy

MEETING DATES AND TOPICS DISCUSSED

Meeting Date	Topics Discussed
July 18, 2019, Regional Modeling Group Kick Off Meeting	<ul style="list-style-type: none"> • Project History • Feasibility Analysis – Technical Review • Project Schedule • Technical Approach
April 16, 2020, Regional Modeling Group Workshop II	<ul style="list-style-type: none"> • General Project Updates • I-205 Travel Preference Survey and Schedule Update • Key Questions Identified in Workshop I • Overview of I-205 Technical Approach • Overview of I-205 Performance Measures
July 2, 2020, Regional Modeling Group Workshop III	<ul style="list-style-type: none"> • General Program Updates • Recap Major Topics from Workshop II

	<ul style="list-style-type: none"> • I-205 Toll Project Screening Alternatives Analysis • Regional Model Overview • I-205 Toll Project Model Data Examples
October 8, 2020, Regional Modeling Group Workshop IV	<ul style="list-style-type: none"> • General Program Updates • COVID Traffic Volume Changes • Recap Major Topics from Workshop III • National Environmental Policy Act Public and Stakeholder Comments • Preview I-205 Corridor User Analysis • Metroscope Results for Land Use Effects on Tolling
March 18, 2021, Regional Modeling Group Workshop V	<ul style="list-style-type: none"> • I-205 Toll Project Comment Response • I-5 and I-205 Regional Toll Project • Latest COVID Traffic Volume Update • I-205 Subarea Dynamic Traffic Assignment Model Development Update • I-205 Transportation Technical Report Methodology Overview
September 23, 2021, Regional Modeling Group Workshop VI	<ul style="list-style-type: none"> • Oregon Toll Program Updates • I-205 Toll Project – Regional Model Results Sharing • Time of Day Model Overview • Transportation Impacts Analysis Update
December 9, 2021, Regional Modeling Group Workshop VII	<ul style="list-style-type: none"> • Oregon Toll Program Updates • RMPP Analysis Approach Overview • I-205 Toll Project – Transportation Impacts Analysis Update • I-205 Subarea DTA Model Overview • Volume Comparison of DTA Model to Regional Model • I-205 Subarea DTA Model Results
January 27, 2022, Regional Modeling Group Workshop VIII	<ul style="list-style-type: none"> • RMPP Overview • PEL Evaluation Criteria • Sensitivity Test Scenarios

MODELING TEAM MEETINGS

Meeting Date	Attendees	Topics Discussed
05-23-2019	<p>ODOT: Judith Gray, Mike Mason, Chi Mai, Alex Bettinardi, Brian Dunn</p> <p>Consultant Team: Heather Wills (WSP), Sine Madden (WSP), Mat Dolata (WSP), David Ungemah (WSP), Trey Baker (WSP), Brent Baker (WSP), Ken Zatarain (WSP), Al Racciatti (Louis Berger), Rosella Picado (WSP), Andrew Natzel (WSP), Auden Kaehler (WSP), Matthew Kitchen (ECONorthwest), Ben Stabler (RSG)</p> <p>Oregon Metro: Peter Bosa, Chris Johnson</p> <p>RTC: Mark Harrington</p>	<ul style="list-style-type: none"> • Project History • Feasibility Analysis – Technical Review • Project Schedule • Proposed Technical Approach
05-30-2019	<p>ODOT: Judith Gray, Mike Mason, Chi Mai, Alex Bettinardi, Brian Dunn</p> <p>Oregon Metro: Peter Bosa, Chris Johnson</p> <p>RTC: Mark Harrington</p> <p>Consultant Team: Heather Wills (WSP), Sine Madden (WSP), Mat Dolata (WSP), Trey Baker (WSP), David Ungemah (WSP), Brent Baker (WSP), Andrew Natzel (WSP), Ken Zatarain (WSP), Matthew Kitchen (ECONorthwest), Ben Stabler (RSG), Al Racciatti (LB)</p>	<ul style="list-style-type: none"> • Modeling understanding of work • Policies that impact tolling
06-06-2019	<p>ODOT: Mike Mason, Chi Mai, Alex Bettinardi, Brian Dunn</p> <p>Oregon Metro: Peter Bosa, Chris Johnson</p> <p>RTC: Mark Harrington</p> <p>Consultant Team: Heather Wills (WSP), Sine Madden (WSP), Mat Dolata (WSP), Trey Baker (WSP), David Ungemah (WSP), Brent Baker (WSP), Ken Zatarain (WSP), Matthew Kitchen (ECONorthwest), Ben Stabler (RSG)</p>	<ul style="list-style-type: none"> • Regional Modeling Group Schedule • TRB Conference Follow-Up on Congestion Pricing • Status Updates on Model Assumptions & Approach Development • Round O Modeling
06-13-2019	<p>ODOT: Mike Mason, Chi Mai, Alex Bettinardi, Brian Dunn</p> <p>Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger</p> <p>RTC: Mark Harrington</p> <p>Consultant Team: Sine Madden (WSP), Mat Dolata (WSP), Trey Baker (WSP), David Ungemah (WSP), Brent Baker (WSP), Ken Zatarain (WSP), Matthew Kitchen (ECONorthwest), Ben Stabler (RSG)</p>	<ul style="list-style-type: none"> • Transit Modeling Overview • MCE Tool Update • Project Updates
06-27-2019	<p>ODOT: Mike Mason, Chi Mai, Alex Bettinardi, Brian Dunn</p> <p>Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger</p> <p>RTC: Mark Harrington</p> <p>Consultant Team: Sine Madden (WSP), Mat Dolata (WSP), Trey Baker (WSP), David Ungemah (WSP), Brent Baker (WSP), Ken Zatarain (WSP), Matthew Kitchen (ECONorthwest), Ben Stabler (RSG)</p>	<ul style="list-style-type: none"> • DTA Modeling Applications in Seattle • DTA Approach • Modeling/Technical Approach Update • Regional Modeling Group Update
07-11-2019	<p>ODOT: Mike Mason, Chi Mai, Alex Bettinardi, Brian Dunn</p> <p>Oregon Metro: Peter Bosa, Chris Johnson</p> <p>RTC: Mark Harrington</p> <p>Consultant Team: Sine Madden (WSP), Mat Dolata (WSP), Trey Baker (WSP), Andrew Natzel (WSP), Brent Baker (WSP), Ken Zatarain</p>	<ul style="list-style-type: none"> • Value of Time & Stated Preference Survey • Metro DTA Model Status Update

	(WSP), Matt Gray (WSP), Matthew Kitchen (ECONorthwest), Randy Pozdena (ECONorthwest), Ben Stabler (RSG), Mark Fowler (RSG)	
07-18-2019	ODOT: Mike Mason, Chi Mai, Alex Bettinardi Oregon Metro: Peter Bosa, Chris Johnson RTC: Mark Harrington Consultant Team: Sine Madden (WSP), Mat Dolata (WSP), Trey Baker (WSP), Andrew Natzel (WSP), Brent Baker (WSP), Ken Zatarain (WSP), Matt Gray (WSP), Matthew Kitchen (ECONorthwest), Randy Pozdena (ECONorthwest), Ben Stabler (RSG)	<ul style="list-style-type: none"> • DTA Subarea Definition • Alternative development
08-01-2019	ODOT: Mike Mason, Chi Mai, Alex Bettinardi, Brian Dunn Oregon Metro: Peter Bosa, Chris Johnson RTC: Mark Harrington Consultant Team: Sine Madden (WSP), Mat Dolata (WSP), Trey Baker (WSP), Brent Baker (WSP), Ken Zatarain (WSP), Bhanu Yerra (WSP), Matt Gray (WSP), Matthew Kitchen (ECONorthwest), Randy Pozdena (ECONorthwest), Ben Stabler (RSG)	<ul style="list-style-type: none"> • Alternatives Development • Stated Preference Survey Follow-Up
08-08-2019	ODOT: Mike Mason, Chi Mai, Alex Bettinardi, Brian Dunn Oregon Metro: Peter Bosa, Chris Johnson RTC: Mark Harrington Consultant Team: Sine Madden (WSP), Mat Dolata (WSP), Trey Baker (WSP), Brent Baker (WSP), Ken Zatarain (WSP), Bhanu Yerra (WSP), Matt Gray (WSP), Matthew Kitchen (ECONorthwest), Randy Pozdena (ECONorthwest), Ben Stabler (RSG)	<ul style="list-style-type: none"> • Volume Difference Plot Comparisons for VPFA Concept E • Preliminary Draft Performance Measures
08-22-2019	ODOT: Mike Mason, Chi Mai, Alex Bettinardi, Brian Dunn Oregon Metro: Peter Bosa, Chris Johnson RTC: Mark Harrington Consultant Team: Sine Madden (WSP), Mat Dolata (WSP), Trey Baker (WSP), Brent Baker (WSP), Ken Zatarain (WSP), Bhanu Yerra (WSP), Matt Gray (WSP), Matthew Kitchen (ECONorthwest), Randy Pozdena (ECONorthwest), Ben Stabler (RSG)	<ul style="list-style-type: none"> • Updated rerouting analysis for alternative baseline model run
09-12-2019	ODOT: Mike Mason, Chi Mai, Alex Bettinardi, Brian Dunn Oregon Metro: Peter Bosa, Chris Johnson RTC: Mark Harrington Consultant Team: Sine Madden (WSP), Mat Dolata (WSP), Trey Baker (WSP), Brent Baker (WSP), Ken Zatarain (WSP), Bhanu Yerra (WSP), Matt Gray (WSP), Matthew Kitchen (ECONorthwest), Randy Pozdena (ECONorthwest), Ben Stabler (RSG)	<ul style="list-style-type: none"> • Enhanced relationship between MCA and Kate
09-19-2019	ODOT: Mike Mason, Chi Mai, Alex Bettinardi, Brian Dunn Oregon Metro: Peter Bosa, Chris Johnson RTC: Mark Harrington	<ul style="list-style-type: none"> • Technical Updates • Early Modeling Efforts

	<p>Consultant Team: Sine Madden (WSP), Mat Dolata (WSP), Trey Baker (WSP), Brent Baker (WSP), Ken Zatarain (WSP), Matt Gray (WSP), Matthew Kitchen (ECONorthwest), Randy Pozdena (ECONorthwest), Ben Stabler (RSG)</p>	<ul style="list-style-type: none"> Regional Modeling Group
10-10-2019	<p>ODOT: Mike Mason, Chi Mai, Alex Bettinardi, Brian Dunn Oregon Metro: Peter Bosa, Chris Johnson RTC: Mark Harrington Consultant Team: Sine Madden (WSP), Mat Dolata (WSP), Trey Baker (WSP), Brent Baker (WSP), Ken Zatarain (WSP), Matt Gray (WSP), Matthew Kitchen (ECONorthwest), Randy Pozdena (ECONorthwest), Ben Stabler (RSG)</p>	<ul style="list-style-type: none"> Regional Modeling Group Vehicle Segmentation DTA Model Discussion
10-31-2019	<p>ODOT: Mike Mason, Chi Mai, Alex Bettinardi, Brian Dunn Oregon Metro: Peter Bosa, Chris Johnson RTC: Mark Harrington Consultant Team: Sine Madden (WSP), Mat Dolata (WSP), Trey Baker (WSP), Brent Baker (WSP), Ken Zatarain (WSP), Dora Wu (WSP), Matt Gray (WSP), Matthew Kitchen (ECONorthwest), Randy Pozdena (ECONorthwest), Ben Stabler (RSG)</p>	<ul style="list-style-type: none"> Initial Model Run Findings Next Steps for Modeling
11-07-2019	<p>ODOT: Mike Mason, Chi Mai, Alex Bettinardi, Brian Dunn Oregon Metro: Peter Bosa, Chris Johnson RTC: Mark Harrington Consultant Team: Sine Madden (WSP), Mat Dolata (WSP), Trey Baker (WSP), Brent Baker (WSP), Ken Zatarain (WSP), Dora Wu (WSP), Matt Gray (WSP), Matthew Kitchen (ECONorthwest), Randy Pozdena (ECONorthwest), Ben Stabler (RSG)</p>	<ul style="list-style-type: none"> Model Results – Findings Models Segmentation Alternatives Analysis – Next Steps Stated Preference Survey – Next Steps DTA – Next Steps
11-14-2019	<p>ODOT: Mike Mason, Chi Mai, Alex Bettinardi, Oregon Metro: Peter Bosa, Chris Johnson RTC: Mark Harrington Consultant Team: Sine Madden (WSP), Mat Dolata (WSP), Trey Baker (WSP), Brent Baker (WSP), Ken Zatarain (WSP), Dora Wu (WSP), Matt Gray (WSP), Matthew Kitchen (ECONorthwest), Randy Pozdena (ECONorthwest), Ben Stabler (RSG), Anne Presentin (EI), Mark Fowler (RSG)</p>	<ul style="list-style-type: none"> Model Results – Findings Continues Stated Preference Survey Update
11-21-2019	<p>ODOT: Mike Mason, Chi Mai, Alex Bettinardi Oregon Metro: Peter Bosa, Chris Johnson RTC: Mark Harrington Consultant Team: Mat Dolata (WSP), Trey Baker (WSP), Dora Wu (WSP), Matt Gray (WSP), Jim Hicks (WSP), Chris Swenson (WSP), Josh Channel (WSP)</p>	<ul style="list-style-type: none"> Why DTA? Review Previous DTA Discussions Application for Tolling Project

12-12-2019	<p>ODOT: Mike Mason, Chi Mai, Alex Bettinardi Oregon Metro: Peter Bosa, Chris Johnson RTC: Mark Harrington Consultant Team: Mat Dolata (WSP), Trey Baker (WSP), Dora Wu (WSP), Matt Gray (WSP), Chris Swenson (WSP), Josh Channel (WSP), Randy Pozdena (EcoNorthwest), Matthew Kitchen (EcoNorthwest), Aly Elsalmi (WSP), Ken Zatarain (WSP), David Ungemah (WSP)</p>	<ul style="list-style-type: none"> • Summary of DTA Model Team Meeting • Discussion of Latest Model Results
12-19-2019	<p>ODOT: Mike Mason, Chi Mai, Alex Bettinardi Oregon Metro: Peter Bosa, Chris Johnson RTC: Mark Harrington Consultant Team: Mat Dolata (WSP), Trey Baker (WSP), Dora Wu (WSP), Matt Gray (WSP), Chris Swenson (WSP), Josh Channel (WSP), Randy Pozdena (EcoNorthwest), Matthew Kitchen (EcoNorthwest), Aly Elsalmi (WSP), Ken Zatarain (WSP), David Ungemah (WSP)</p>	<ul style="list-style-type: none"> • Schedule Update • Revenue Forecast Overview • Model Travel Pattern Changes
01-09-2020	<p>ODOT: Chi Mai, Alex Bettinardi, Brian Dunn Oregon Metro: Peter Bosa, Chris Johnson INRO: Michael Mahut Consultant Team: Mat Dolata (WSP), Trey Baker (WSP), Dora Wu (WSP), Matt Gray (WSP), Jim Hicks (WSP), Chris Swenson (WSP), Josh Channell (WSP)</p>	<ul style="list-style-type: none"> • Review Previous DTA Discussions • Rerouting for I-205 Concept E • Count Data Near I-205 • Application for Tolling Project
01-23-2020	<p>ODOT: Chi Mai, Alex Bettinardi, Brian Dunn Oregon Metro: Peter Bosa, Chris Johnson RTC: Mark Hariington Consultant Team: Mat Dolata (WSP), Trey Baker (WSP), Brent Baker (WSP), Dora Wu (WSP), Matt Gray (WSP), Chris Swenson (WSP), Josh Channell (WSP), Aly Elsalmi (WSP), Ken Zatarain (WSP), David Ungemah (WSP), Randy Pozdena (EcoNorthwest), Matthew Kitchen (EcoNorthwest)</p>	<ul style="list-style-type: none"> • Modeling Updates • Regional Modeling Group Kickoff Meeting • Review Alternatives Analysis Framework • Modeling Work Plan
01-30-2020	<p>ODOT: Chi Mai, Alex Bettinardi, Brian Dunn Oregon Metro: Peter Bosa, Chris Johnson RTC: Mark Harrington INRO: Michael Mahut FHWA: Emily Cline Consultant Team: Mat Dolata (WSP), Trey Baker (WSP), Brent Baker (WSP), Dora Wu (WSP), Matt Gray (WSP), Jim Hicks (WSP), Chris Swenson (WSP), Josh Channell (WSP), Ken Zatarain (WSP), David Ungemah (WSP), Randy Pozdena (EcoNorthwest), Matthew Kitchen (EcoNorthwest), Ben Stabler (RSG)</p>	<ul style="list-style-type: none"> • Regional Modeling Group Meeting Schedule • Performance Measures For initial I-205 Tolling Alternatives • Update of DTA Development
02-06-2020	<p>ODOT: Chi Mai, Alex Bettinardi, Brian Dunn Oregon Metro: Peter Bosa, Chris Johnson</p>	<ul style="list-style-type: none"> • Regional Modeling Group Prep

	<p>RTC: Mark Harrington</p> <p>Consultant Team: Mat Dolata (WSP), Trey Baker (WSP), Brent Baker (WSP), Dora Wu (WSP), Matt Gray (WSP), Chris Swenson (WSP), Josh Channell (WSP), Aly Elsalmi (WSP), Ken Zatarain (WSP), David Ungemah (WSP), Randy Pozdena (EcoNorthwest), Matthew Kitchen (EcoNorthwest)</p>	<ul style="list-style-type: none"> • Evaluation Criteria / Performance Measure Follow Up • I-205 Modeling – Alternatives Evaluation Schedule and Data Needs
02-20-2020	<p>ODOT: Chi Mai, Alex Bettinardi, Brian Dunn</p> <p>Oregon Metro: Peter Bosa, Chris Johnson</p> <p>RTC: Mark Harrington</p> <p>Consultant Team: Mat Dolata (WSP), Trey Baker (WSP), Brent Baker (WSP), Dora Wu (WSP), Matt Gray (WSP), Chris Swenson (WSP), Josh Channell (WSP), Aly Elsalmi (WSP), Ken Zatarain (WSP), David Ungemah (WSP), Randy Pozdena (EcoNorthwest), Matthew Kitchen (EcoNorthwest)</p>	<ul style="list-style-type: none"> • Recap Regional Modeling Group Meeting • Initial locations for AADT Review • OD Analysis Findings • DTA Subarea Data Needs
02-27-2020	<p>ODOT: Chi Mai, Alex Bettinardi, Brian Dunn</p> <p>Oregon Metro: Peter Bosa, Chris Johnson</p> <p>INRO: Michael Mahut</p> <p>RTC: Mark Harrington</p> <p>Consultant Team: Mat Dolata (WSP), Trey Baker (WSP), Dora Wu (WSP), Matt Gray (WSP), Jim Hicks (WSP), Chris Swenson (WSP), Josh Channell (WSP)</p>	<ul style="list-style-type: none"> • Project Schedule & TDA • Model Development Progress Update • Methodology Discussion • Data Needs
03-05-2020	<p>ODOT: Chi Mai, Alex Bettinardi, Brian Dunn</p> <p>Oregon Metro: Peter Bosa, Chris Johnson</p> <p>RTC: Mark Harrington</p> <p>Consultant Team: Mat Dolata (WSP), Trey Baker (WSP), Brent Baker (WSP), Dora Wu (WSP), Matt Gray (WSP), Chris Swenson (WSP), Josh Channell (WSP), Ken Zatarain (WSP), David Ungemah (WSP), Randy Pozdena (EcoNorthwest), Matthew Kitchen (EcoNorthwest)</p>	<ul style="list-style-type: none"> • DTA Model Development Update & 2/27 NTN Recap • Project Lookahead & Technical Deliverables • Initial Model Results Summary for I-205 Screening Alternatives • Proposed Approach for Land Use Impacts in Metroscope • Safety Methodology in MCE
03-12-2020	<p>ODOT: Chi Mai, Alex Bettinardi, Brian Dunn</p> <p>Oregon Metro: Peter Bosa, Chris Johnson</p> <p>RTC: Mark Harrington</p> <p>Consultant Team: Mat Dolata (WSP), Trey Baker (WSP), Brent Baker (WSP), Dora Wu (WSP), Matt Gray (WSP), Chris Swenson (WSP), Josh Channell (WSP), David Ungemah</p>	<ul style="list-style-type: none"> • Project Updates • Model Results Summary for I-205 Screening Alternatives

	(WSP), Randy Pozdena (EcoNorthwest), Matthew Kitchen (EcoNorthwest)	
03-19-2020	<p>ODOT: Chi Mai, Alex Bettinardi, Brian Dunn Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger INRO: Michael Mahut RTC: Mark Harrington Consultant Team: Mat Dolata (WSP), Trey Baker (WSP), Brent Baker (WSP), Dora Wu (WSP), Auden Kaehler (WSP), Matt Gray (WSP), Chris Swenson (WSP), Josh Channell (WSP), David Ungemah (WSP), Jim Hicks (WSP), Randy Pozdena (EcoNorthwest), Matthew Kitchen (EcoNorthwest)</p>	<p>DTA</p> <ul style="list-style-type: none"> • Model Development Status Updates • DTA Development Workplan • Traffic Count Locations Regular Meeting • Follow-up on Modeling for Safety and Land-use • Additional Model Results for I-205 Screening • Data Vendor Rerouting Examples
03-26-2020	<p>ODOT: Chi Mai, Alex Bettinardi, Brian Dunn Oregon Metro: Peter Bosa, Chris Johnson RTC: Mark Harrington Consultant Team: Mat Dolata (WSP), Matt Gray (WSP), Chris Swenson (WSP), Josh Channell (WSP), Jim Hicks (WSP), Michael Mahut (INRO), Ido Juran (INRO)</p>	<ul style="list-style-type: none"> • I-205 Model Update • I-205 Scenario Comparison • DTA Workplan & Next Steps
04-02-2020	<p>ODOT: Lucinda Broussard, Chi Mai, Alex Bettinardi, Brian Dunn Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger RTC: Mark Harrington Consultant Team: Mat Dolata (WSP), Trey Baker (WSP), Brent Baker (WSP), Dora Wu (WSP), Auden Kaehler (WSP), Matt Gray (WSP), Chris Swenson (WSP), Josh Channell (WSP), David Ungemah (WSP), Jim Hicks (WSP), Randy Pozdena (EcoNorthwest), Matthew Kitchen (EcoNorthwest), Michael Mahut (INRO), Ido Juran (INRO)</p>	<p>General Meeting</p> <ul style="list-style-type: none"> • General Project Update • Update on Metroscope and MCE Application • Rerouting Results Summary • RMG Meeting Discussion <p>DTA</p> <ul style="list-style-type: none"> • 2015 Network Results • Subarea Cut Discussion • Traffic Count Data Update
04-09-2020	<p>ODOT: Lucinda Broussard, Chi Mai, Alex Bettinardi, Brian Dunn Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger RTC: Mark Harrington Consultant Team for Part 1 (DTA-Focused Meeting): Mat Dolata (WSP), Matt Gray (WSP), Chris Swenson (WSP), Jim Hicks (WSP), Michael Mahut (INRO), Ido Juran (INRO) Consultant Team for Part 2 (General Meeting): Mat Dolata (WSP), Josh Channell (WSP), Trey Baker (WSP), Brent Baker</p>	<p>DTA</p> <ul style="list-style-type: none"> • Traffic Count Data Update • 2015 AM Model Network Validation • Subarea Cut Discussion <p>General Meeting</p>

	(WSP), Dora Wu (WSP), Matt Gray (WSP), Chris Swenson (WSP), David Ungemah (WSP)	<ul style="list-style-type: none"> • Trip Diversion Summary • Safety Analysis Summary • RMG Meeting Discussion
04-16-2020	<p>ODOT: Lucinda Broussard, Chi Mai, Alex Bettinardi, Brian Dunn</p> <p>Oregon Metro: Peter Bosa, Chris Johnson</p> <p>RTC: Mark Harrington</p> <p>Consultant Team: Mat Dolata (WSP), Matt Gray (WSP), Chris Swenson (WSP), Jim Hicks (WSP), Michael Mahut (INRO), Ido Juran (INRO)</p>	<ul style="list-style-type: none"> • DTA Development Schedule Update • Advancing 2015 Model Validation • Validation Targets & Subarea Cut Discussion
04-23-2020	<p>ODOT: Lucinda Broussard, Chi Mai, Alex Bettinardi, Brian Dunn</p> <p>Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger</p> <p>RTC: Mark Harrington</p> <p>WSP Consultant Team for Part 1 (General Meeting): Mat Dolata (WSP), Josh Channell (WSP), Trey Baker (WSP), Brent Baker (WSP), Dora Wu (WSP), Matt Gray (WSP), Chris Swenson (WSP), David Ungemah (WSP), Matthew Kitchen (ECONorthwest), Randy Pozdena (ECONorthwest), Jennifer Rabby</p>	<p>General Meeting</p> <ul style="list-style-type: none"> • RMG Meeting Recap • Draft Goals and Objectives for I-205 • I-205 Alternatives Screening Evaluation <p>DTA</p> <ul style="list-style-type: none"> • Initial Validation Targets • Travel Time Data Cleaning
04-30-2020	<p>ODOT: Lucinda Broussard, Chi Mai, Alex Bettinardi, Brian Dunn</p> <p>Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger</p> <p>RTC: Mark Harrington</p> <p>Consultant Team: Mat Dolata (WSP), Matt Gray (WSP), Chris Swenson (WSP), Jim Hicks (WSP), Michael Mahut (INRO), Ido Juran (INRO), Dora Wu (WSP)</p>	<ul style="list-style-type: none"> • Study Area Traffic Count Validation for Regional Model • First-cut DTA Validation Targets • Travel Time Data Review
05-07-2020	<p>ODOT: Lucinda Broussard, Chi Mai, Alex Bettinardi, Brian Dunn</p> <p>Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger</p> <p>RTC: Mark Harrington</p> <p>Consultant Team: Mat Dolata (WSP), Josh Channell (WSP), Trey Baker (WSP), Brent Baker (WSP), Dora Wu (WSP), Matt Gray (WSP), Chris Swenson (WSP), David Ungemah (WSP), Matthew Kitchen (ECONorthwest), Randy Pozdena (ECONorthwest), Jennifer Rabby (WSP), Chris Wellander (WSP)</p>	<ul style="list-style-type: none"> • District Origin & Destination Analysis • Potential Recommendations for I-205 Alternatives Screening • Schedule & Next Steps for Modeling

05-14-2020	<p>ODOT: Lucinda Broussard, Chi Mai, Alex Bettinardi, Brian Dunn</p> <p>Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger</p> <p>RTC: Mark Harrington</p> <p>Consultant Team: Mat Dolata (WSP), Matt Gray (WSP), Chris Swenson (WSP), Jim Hicks (WSP), Michael Mahut (INRO)</p>	<ul style="list-style-type: none"> • Travel Time Data Update • Count Data Update • Validation Next Steps • Coordination with Local Jurisdictions
05-21-2020	<p>ODOT: Lucinda Broussard, Chi Mai, Alex Bettinardi, Brian Dunn</p> <p>Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger</p> <p>RTC: Mark Harrington</p> <p>Consultant Team: Mat Dolata (WSP), Josh Channell (WSP), Brent Baker (WSP), Matt Gray (WSP), Chris Swenson (WSP), David Ungemah (WSP), Chris Wellander (WSP), Matthew Kitchen (ECONorthwest), Randy Pozdena (ECONorthwest)</p>	<p>General Meeting</p> <ul style="list-style-type: none"> • RMG Workshop #3 Coordination • Income Segmentation Next Steps • Brief Update on DTA Model Development <p>DTA</p> <ul style="list-style-type: none"> • Validation Targets • Travel Time Date • Count Data
05-28-2020	<p>ODOT: Lucinda Broussard, Chi Mai, Alex Bettinardi, Brian Dunn</p> <p>Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger</p> <p>RTC: Mark Harrington</p> <p>Consultant Team: Mat Dolata (WSP), Matt Gray (WSP), Chris Swenson (WSP), Jim Hicks (WSP), Michael Mahut (INRO), Chris Wellander (WSP)</p>	<ul style="list-style-type: none"> • Comparison of INRIX and HERE Travel Time Data • Count Database Update • DTA Subarea • Workplan Next Steps
06-04-2020	<p>ODOT: Lucinda Broussard, Chi Mai, Alex Bettinardi, Brian Dunn</p> <p>Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger</p> <p>RTC: Mark Harrington</p> <p>Consultant Team: Mat Dolata (WSP), Josh Channell (WSP), Brent Baker (WSP), Matt Gray (WSP), Chris Swenson (WSP), David Ungemah (WSP), Chris Wellander (WSP), Dora Wu (WSP)</p>	<ul style="list-style-type: none"> • Upcoming RMG Workshop Agenda & roles • Model Data-Sharing Approach • Regional Model Reginement Update • 2040 Regional Model Results Comparison
06-11-2020	<p>ODOT: Lucinda Broussard, Chi Mai, Alex Bettinardi, Brian Dunn</p> <p>Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger</p> <p>RTC: Mark Harrington</p> <p>Consultant Team: Mat Dolata (WSP), Matt Gray (WSP), Chris Swenson (WSP), Jim Hicks (WSP), Michael Mahut (INRO), Chris Wellander (WSP)</p>	<ul style="list-style-type: none"> • Model Travel Time Comparison between Freeway Interchanges • Dubarea DTA Model Review • I-205 Speed/Flow Analysis Count Data Update
06-18-2020	<p>ODOT: Lucinda Broussard, Chi Mai, Alex Bettinardi, Brian Dunn</p> <p>Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger</p> <p>RTC: Mark Harrington</p>	<ul style="list-style-type: none"> • RMG Agenda & Local Agency Feedback • Data-Sharing Approach • MCE Workplan

	Consultant Team: Mat Dolata (WSP), Matt Gray (WSP), Chris Swenson (WSP), Chris Wellander (WSP), Josh Channel (WSP), Dora Wu (WSP), David Ungemah (WSP)	
06-25-2020	<p>ODOT: Lucinda Broussard, Chi Mai, Alex Bettinardi, Brian Dunn</p> <p>Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger</p> <p>RTC: Mark Harrington</p> <p>Consultant Team: Mat Dolata (WSP), Matt Gray (WSP), Chris Swenson (WSP), Jim Hicks (WSP), Michael Mahut (INRO), Chris Wellander (WSP)</p>	<ul style="list-style-type: none"> Traffic Count Data for Calibration Model Calibration Update DTA Workplan – Next Steps
07-02-2020	<p>ODOT: Lucinda Broussard, Chi Mai, Alex Bettinardi, Brian Dunn</p> <p>Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger</p> <p>RTC: Mark Harrington</p> <p>Consultant Team: Mat Dolata (WSP), Matt Gray (WSP), Jim Hicks (WSP), Ido Juran (INRO)</p>	<ul style="list-style-type: none"> Model Calibration Update DTA Workplan
07-09-2020	<p>ODOT: Lucinda Broussard, Chi Mai, Alex Bettinardi, Brian Dunn</p> <p>Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger</p> <p>RTC: Mark Harrington</p> <p>Consultant Team: Mat Dolata (WSP), Matt Gray (WSP), Chris Swenson (WSP), Chris Wellander (WSP), Josh Channel (WSP), Dora Wu (WSP), David Ungemah (WSP)</p>	<ul style="list-style-type: none"> Schedule for Model-related Activities
07-16-2020	<p>ODOT: Lucinda Broussard, Chi Mai, Alex Bettinardi, Brian Dunn</p> <p>Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger</p> <p>RTC: Mark Harrington</p> <p>Consultant Team: Mat Dolata (WSP), Matt Gray (WSP), Chris Swenson (WSP), Chris Wellander (WSP), Josh Channel (WSP), Qingyang Xie (WSP)</p>	<p>General Meeting</p> <ul style="list-style-type: none"> RMG Workshop & Diversion Committee Meeting Recaps Schedule for Upcoming Modeling Activities Streetlight Data Analysis Update Discuss Existing Diversion <p>DTA</p> <ul style="list-style-type: none"> DTA Workplan Model Calibration Update
07-23-2020	<p>ODOT: Lucinda Broussard, Chi Mai, Alex Bettinardi, Brian Dunn</p> <p>Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger</p> <p>RTC: Mark Harrington</p>	<ul style="list-style-type: none"> Calibration Data Approach to Calibration VOT Distribution in DTA

	Consultant Team: Mat Dolata (WSP), Matt Gray (WSP), Chris Swenson (WSP), Jim Hicks (WSP), Michael Mahut (INRO), Ido Juran (INRO)	
7-30-2020	<p>ODOT: Lucinda Broussard, Chi Mai, Alex Bettinardi, Brian Dunn</p> <p>Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger</p> <p>RTC: Mark Harrington</p> <p>Consultant Team: Mat Dolata (WSP), Matt Gray (WSP), Chris Swenson (WSP), Chris Wellander (WSP), Josh Channel (WSP), Matthew Kitchen (ECONorthwest), Dora Wu (WSP)</p>	<ul style="list-style-type: none"> • Metroscope results Summary • Time of Day Choice Model Update • MCE Model Refinement Update
08-06-2020	<p>ODOT: Lucinda Broussard, Chi Mai, Alex Bettinardi, Mike Mason</p> <p>Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger</p> <p>RTC: Mark Harrington</p> <p>Consultant Team: Matt Gray (WSP), Chris Swenson (WSP), Jim Hicks (WSP), Michael Mahut (INRO), Ido Juran (INRO)</p>	<ul style="list-style-type: none"> • Travel Time Data Update • Advancing Calibration
01-07-2021	<p>ODOT: Lucinda Broussard, Chi Mai, Alex Bettinardi, Brian Dunn, Mike Mason, Tony Lee, Gareth Prior</p> <p>Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger</p> <p>RTC: Mark Harrington</p> <p>Consultant Team: Mat Dolata (WSP), Emily Benoit (WSP), Brent Baker (WSP), Virginie Amerlynk (WSP), Matthew Kitchen (ECONorthwest)</p>	<ul style="list-style-type: none"> • Time-of-Day Model Testing Update • Quick DTA Update • VOT Recommendations & Memo Overview • Model Implementation Next Steps
01-14-2021	<p>ODOT: Lucinda Broussard, Chi Mai, Alex Bettinardi, Brian Dunn, Mike Mason, Gareth Prior</p> <p>Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger</p> <p>RTC: Mark Harrington</p> <p>Consultant Team: Mat Dolata (WSP), Emily Benoit (WSP), Ido Juran (INRO), Jim Hicks (WSP)</p>	<ul style="list-style-type: none"> • DTA Progress Update • Next Steps for DTA
01-28-2021	<p>ODOT: Lucinda Broussard, Chi Mai, Alex Bettinardi, Brian Dunn, Mike Mason, Gareth Prior</p> <p>Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger</p> <p>RTC: Mark Harrington</p> <p>Consultant Team: Mat Dolata (WSP), Emily Benoit (WSP), Ido Juran (INRO), Jim Hicks (WSP)</p>	<ul style="list-style-type: none"> • DTA Progress Update • DTAS Model Documentation • Next Steps for DTA
02-11-2021	<p>ODOT: Lucinda Broussard, Alex Bettinardi, Brian Dunn, Mike Mason, Gareth Prior</p> <p>Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger</p> <p>RTC: Mark Harrington</p>	<ul style="list-style-type: none"> • DTA Scenario Comparison for Alts 1, 3, and 4

	Consultant Team: Mat Dolata (WSP), Emily Benoit (WSP), Ido Juran (INRO), Jim Hicks (WSP), Dora Wu (WSP)	<ul style="list-style-type: none"> • DTA Summary for 2040 Demand • Time of Day Model (RTDM) Testing • Income-Segmented RTDM Discussion
02-18-2021	<p>ODOT: Lucinda Broussard, Chi Mai, Brian Dunn, Mike Mason, Gareth Prior</p> <p>Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger</p> <p>RTC: Mark Harrington</p> <p>Consultant Team: Mat Dolata (WSP), Kara Todd (WSP), Jim Hicks (WSP), Dora Wu (WSP), Sine Madden (WSP)</p>	<ul style="list-style-type: none"> • I-205 Toll Project Schedule Update • RMG Workshop Overview • DTA Scenario Comparison for Alts 1, 3, and 4
02-25-2021	<p>ODOT: Lucinda Broussard, Chi Mai, Brian Dunn, Mike Mason, Gareth Prior, Alex Bettinardi</p> <p>Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger</p> <p>RTC: Mark Harrington</p> <p>Consultant Team: Mat Dolata (WSP), Kara Todd (WSP), Dora Wu (WSP), Brent Baker (WSP)</p>	<ul style="list-style-type: none"> • Update on Toll Segmentation in RTDM • Update on DTA 2040 Demand Test • Model Sensitivity Testing Results
03-04-2021	<p>ODOT: Lucinda Broussard, Chi Mai, Brian Dunn, Mike Mason, Gareth Prior, Alex Bettinardi</p> <p>Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger</p> <p>RTC: Mark Harrington</p> <p>Consultant Team: Mat Dolata (WSP), Kara Todd (WSP), Jim Hicks (WSP), Ido Juran (INRO)</p>	<ul style="list-style-type: none"> • I-205 Subarea Model Development Update • Alt 3 and 4 Testing Results Continued • DTA Documentation Discussion
03-11-2021	<p>ODOT: Lucinda Broussard, Chi Mai, Brian Dunn, Mike Mason, Gareth Prior, Alex Bettinardi</p> <p>Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger</p> <p>RTC: Mark Harrington</p> <p>Consultant Team: Mat Dolata (WSP), Kara Todd (WSP), Jim Hicks (WSP), Ido Juran (INRO)</p>	<ul style="list-style-type: none"> • DTA Documentation Discussion • I-205 Subarea Model Development Update • Alt 3 and 4 Testing Results Continued
04-01-2021	<p>ODOT: Lucinda Broussard, Chi Mai, Brian Dunn, Mike Mason, Gareth Prior, Alex Bettinardi</p> <p>Oregon Metro: Peter Bosa, Chris Johnson, Matt Bihn, Alex Oreschak</p> <p>RTC: Mark Harrington</p> <p>Consultant Team: Mat Dolata (WSP), Kara Todd (WSP), Dora Wu (WSP), Chris Wellander (WSP)</p>	<ul style="list-style-type: none"> • Regional Pricing Options Project Presentation • I-205 Toll Project Modeling Schedule & Status Update • Findings from Previous I-205 Model Scenarios
04-15-2021	<p>ODOT: Lucinda Broussard, Chi Mai, Brian Dunn, Mike Mason, Gareth Prior, Alex Bettinardi</p> <p>Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger</p> <p>RTC: Mark Harrington</p>	<ul style="list-style-type: none"> • Modeling Schedule Update • RTDM Results on I-205 • RTDM Regional Results

	Consultant Team: Mat Dolata (WSP), Kara Todd (WSP), Dora Wu (WSP), Brent Baker (WSP)	
04-22-2021	ODOT: Lucinda Broussard, Chi Mai, Brian Dunn, Mike Mason, Gareth Prior, Alex Bettinardi Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger RTC: Mark Harrington Consultant Team: Mat Dolata (WSP), Kara Todd (WSP), Dora Wu (WSP), Brent Baker (WSP), Mingyang Li (WSP)	<ul style="list-style-type: none"> • TOD Model Updates • RTDM Results on I-205 Continued • Additional Model Run Needs
04-29-2021	ODOT: Lucinda Broussard, Chi Mai, Brian Dunn, Mike Mason, Gareth Prior, Alex Bettinardi Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger RTC: Mark Harrington Consultant Team: Mat Dolata (WSP), Kara Todd (WSP), Brent Baker (WSP), Mingyang Li (WSP), Jim Hicks (WSP)	<ul style="list-style-type: none"> • TOD Model Updates • Toll Schedule Refinement for AM Peak • DTA Sensitivity Test Overview
05-20-2021	ODOT: Lucinda Broussard, Chi Mai, Brian Dunn, Mike Mason, Gareth Prior, Alex Bettinardi Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger Clackamas County: Stephen Williams RTC: Mark Harrington Consultant Team: Mat Dolata (WSP), Kara Todd (WSP), Mingyang Li (WSP), Chris Wellander (WSP)	<ul style="list-style-type: none"> • TOD Model Updates • Ramp-Meter Sensitivity Test Discussion • Model Performance Measures Update Discussion
06-03-2021	ODOT: Lucinda Broussard, Chi Mai, Brian Dunn, Mike Mason, Gareth Prior, Alex Bettinardi Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger Clackamas County: Stephen Williams RTC: Mark Harrington Consultant Team: Mat Dolata (WSP), Kara Todd (WSP), Chris Wellander (WSP), Jim Hicks (WSP)	<ul style="list-style-type: none"> • TOD Model Update • I-205 Subarea DTA Model Overview • DTA Graphics Updates • DTA Next Steps
06-17-2021	ODOT: Lucinda Broussard, Chi Mai, Brian Dunn, Mike Mason, Gareth Prior, Alex Bettinardi Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger Clackamas County: Stephen Williams RTC: Mark Harrington Consultant Team: Mat Dolata (WSP), Kara Todd (WSP), Chris Wellander (WSP), Mingyang Li (WSP)	<ul style="list-style-type: none"> • Updated Toll Rate Schedule Assumptions • TOD Model update • Modeling Timeline and Next Steps
06-24-2021	ODOT: Lucinda Broussard, Chi Mai, Brian Dunn, Mike Mason, Gareth Prior, Alex Bettinardi Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger Clackamas County: Stephen Williams RTC: Mark Harrington	<ul style="list-style-type: none"> • RTDM Results Summary – Congestion & Volume Changes for Alternative 3

	Consultant Team: Mat Dolata (WSP), Kara Todd (WSP), Brent Baker (WSP), Mingyang Li (WSP)	
07-08-2021	ODOT: Lucinda Broussard, Brian Dunn, Mike Mason, Garet Prior, Alex Bettinardi Oregon Metro: Chris Johnson, Kyle Hauger Clackamas County: Stephen Williams RTC: Mark Harrington Consultant Team: Mat Dolata (WSP), Kara Todd (WSP), Chris Wellander (WSP), Mingyang Li (WSP)	<ul style="list-style-type: none"> Modeling Schedule and Next Steps RTDM Results – Further Analysis of traffic Rerouting
07-22-2021	ODOT: Lucinda Broussard, Brian Dunn, Mike Mason, Garet Prior, Alex Bettinardi Oregon Metro: Chris Johnson, Kyle Hauger, Peter Bosa Clackamas County: Stephen Williams RTC: Mark Harrington Consultant Team: Mat Dolata (WSP), Kara Todd (WSP), Chris Wellander (WSP), Mingyang Li (WSP), Brent Baker (WSP)	<ul style="list-style-type: none"> DTA Model Update RTDM Results – Through Trip Travel Patterns RTDM Results – Demand Changes
08-12-2021	ODOT: Lucinda Broussard, Brian Dunn, Mike Mason, Garet Prior, Alex Bettinardi Oregon Metro: Chris Johnson, Kyle Hauger, Peter Bosa Clackamas County: Stephen Williams RTC: Mark Harrington Consultant Team: Mat Dolata (WSP), Chris Wellander (WSP), Mingyang Li (WSP), Jim Hicks (WSP), Ido Juran (INRO)	<ul style="list-style-type: none"> DTA Model Issues Status Update & Next Steps
08-19-2021	ODOT: Lucinda Broussard, Brian Dunn, Mike Mason, Garet Prior, Alex Bettinardi Oregon Metro: Chris Johnson, Kyle Hauger, Peter Bosa Clackamas County: Stephen Williams RTC: Mark Harrington Consultant Team: Mat Dolata (WSP), Chris Wellander (WSP), Kara Todd (WSP), Jim Hicks (WSP), Ido Juran (INRO)	<ul style="list-style-type: none"> DTA Model Results Update DTA Next Steps
09-02-2021	ODOT: Lucinda Broussard, Brian Dunn, Mike Mason, Garet Prior, Alex Bettinardi, Alyssa Cameron Oregon Metro: Chris Johnson, Kyle Hauger, Peter Bosa Clackamas County: Stephen Williams RTC: Mark Harrington Consultant Team: Mat Dolata (WSP), Chris Wellander (WSP), Kara Todd (WSP), Brent Baker (WSP), Mingyang Li (WSP)	<ul style="list-style-type: none"> DTA Model Update RTDM Results – Demand Changes RTDM Results – Accessibility Measures Preliminary MCE Model Results
09-09-2021	ODOT: Lucinda Broussard, Brian Dunn, Mike Mason, Garet Prior, Alex Bettinardi, Alyssa Cameron, Chi Mai Oregon Metro: Chris Johnson, Kyle Hauger, Peter Bosa	<ul style="list-style-type: none"> Subarea DTA Model Demand Evaluation

	<p>Consultant Team: Mat Dolata (WSP), Chris Wellander (WSP), Kara Todd (WSP), Abby Caringula (WSP), Jim Hicks (WSP), Ido Juran (INRO)</p>	<ul style="list-style-type: none"> DTA Model Performances Changes Discussion on Advancing DTA Model Results RMG Meeting Agenda Overview
10-07-2021	<p>ODOT: Lucinda Broussard, Brian Dunn, Mike Mason, Garet Prior, Alex Bettinardi, Alyssa Cameron, Chi Mai Oregon Metro: Chris Johnson, Kyle Hauger, Peter Bosa RTC: Mark Harrington Clackamas County: Stephen Williams Consultant Team: Mat Dolata (WSP), Chris Wellander (WSP), Kara Todd (WSP), Abby Caringula (WSP), Jim Hicks (WSP)</p>	<ul style="list-style-type: none"> DTA Model Update DTA Model Results
11-04-2021	<p>ODOT: Lucinda Broussard, Brian Dunn, Mike Mason, Garet Prior, Alex Bettinardi, Alyssa Cameron Oregon Metro: Chris Johnson, Kyle Hauger, Peter Bosa RTC: Mark Harrington Clackamas County: Stephen Williams Consultant Team: Mat Dolata (WSP), Chris Wellander (WSP), Kara Todd (WSP), Mingyang Li (WSP), Dora Wu (WSP)</p>	<ul style="list-style-type: none"> 2045 DTA vs RTDM Volume Comparison RMG Preview – 2045 DTA Results Summary 2027 DTA Model Status Update
12-02-2021	<p>ODOT: Lucinda Broussard, Brian Dunn, Mike Mason, Garet Prior, Alex Bettinardi, Alyssa Cameron, Mandy Putney Oregon Metro: Peter Bosa Consultant Team: Mat Dolata (WSP), Chris Wellander (WSP), Kara Todd (WSP)</p>	<ul style="list-style-type: none"> RMG Presentation Walk-Through
12-16-2021	<p>ODOT: Alex Bettinardi, Alyssa Cameron, Mandy Putney, Brian Dunn, Mike Mason Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger RTC: Mark Harrington Clackamas County: Stephen Williams Consultant Team: Chris Wellander (WSP), Kara Todd (WSP), Abby Caringula (WSP), Dora Wu (WSP), Jim Hicks (WSP)</p>	<ul style="list-style-type: none"> RMG Recap 2045 DTA vs RTDM Arterial Volume Comparison 2045 Select Link Travel Pattern Analysis 2027 RTDM Results Summary 2027 DTA Results Summary
01-13-2022	<p>ODOT: Alex Bettinardi, Alyssa Cameron, Mandy Putney, Brian Dunn, Mike Mason Oregon Metro: Peter Bosa, Chris Johnson, Kyle Hauger RTC: Mark Harrington Clackamas County: Stephen Williams Consultant Team: Chris Wellander (WSP), Kara Todd (WSP), Abby Caringula (WSP), Dora Wu (WSP), Jim Hicks (WSP)</p>	<ul style="list-style-type: none"> 2027 DTA results Summary 2045 RTDM Volume Change Recap

MODELING TEAM MEETINGS -RMPP

Meeting Date	Attendees	Topics Discussed
09-30-2021	<p>ODOT: Lucinda Broussard, Brian Dunn, Mike Mason, Gareth Prior, Alex Bettinardi, Alyssa Cameron</p> <p>Oregon Metro: Chris Johnson, Kyle Hauger, Peter Bosa</p> <p>Consultant Team: Mat Dolata (WSP), Brent Baker (WSP), Kara Todd (WSP), Matthew Kitchen (ECO), Trey Baker (WSP), Chris Swenson (WSP), Josh Channel (WSP)</p>	<ul style="list-style-type: none"> • RMPP Overview Modeling Approach and Initial Assumptions • RMPP Corridor User Analysis Outline • I-205 Data Share Request
10-14-2021	<p>ODOT: Lucinda Broussard, Brian Dunn, Mike Mason, Gareth Prior, Alex Bettinardi, Alyssa Cameron</p> <p>Oregon Metro: Chris Johnson, Kyle Hauger, Peter Bosa</p> <p>Consultant Team: Mat Dolata (WSP), Brent Baker (WSP), Kara Todd (WSP), Matthew Kitchen (ECO), Brent Baker (WSP), Chris Swenson (WSP), Josh Channel (WSP)</p>	<ul style="list-style-type: none"> • No Build Initial Assumptions & Documentation • Draft Modeling Timeline • Model Run Status
10-28-2021	<p>ODOT: Lucinda Broussard, Brian Dunn, Mike Mason, Gareth Prior, Alex Bettinardi, Alyssa Cameron</p> <p>Oregon Metro: Chris Johnson, Kyle Hauger, Peter Bosa</p> <p>Consultant Team: Mat Dolata (WSP), Kara Todd (WSP), Matthew Kitchen (ECO), Brent Baker (WSP), Chris Swenson (WSP), Josh Channel (WSP)</p>	<ul style="list-style-type: none"> • Model Run Status • Technical Process & Next Steps • Evaluation Criteria Brainstorm
11-18-2021	<p>ODOT: Lucinda Broussard, Brian Dunn, Mike Mason, Gareth Prior, Alex Bettinardi, Alyssa Cameron</p> <p>Oregon Metro: Chris Johnson, Kyle Hauger, Peter Bosa</p> <p>RTC: Mark Harrington</p> <p>Consultant Team: Mat Dolata (WSP), Kara Todd (WSP), Matthew Kitchen (ECO), Brent Baker (WSP), Chris Swenson (WSP), Josh Channel (WSP)</p>	<ul style="list-style-type: none"> • Modeling Schedule Overview • 2045 Bookend Scenario Outcomes • Potential RTDM Refinements
12-02-2021	<p>ODOT: Lucinda Broussard, Brian Dunn, Mike Mason, Gareth Prior, Alex Bettinardi, Alyssa Cameron</p> <p>Oregon Metro: Chris Johnson, Kyle Hauger, Peter Bosa</p> <p>RTC: Mark Harrington</p> <p>IBR Program: Jennifer John</p> <p>Consultant Team: Mat Dolata (WSP), Kara Todd (WSP), Matthew Kitchen (ECO), Brent Baker (WSP), Chris Swenson (WSP), Josh Channel (WSP), Mingyang Li (WSP)</p>	<ul style="list-style-type: none"> • Project Schedule Update & key Decisions • RMPP Application of VOT Assumptions • Time of Day Model Calibration
12-23-2021	<p>ODOT: Lucinda Broussard, Brian Dunn, Mike Mason, Gareth Prior, Alex Bettinardi, Alyssa Cameron</p> <p>Oregon Metro: Chris Johnson, Kyle Hauger, Peter Bosa</p> <p>RTC: Mark Harrington</p> <p>Consultant Team: Mat Dolata (WSP), Kara Todd (WSP), Matthew Kitchen (ECO), Brent Baker (WSP), Chris Swenson (WSP), Josh Channel (WSP), Mingyang Li (WSP)</p>	<ul style="list-style-type: none"> • Modeling Schedule Update • Balanced Concept Results • Discuss Next Steps for Baseline Concept • Time of Day Model Findings • RMG Meeting Discussion (RMPP Focus)

01-06-2022	<p>ODOT: Lucinda Broussard, Brian Dunn, Mike Mason, Gareth Prior, Alex Bettinardi, Alyssa Cameron Oregon Metro: Chris Johnson, Kyle Hauger, Peter Bosa RTC: Mark Harrington Consultant Team: Mat Dolata (WSP), Kara Todd (WSP), Matthew Kitchen (ECO), Brent Baker (WSP), Chris Swenson (WSP), Josh Channel (WSP), Mingyang Li (WSP)</p>	<ul style="list-style-type: none"> • Next Steps for Baseline Pricing Concept Development • RMG Outreach Options • Sensitivity Test Assumptions • Potential Modeling Approaches for NEPA
01-20-2022	<p>ODOT: Lucinda Broussard, Brian Dunn, Mike Mason, Gareth Prior, Alex Bettinardi, Alyssa Cameron Oregon Metro: Chris Johnson, Kyle Hauger, Peter Bosa RTC: Mark Harrington Consultant Team: Mat Dolata (WSP), Kara Todd (WSP), Matthew Kitchen (ECO), Brent Baker (WSP), Chris Swenson (WSP), Mingyang Li (WSP), Dora Wu (WSP)</p>	<ul style="list-style-type: none"> • Sensitivity Test Discussion with RMG • Volume & Congestions Changes on I-5/I-205 • Volume Changes on Alternative Routes • Initial baseline Scenario Development Update • Time of Day Model Update • Potential Modeling Approaches for NEPA
02-03-2022	<p>ODOT: Lucinda Broussard, Brian Dunn, Mike Mason, Gareth Prior, Alex Bettinardi, Alyssa Cameron Oregon Metro: Chris Johnson, Kyle Hauger, Peter Bosa RTC: Mark Harrington Consultant Team: Mat Dolata (WSP), Kara Todd (WSP), Matthew Kitchen (ECO), Brent Baker (WSP), Chris Swenson (WSP), Mingyang Li (WSP), Dora Wu (WSP)</p>	<ul style="list-style-type: none"> • RMG Discussion Recap • Time of Day Model Refinement • Initial Congestion Pricing Concept Development
02-17-2022	<p>ODOT: Lucinda Broussard, Brian Dunn, Mike Mason, Gareth Prior, Alex Bettinardi, Alyssa Cameron Oregon Metro: Chris Johnson, Kyle Hauger, Peter Bosa RTC: Mark Harrington Consultant Team: Mat Dolata (WSP), Kara Todd (WSP), Matthew Kitchen (ECO), Brent Baker (WSP), Chris Swenson (WSP), Mingyang Li (WSP), Dora Wu (WSP)</p>	<ul style="list-style-type: none"> • Initial Congestion Pricing Concept Results
02-24-2022	<p>ODOT: Lucinda Broussard, Brian Dunn, Mike Mason, Gareth Prior, Alex Bettinardi, Alyssa Cameron, Zachary Horowitz, Ben Chaney Oregon Metro: Chris Johnson, Kyle Hauger, Peter Bosa RTC: Mark Harrington Consultant Team: Mat Dolata (WSP), Kara Todd (WSP), Matthew Kitchen (ECO), Brent Baker (WSP), Chris Swenson (WSP), Mingyang Li (WSP)</p>	<ul style="list-style-type: none"> • Update on Evaluation Criteria & Sensitivity Test • Additional Initial Congestion Pricing Concept Results • Time of Day Model Testing
03-03-2022	<p>ODOT: Lucinda Broussard, Brian Dunn, Mike Mason, Gareth Prior, Alex Bettinardi, Alyssa Cameron, Zachary Horowitz, Ben Chaney Oregon Metro: Chris Johnson, Kyle Hauger, Peter Bosa RTC: Mark Harrington</p>	<ul style="list-style-type: none"> • Update on Evaluation Criteria & Sensitivity test • Time of Day Model Testing

Consultant Team: Mat Dolata (WSP), Kara Todd (WSP), Matthew Kitchen (ECO), Brent Baker (WSP), Chris Swenson (WSP), Mingyang Li (WSP)	
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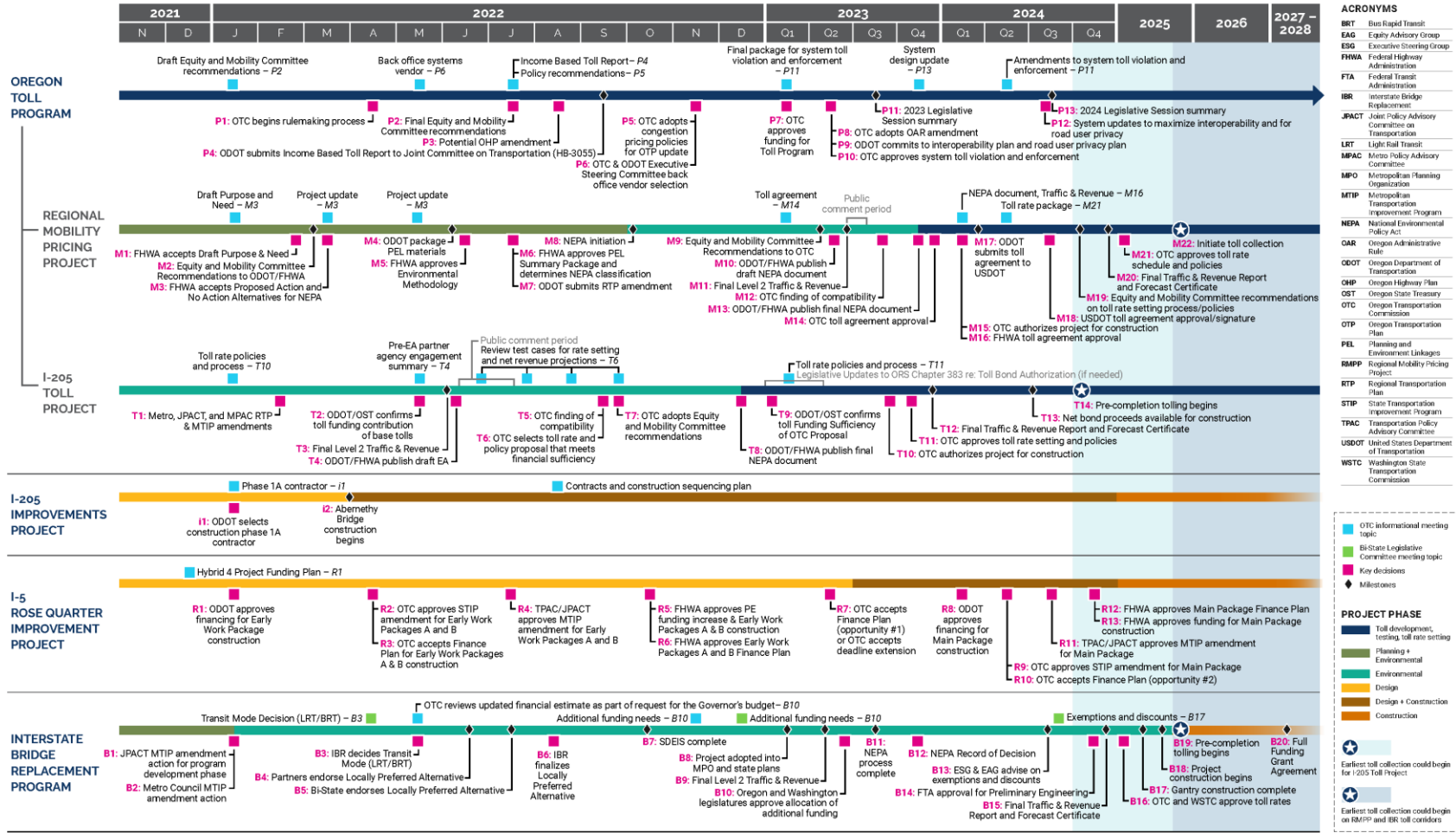
DRAFT

APPENDIX C. OTC CORE PROJECTS ROADMAP



Oregon Transportation Commission (OTC) Core Projects Roadmap

DRAFT
January 5, 2022



OREGON TOLL PROGRAM

- P1:** OTC initiates rulemaking process to amend OARs (Apr. 2022).
- P2:** EMAC meets with OTC to present final recommendations for equity and mobility (Jul. 2022).
- P3:** Vetting of policy options for updates to the OHP and RTP will be completed in the summer of 2022. ODOT will have policy options to address low-income impacts being prepared during this time as a part of the report to the Legislature in September (P2). The possible OHP amendment would borrow from each of these processes to bring an OHP amendment to the OTC for adoption to inform the completion of the RTP and OTP updates, as well as the Oregon Toll Program (Aug. 2022).
- P4:** As required by House Bill 3055 (Sep. 2022).
- P5:** ODOT to prepare a package of congestion pricing (tolling) policies for the OTC to consider for adoption, as a part of the OTP update. OTC to receive a presentation from ODOT about the OHP update and receives congestion pricing (tolling) policies (Nov. 2022).
- P6:** No additional information.
- P7:** No additional information.
- P8:** No additional information.
- P9:** No additional information.
- P10:** No additional information.
- P11:** ODOT receives a summary of the legislation related to tolling that was passed during the 2023 Legislative Session (Q3, 2023).
- P12:** No additional information.
- P13:** ODOT receives a summary of the legislation related to tolling that was passed during the 2024 Legislative Session (Q3, 2024).

REGIONAL MOBILITY PRICING PROJECT

- M1:** No additional information.
- M2:** No additional information.
- M3:** No additional information.
- M4:** No additional information.
- M5:** FHWA approves Environmental Methodology for Partner review (Jun. 2022).
- M6:** No additional information.
- M7:** No additional information.
- M8:** No additional information.
- M9:** No additional information.
- M10:** No additional information.

- M11:** Develop Level 2 Traffic & Revenue from February – June 2023 (Q2, 2023).
- M12:** In compliance with OAR 731-015-0075, OTC to make finding of compatibility between the project and the comprehensive plans of affected jurisdictions between draft NEPA Document and final NEPA Document (Q3, 2023).
- M13:** No additional information.
- M14:** No additional information.
- M15:** In compliance with OAR 731-040-0050, OTC shall evaluate the project tolling proposal prior to the authorization of construction using the criteria provided in the OAR (Q1, 2024).
- M16:** No additional information.
- M17:** No additional information.
- M18:** No additional information.
- M19:** No additional information.
- M20:** Level 3 Investment Grade Traffic and Revenue Study leads up to the Final Traffic & Revenue Report and occurs from February 2024 – January 2025 (Dec. 2024).
- M21:** OTC initiates toll rate schedule process Q1 2024, and concludes process in one year (Q1, 2025).
- M22:** No additional information.

I-205 TOLL PROJECT

- T1:** Metro RTP & MTIP amendment action (Feb. 2022).
- T2:** No additional information.
- T3:** Develop Level 2 Traffic & Revenue from February – June 2022 (Jun. 2022).
- T4:** No additional information.
- T5:** In compliance with OAR 731-015-0075, OTC to make finding of compatibility between the project and the comprehensive plans of affected jurisdictions between draft NEPA Document and final NEPA Document (Sep. 2022).
- T6:** No additional information.
- T7:** No additional information.
- T8:** No additional information.
- T9:** OTC approves, at the earliest, a package for the toll rate schedule, policies, future toll rate setting process for adjustments that includes a structure for future oversight and monitoring (Q2, 2023).
- T10:** In compliance with OAR 731-015-0075, OTC to make finding of compatibility between the project and the comprehensive plans of affected jurisdictions between draft NEPA Document and final NEPA Document (Q3, 2023).
- T11:** OTC approves, at the earliest, a package for the toll rate schedule, policies, future toll rate setting process for adjustments that includes a structure for future oversight and monitoring (Q4, 2024).

- T12:** Level 3 Investment Grade Traffic and Revenue Study from February 2023 – January 2024, leading up to the Final Traffic & Revenue Report (Q4, 2023).
- T13:** No additional information.
- T14:** No additional information.

I-205 IMPROVEMENTS PROJECT

- I1:** OTC approved STIP amendment and MPO approved MTIP amended to program \$375m for construction phase (1A – Abernethy Bridge construction) (Jan. 2022).
- I2:** No additional information.

I-5 ROSE QUARTER IMPROVEMENT PROJECT

- R1:** ODOT to confirm amendment process and prepare and begin to coordinate needed Metro documentation. ODOT to confirm and approve financing for Early Work Package construction funding need (Jan. 2022).
- R2:** OTC approves STIP amendment for increased PE funding and the addition of the construction phase for Early Work Packages A and B (Apr. 2022).
- R3:** OTC to accept Finance Plan for Early Work Package A and B construction, along with approving the STIP amendment to add the STIP construction phase for this work (Apr. 2022).
- R4:** Metro Council, through TPAC and JPACT, to approve MTIP amendment for increased PE funding and the addition of the construction phase for Early Work Packages A and B (Jul. 2022).
- R5:** FHWA to approve federal authorization of funding for PE funding increase and Early Work Package A and B construction (Oct. 2022).
- R6:** FHWA to approve Early Work Package A and B Finance Plan, coinciding with authorization of the addition of the STIP construction phase for this work (Oct. 2022).
- R7:** OTC either 1) accepts the Finance Plan that defines the dedicated funding to construct the Project inclusive of the Hybrid 3 highway cover design or 2) accepts the extension of the deadline to receive dedicated funding to construct the Project inclusive of the Hybrid 3 highway cover design to a date no later than July 1, 2024 (Q2, 2023).
- R8:** ODOT to confirm amendment process and prepare and begin to coordinate needed Metro documentation. ODOT to confirm and approve financing for Main Package construction funding need (Q1, 2024).
- R9:** OTC approves STIP amendment for the addition of the construction phase for Main Package (Q2, 2024).

- R10:** If ODOT accepts the extension of the deadline to receive dedicated funding to construct the Project inclusive of the Hybrid 3 highway cover design in Q3 2023, OTC accepts Finance Plan that defines the dedicated funding to construct the Project inclusive of the Hybrid 3 highway cover design in June 2025 (no later than July 1, 2024) (Q2, 2024).
- R11:** No additional information.
- R12:** No additional information.
- R13:** No additional information.

INTERSTATE BRIDGE REPLACEMENT PROGRAM

- B1:** No additional information.
- B2:** No additional information.
- B3:** Transit Decision is made and kicks-off estimating and pursuit of funding for both states (May, 2022).
- B4:** Partners endorse Locally Preferred Alternative through boards and councils (Jun. 2022).
- B5:** Bi-State endorses Locally Preferred Alternative in late July or early August (Jul. 2022).
- B6:** IBR project team finalizes and approves Locally Preferred Alternative (Aug. 2022).
- B7:** No additional information.
- B8:** No additional information.
- B9:** Develop Level 2 Traffic & Revenue from February – June 2023 (Q2, 2023).
- B10:** No additional information.
- B11:** No additional information.
- B12:** No additional information.
- B13:** ESG, EAG, and other relevant stakeholders advise on exemptions and discounts before proposal goes to OTC and WSTC. (Q3, 2024).
- B14:** No additional information.
- B15:** Level 3 Investment Grade Traffic and Revenue Study leads up to the Final Traffic & Revenue Report and occurs from February 2024 – January 2025 (Dec. 2024).
- B16:** OTC and WSTC determine toll rate, informed by feedback from ESG, Bi-State Legislative Committee, and other relevant stakeholders (Q1, 2025).
- B17:** No additional information.
- B18:** No additional information.
- B19:** No additional information.
- B20:** No additional information.

Type of Decision



Policy



Finance/Funding



Design and Construction

APPENDIX D.1. LOW-INCOME TOLL POLICY REPORT OVERVIEW

Report on Low-income toll policy program

Legislation passed by Oregon in 2021 ([HB 3055](#)¹) stipulates that at a minimum of 90 days before the Oregon Transportation Commission (OTC) requests permission from the Federal Highway Administration (FHWA) to toll or by September 15, 2022 (whichever comes first), ODOT is required to produce a Report on Equitable Income-Based Toll Rates to the Oregon and submit it to the Oregon Legislature Joint Committee on Legislature.

This report will provide a framework for ODOT to develop and initiate the implementation of toll policies and programs for low-income system users. These policies and programs must be in place before ODOT begins tolling on I-205, at the earliest in late 2024. Work on this report will need to begin immediately in 2022.

Report Purpose and Objectives

The purpose of the Equitable Income-Based Toll Rate Report is to summarize potential income-based toll policies and best practices from other toll programs around the United States and provide recommended policy options to the OTC. The report will document key decisions regarding the establishment and administration of an income-based toll policy. Potential key decisions could include:

- Toll collection and administration approach considerations
- Screening of and selection of income-based toll program options for further study
- Policy recommendations, including program design and implementation options for further study and consideration

The Approach

The central challenge will be to deliver on a short timeline a report on a topic that has aroused substantial public and partner agency interest and engagement. Due to the controversial nature of the topic, it will require strategic and thoughtful stakeholder engagement activities to support development of the Equitable Income-Based Toll Rate Report. In addition, ODOT will need to stand up the Income-Based Toll Policy Subcommittee (ITPS), a group of ODOT staff that will focus on topics related to income-based toll policy and programs and will report to the Toll Policy Committee (TPC).

Roles and Responsibilities

Several internal and external stakeholders will be engaged during the development of the Equitable Income-Based Toll Rate Report. Each stakeholder or group is detailed below and

¹ SECTION 162. (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.

SECTION 163. Section 162 of this 2021 Act is repealed on January 2, 2023.

includes a description of their respective role and general timing of engagement. A detailed excel sheet that identifies timing of involvement for each of these groups is attached.

Oregon Legislature Joint Committee on Transportation (JCT)

- *Role:* Receive and review Equitable Income-Based Toll Report and provide guidance on next steps.
- *Involvement:* Deliver report to JCT September 2022

Oregon Transportation Commission (OTC)

- *Role:* Review Equitable Income-Based Toll Report and provide guidance on next steps. The OTC is the toll rate setting authority and will have decision-making power for the equitable income-based toll rates.
- *Involvement:* Provide informational updates in January and May 2022. OTC will weigh in on draft report and recommendations in July and August 2022.

ODOT Toll Executive Steering Committee (ESC)

- *Role:* Final decision maker regarding the Equitable Income-Based Toll Report development approach, scope, and content.
- *Involvement:* Regular engagement on a monthly basis throughout 2022. The ESG will continue to be involved in the development and administration of income-based toll policy.

ODOT Toll Policy Committee (TPC)

- *Role:* Provide feedback to the ESG and project managers on the approach, scope, and content of the Equitable Income-Based Toll Report.
- *Involvement:* Every other week, twice monthly, throughout 2022.

ODOT Income-Based Toll Policy Subcommittee (ITPS)

- *Role:* Provide feedback to the TPC and project managers on the approach, scope, and content of the Equitable Income-Based Toll Report.
- *Involvement:* Meets every week

Oregon Toll Program Equity and Mobility Advisory Committee (EMAC)

- *Role:* Provide feedback on the report to the project managers, who will take that information to the TPC and ESG for consideration.
- *Involvement:* Per the [EMAC 2022 Game Plan](#), recommendations to ODOT are expected around June 2022, with monthly interactions beforehand as the report is being developed.

Interstate Bridge Replacement Program – Project Team, Executive Steering Group, Equity Advisory Group, and Community Advisory Group

- *Role:* Provide feedback on the report to the project managers, who will take that information to the TPC and ESG for consideration.

- *Involvement:* Periodic updates throughout 2022.

External Stakeholders – Focused equity outreach and public outreach

- *Role:* Provide feedback on the report to the project managers, who will take that information to the TPC and ESG for consideration.
- *Involvement:* Regular engagement throughout 2022. The team will leverage previously planned activities and existing project engagement staff to help meet the aggressive task schedule. This will include Regional Public Agency Staff (RPAS) monthly meetings and briefings with regional transportation boards and commissions (e.g., Region 1 Area Commission on Transportation Toll Work Group, JPACT, Metro Council, TPAC, etc.).

Regional Toll Policy Committee

- *Role:* Provide feedback and recommendations on policies and key decisions associated with the toll projects.
- *Involvement:* Regular engagement throughout 2022.

The Report Developing Process

The overall approach will include synthesizing information from prior income-based policy and program research, comments received from public and stakeholder engagement, development of evaluation metrics, and ongoing modeling work to assess potential income-based toll policy impacts. The task team will coordinate to ensure that this work is aligned with work to develop congestion management toll policy, including those focused on transit and multimodal investments, equity, diversion and traffic impacts, revenue, and project implementation. This work will include a high-level, preliminary estimate of potential policy impacts to program costs, revenue, and diversion and traffic patterns.

ODOT should consider conducting a more detailed analysis of policy impacts to program costs, revenue estimates, and traffic impacts after the Equitable Income-Based Toll Rate Report is completed.

A more robust public and stakeholder engagement process is also recommended to further develop income-based toll policy recommendations and identify program administration needs after the Equitable Income-Based Toll Rate Report is completed. These activities could include online user surveys and regional partner workshops to gain broad support for the program.

APPENDIX D.2. EQUITY FRAMEWORK

I-5 and I-205 Toll Projects

Toll Projects' Equity Framework



Updated December 3, 2020

INTRODUCTION

The Oregon Toll Program recognizes past land-use and transportation investments in the Portland metro area—including highway investments—have resulted in negative cultural, health, economic, and relational impacts to local communities and populations. These projects have resulted in *displacement and segregation*¹ and have disproportionately affected:

- 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.

Discriminatory transportation patterns, urban planning decisions, and high housing costs have priced out many community members from centrally located neighborhoods, resulting in a mismatch between job locations and housing in areas with few transportation options. Collectively, these transportation and land use investments have resulted in a form of *trauma* for these historically excluded and underserved communities and individuals.

WHY AN EQUITY FRAMEWORK FOR THE I-205 AND I-5 TOLL PROJECTS?

As part of previous community engagement efforts (including for the 2018 Value Pricing Feasibility Analysis), discussions with community members, regional stakeholders, and elected officials revealed three consistent themes:

State of Oregon Definition of Equity

Equity acknowledges that not all people, or all communities, are starting from the same place due to historic and current systems of oppression. Equity is the effort to provide different levels of support based on an individual's or group's needs in order to achieve fairness in outcomes. Equity actionably empowers communities most impacted by systemic oppression and requires the redistribution of resources, power, and opportunity to those communities.

Definition from June 2020
State of Oregon Equity Framework in
COVID-19 Response and Recovery

¹ Please see the glossary for the definition of italicized terms.

- Concerns about tolling effects on communities experiencing low income
- Need for improved transit and other transportation choices
- Concerns with the potential for tolling to cause traffic to reroute to local streets

The Oregon Toll Program has developed this Equity Framework to identify the burdens and benefits of tolling and provide a process for determining how to equitably distribute those burdens and benefits from the I-205 and I-5 Toll Projects. The framework will guide the project to ensure tolling on I-205 and I-5 will lead to equitable outcomes. Additionally, the framework will ensure the Oregon Toll Program implements an intentional and equitable engagement process that makes historically excluded and underserved communities a priority.

To create this framework, the Oregon Toll Program worked with a team of equity specialists to create this, which will be updated over time as more individuals and organizations become involved in this work.

This I-205 and I-5 Toll Projects' Equity Framework includes:

- Goals for the proposed toll projects, and an explanation of why the Oregon Toll Program is prioritizing equity
- A definition of equity within the context of the toll projects, including key concepts and definitions related to equity
- The overall approach and organizing principles for addressing equity
- A set of actions for measuring benefits and burdens to historically excluded and underserved communities and populations

GOALS OF THE TOLL PROJECTS

The I-205 and I-5 Toll Projects were assigned two goals by the Oregon State Legislature:²

1. To reduce traffic congestion in the Portland metropolitan region by encouraging people to travel at less congested times or to change travel mode, thereby providing more reliable travel time; and
2. To generate revenues which can then help fund congestion relief projects or other efforts through the state's Congestion Relief Fund.

² In 2017, the Oregon Legislature approved House Bill 2017, known as Keep Oregon Moving. This bill committed hundreds of millions of dollars in projects that will address our congestion problem and improve the transportation system in the region and statewide. HB 2017 directed the Oregon Transportation Commission to pursue and implement congestion pricing on I-5 and I-205 in the Portland Metro region to provide additional traffic management tools to further manage congestion.

At the same time, the Oregon Toll Program has made community mobility and equity³ strategies key components of successful toll projects. The Oregon Toll Program is committed to minimizing burdens and maximizing benefits to communities that transportation projects have historically excluded and underserved. The Oregon Toll Program will engage these communities so that it can intentionally inform, listen to, learn from, and empower them throughout the toll projects' development, implementation, monitoring, and evaluation processes.

UNDERSTANDING EQUITY FOR THE I-205 AND I-5 TOLL PROJECTS

The Oregon Toll Program will consider the different transportation needs of historically excluded and underserved communities and the barriers those communities face so that the design of the toll projects improve access to jobs, goods, services, and key destinations.

"Equity" for transportation projects is the just allocation of burdens and benefits within a transportation system. For the purposes of ODOT's toll projects, equity is described in two ways: process equity and outcome equity.

Process equity means that the planning process, from design through to post-implementation monitoring and evaluation, actively and successfully encourages the meaningful participation of individuals and groups from historically excluded and underserved communities.

Outcome equity means that the toll projects will acknowledge existing inequities and will strive to prevent historically excluded and underserved communities from bearing the burden of negative effects that directly or indirectly result from the toll projects, and will further seek to improve overall transportation affordability, accessible opportunity, and community health.

Together, process and outcome equity focus on four dimensions:

- **Full Participation.** Impacted populations and communities will play a major role throughout the Projects. Agency accountability and transparency will be a key component of the Toll Projects' activities.
- **Affordability.** The Projects will explore how to improve the affordability of the transportation system to affected populations and communities.
- **Access to Opportunity.** The Toll Projects will focus on improving multi-modal⁴ access to the region's many opportunities for historically excluded and underserved communities.

³ Community mobility and equity strategies could improve mobility for the broadest possible cross-section of the community and avoid, minimize, or mitigate negative impacts to historically excluded and underserved communities. Strategies could include improved transit and other transportation choices.

⁴ For the purposes of this document, "multi-modal access" considers and accommodates the many different modes that people use for transportation, including (but not limited to) private and for-hire motor vehicles, public transit

- **Community Health.** The Toll Projects will address air quality, noise, traffic safety, economic impacts and other potential effects on historically excluded and underserved communities.

OUR APPROACH

Explicit goals for these Toll Projects include reduced congestion and the generation of new funds to help pay for improved transportation facilities or other efforts funded by the state's Congestion Relief Fund. *Equitable community and mobility strategies will need to produce benefits beyond revenue generation and direct congestion management improvements on the I-205 and I-5 freeways.* Other benefits could include better functioning transportation facilities and services for people not using the freeways, and strategies for managing and limiting potential vehicle rerouting from the freeway through neighborhoods with significant populations of historically excluded and underserved communities.

The I-205 and I-5 Toll Projects can maximize potential positive benefits and minimize negative effects by following organizing principles to ensure both process and outcome equity:

1. **Incorporate a trauma informed perspective in our current context** by recognizing the trauma associated with multiple historic and current events, including the ongoing killings of African Americans by police, the COVID-19 pandemic, the economic ramifications from these events, as well as the impacts of past transportation and land use investments. While the future is uncertain, there is opportunity to demonstrate how ODOT can shift power to impacted community members to improve outcomes for all. Embracing this trauma-informed perspective in policy making can begin to address past harms, minimize burdens, and maximize benefits for historically underserved community members.
2. **Begin with a racial analysis.** By being explicit about race and systemic racism, the I-205 and I-5 Toll Projects can develop solutions that maximize benefits to all historically excluded and underserved communities. By beginning with race, the Oregon Toll Program ensures that race will not be ignored or diminished as part of an overall analysis of equity in the system.
3. **Acknowledge historic context.** Communities which have been historically affected by the transportation system should be explicitly acknowledged and involved in a direct and meaningful way in project development and follow-up.
4. **Identify disparities.** The Oregon Toll Program has developed this Equity Framework for the I-205 and I-5 Toll Projects, consistent with Title VI of the Civil Rights Act, to analyze policy proposals as well as historical impacts, assess disparities in the distribution of project benefits and burdens/, and provide remediation solutions where warranted.

and paratransit, walking, rolling a wheelchair or motorized assisted scooter, cycling, skateboarding, and the use of shared mobility devices such as bike share and scooter share programs. Multi-modal indicates that any one of these modes may be used and that multiple different modes may be used on a single trip.

5. **Prioritize input from impacted historically excluded and underserved communities.** The Oregon Toll Program is committed to identifying communities that have historically been excluded in transportation planning and who have been underserved or negatively impacted by prior transportation investments and plans, as well as those at highest risk of being negatively affected by the I-205 and I-5 Toll Projects. ODOT commits to prioritizing the voices of impacted, excluded, and underserved communities and ensuring that their concerns, goals, and experiences shape the design of the toll projects. This focus will help produce greater overall benefits throughout the system.
6. **Attend to power dynamics among stakeholders.** The Oregon Toll Program aims to elevate the needs and priorities of historically marginalized communities through this process. To do this requires that each of the projects recognize, understand, and shift existing power dynamics within ODOT, other government agencies, groups, the community, and the projects' teams.
7. **Maintain a learning orientation.** A focus on equity and using tolls to manage congestion are innovative nationally and new for ODOT. The Oregon Toll Program commits to letting equity drive its approach to the planning process, including National Environmental Policy Act (NEPA) studies and community participation. The Oregon Toll Program commits to striving for continuous improvement and to creating space conducive for growth and collective learning.

EQUITY IMPLEMENTATION STEPS

This framework uses a five-step iterative process that can help reduce systemic inequities and support the desired outcomes of the toll projects. This process encourages decision-makers to critically address health, racial, social, and economic disparities and historic disinvestment and transportation decisions that have harmed communities. Figure 1 illustrates the five iterative steps of the framework adapted from TransForm, a transportation and land use policy organization. TransForm based its framework on a study of tolling equity practices worldwide, with special attention to guidance from the National Cooperative Highway Research Program's 2018 guidebook and toolbox, *Assessing the Environmental Justice Effects of Toll Implementation or Rate Changes*.⁶

⁵ The National Environmental Policy Act of 1970 (as amended) ensures the federal agencies consider the potential environmental effects of their proposed actions and inform the public about their decision making. It is especially important for communications related to this project because public outreach and engagement activities will frequently be tied to milestones in the NEPA process.

⁶ Pesesky, L., et. al., *Assessing the Environmental Justice Effects of Toll Implementation or Rate Changes: Guidebook and Toolbox*, National Cooperative Highway Research Program Research Report 860 (Washington, D.C.: Transportation Research Board, 2008).

Figure 1. Five Step Process for Achieving Equitable Outcomes⁷



Oregon Toll Program actions for each step are delineated below.

Step #1: Identify Who, What, and Where

- Identify all historically excluded and underserved communities and small businesses the toll projects may disproportionately affect, including presenting the context of how and why these communities have been excluded and underserved by in the past through prior transportation and land use planning and investment.
- Document the travel patterns of historically excluded and underserved communities that may be affected by the toll projects, and anticipate potential changes to them.
- Develop a range of potential pricing strategies and related policy proposals that directly address community-identified mobility and equity priorities.

Step #2: Define Equity Outcomes and Performance Measures

Develop a set of performance measures that establish both *baseline conditions* for historically excluded and underserved communities, and the effects of different proposed pricing and equity strategies on these communities. Performance measures will address both process and outcome equity.

⁷ Cohen, S., and Hoffman, A., *Pricing Roads, Advancing Equity*, Report and toolkit (Oakland, California: TransForm, 2019).

Process Equity

Process Equity measures help determine how successful the projects are at achieving inclusive and accountable participation of historically excluded and underserved communities in the transportation planning and decision-making process.

Inclusive and Accountable Participation

Measures of participation. Representation on advisory committees:

- The number of workshops, virtual meetings, their locations, and the number of unique attendees from historically excluded and underserved communities
- The number of public comments and surveys received from historically excluded and underserved communities
- Measures of the distribution of print and web resources, including languages served

Responsiveness. The Oregon Toll Program will develop qualitative evaluation measures of its ability to be responsive in addressing comments, ideas and concerns voiced by historically excluded and underserved communities:

- Collect feedback from participants, the advisory committee, and equity sub-consultants on quality of facilitation and ability to incorporate the needs of historically excluded and underserved communities.
- Ensure continuous application and incorporation of the “Oregon Toll Program Approach” through the toll projects meetings and processes.
- Monitor regularly the following within decision-making processes and project management:
 - Projects’ adaptability to needs expressed by historically excluded and underserved communities
 - That historically excluded and underserved communities have a voice and the opportunity to directly impact design and outcomes
 - Transparent accountability: it is clear who the decision-makers are and how to influence decision-making
 - That the Oregon Toll Program is communicating directly and regularly with underserved and excluded communities and clearly describing the input, ideas and concerns that have been voiced, and how that feedback is being used in project development.

Outcome Equity

Outcome Equity measures will address three dimensions: affordability (user costs), access to opportunity, and community health to determine which pricing and equity strategies best advance equity.

1. **Affordability**

- **Travel costs.** Change in travel costs for historically excluded and underserved communities
- **Financial barriers.** Potential financial barriers that may limit use of the tolled facilities by historically excluded and underserved communities, including for the unbanked and for those who may have trouble putting up deposits for transponders or other required technologies

2. **Access to Opportunity**

- **Travel patterns.** Potential changes to travel patterns and behavior
- **Transportation options.** Alternative transportation choices (roads, transit, etc.) in the study area available to those who choose to not pay tolls, with some measure of their relative costs (in time and/or money) and benefits
- **Time penalties or improvements.** Effects on un-tolled alternatives, including roadways affected by rerouting and potential benefits or impacts to transit services

3. **Community Health**

- **Community health.** Health indicators, including those identified by historically excluded and underserved communities
- **Environmental impacts.** Projected changes in air, water, and noise pollution, as well as visual impacts
- **Safety.** Potential implications for safety, particularly for the most vulnerable road users (bicyclists and pedestrians)
- **Community cohesion or isolation.** Potential implications of changes in travel behavior and infrastructure on community cohesion or isolation, including potential impacts on rents
- **Small business.** Potential effect of construction or tolls on small businesses within historically excluded and underserved communities

Step #3: Determine Benefits and Burdens

Determine impacts (both positive and negative) related to the outcome and performance indicators that will be identified in Step Two, with an eye to determining the effects listed in Table 1. Table 1 lists a range of possible effects that could be considered as part of each of the toll projects' equity and mobility analyses and do not represent a final set of outcomes to be considered.

Table 1. Benefits and Burdens for Consideration

Potential Benefits and Burdens

I-205 and I-5 Toll Projects' Equity Framework
Updated December 3, 2020

User costs – both for the tolled facility as well as for any viable alternatives, including both monetary and non-monetary (such as time) costs

Choices – including travel options for those for whom a new toll might prove burdensome

Travel time – including delay or improvements to travel time

Transit – including changes to operating speed, reliability, and ridership from tolling as well as from potential improvements in transit as part of the projects

Traffic patterns – including potential rerouting impacts through neighborhoods with significant populations from historically excluded and underserved communities

Businesses – especially those at risk for impacts from changes in travel behavior, traffic rerouting, or construction

Noise – where it might be generated and whom might be exposed to it, including expected changes in noise on potential or existing diversion routes

Social – including improved access to opportunity

Environmental – including localized as well as regional changes to water and air quality for historically excluded and underserved communities

Visual – including any takings or impacts from the placement and construction of any physical infrastructure required as part of the Projects

Step #4: Choose Options that Advance Equity

- Determine which strategies are most promising to provide greater affordability, and potentially price certainty, as part of the tolling proposal.
- Involve historically excluded and underserved communities in meaningful review of these strategies.
- Determine which strategies will most benefit commuters from historically excluded and underserved communities.
- Determine which strategies will most benefit non-commuters in historically excluded and underserved communities.
- For those strategies that are not permissible in Oregon, due to constitutional restrictions or other legal considerations, find alternatives that similarly advance equity.
- Subject the final alternative(s) to detailed modeling to get a finer grain prediction of impacts.
- With the input of historically excluded and underserved communities, refine proposed pricing and equity strategies to optimize their performance.

Step #5: Provide Accountable Feedback and Evaluation

- Incorporate input from historically excluded and underserved communities and consider community priorities as part of the development of mobility and mitigation strategies.
- Prioritize funding commitments made to historically excluded and underserved communities as part of the toll projects and delineate responsibilities clearly, publicly, and transparently.

I-205 and I-5 Toll Projects' Equity Framework
Updated December 3, 2020

- Develop a timeline, with public input, describing who is responsible for determining if the I-205 and I-5 Toll Projects meet the Oregon Toll Program's goals and commitments to historically excluded and underserved communities.
- Make explicit who is responsible for providing continuous oversight of equity issues following implementation of the toll projects, including periodic evaluation and adjustments in toll policies and prices.
- Identify any equity issues or concerns raised for which the toll projects are unable to provide resolution. Such unresolved issues will be addressed in communications with historically excluded and underserved communities.
- Continue to seek ongoing opportunities for representatives of historically excluded and underserved communities to participate in the entire transportation planning process.

AUTHORS AND CONTRIBUTORS

The following individuals contributed extensively to this Equity Framework

Primary Authors of the I-205 and I-5 Toll Projects' Equity Framework

- Alan Hoffman – Independent policy and planning consultant, Co-author of *Pricing Roads, Advancing Equity* guidebook and toolkit
- Amber Ontiveros – Owner of Amber Ontiveros and Associates – Transportation Equity Consultants
- Chris Lepe – Mariposa Planning Solutions - Independent equitable transportation and land use consultant
- Desiree Williams Rajee – Founder and Principal of KAPWA Consulting – Equity Strategy and Leadership
- Leslie Parker – Amber Ontiveros and Associates – Transportation Equity Consultants

Additional Contributors to Revised Versions

- Abe Moland – Equity and Mobility Advisory Committee Member
- Anne Presentin – WSP Toll Projects Consultant Team Strategic Communications Lead
- Brooke Jordan – WSP Toll Projects Consultant Team; Consultant Team Task Lead
- Christine Moses, Owner of Buffalo Cloud Consulting, LLC. - Equity and inclusion facilitator and consultant
- Diana Avalos Leos – Equity and Mobility Advisory Committee Member
- Emily Benoit – WSP Toll Projects Consultant Team
- Francisco Ibarra – Dedicated EMAC Research Intern, PSU Masters Candidate
- James Paulson – Equity and Mobility Advisory Committee Member
- Josh Channell – WSP Toll Projects Consultant Team; I-5 Toll Project Corridor Lead
- Penny Mabie – EnviroIssues; Equity and Mobility Advisory Committee Co-Facilitator
- Dr. Phillip Wu – Equity and Mobility Advisory Committee Member
- Ping Khaw, Owner of PKS International; coordinator of community engagement liaisons

ODOT Contributors

- Nikotris Perkins – Assistant Director, Social Equity
- Lucinda Broussard – Oregon Toll Program Director
- Hannah Williams – Toll Program Community Engagement Coordinator

APPENDIX D.3. EMAC DRAFT FOUNDATIONAL PRINCIPLES

Updated November 19, 2021

FOUNDATIONAL STATEMENTS

The Foundational Statements will serve as building blocks for the Equity and Mobility Advisory Committee's (EMAC) recommendations to inform commitments from ODOT and the Oregon Transportation Commission (OTC) to advance equity through the Oregon Toll Program. To provide high-level consensus, the following Foundational Statements were developed by EMAC, in partnership with ODOT staff. The statements were unanimously supported by the OTC at their November 18, 2021, meeting:

1. **Provide enough investment to ensure that reliable, emissions-reducing, and a competitive range of transportation options** (bike, walk, bus, carpool, vanpool, etc.) are provided to advance climate, safety, and mobility goals, and prioritize benefits to Equity Framework communities.
2. **Climate and equity needs are connected and solutions must be developed to address both at the same time.** Further works needs to done to support both congestion management and vehicle miles traveled (VMT) reduction with an emphasis on increasing functional alternatives to driving, while not increasing diversion nor heavily impacting low-income car-dependent people.
3. **There must be toll-free travel options available** to avoid further burdening people experiencing low-income who are struggling to meet basic needs (food, shelter, clothing, healthcare).
4. **To the greatest degree possible, investments that are necessary to advance equity must be delivered at the same time as highway investments and be in place on day 1 of tolling or before.** Additional work needs to be completed to identify these investments.
5. **Tolling must be user-friendly system** that is clear and easy to use by people of all backgrounds and abilities, including linguistic diversity, and those without internet access.
6. **Equitable benefits that are offered in Oregon must extend into Southwest Washington.**
7. **Although the toll projects will have a statewide impact, they must be developed in coordination with regional partners** to build an equitable and successful transportation system, together.

APPENDIX D.4. EMAC GAME PLAN.

Equity and Mobility Advisory Committee 2022 Game Plan				EMAC Meeting	Sub-Team Meeting (EMAC)	Key Recommendation/ Deliverable (EMAC)						
	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov - Dec	
I-205 Policy	Propose selection of policy and strategy options to focus energy upon for I-205 Toll Project recommendations	Confirm selection of policy and strategy options to focus energy upon for I-205 Toll Project recommendations	Review equity fact sheets on policy and strategy options for I-205 Toll Project	Discuss community feedback and equity fact sheets on EMAC policy and strategy options for I-205 Toll Project	Prepare EMAC recommendations for I-205 Toll Project	<i>Prepare recommendations to OTC on I-205 Toll Project policies and strategies</i>	<i>EMAC to present on I-205 Toll Project policy and strategy recommendations</i>	Review Equity Framework, 2022 Game Plan, and future steps through 2025	Review regional and state congestion pricing and toll policy options being considered	Discuss next steps for policy and strategy recommendations	Begin preparing and strategy options to address toll program operations and rate setting	
I-205 NEPA	Review I-205 Toll Project representative travel scenarios for EFC		Review I-205 Toll Project impacts to local intersections and EFC		Discuss mitigation options for I-205 Toll Project		Transition	Discuss feedback from public comment period on I-205 Toll Project	Prepare recommendations to ODOT and FHWA on I-205 Toll Project NEPA document	Recommendations to ODOT and FHWA on I-205 Toll Project NEPA document		
Community Engagement	Discuss and create a plan for community engagement on EMAC recommendations	Confirm plan for EMAC recommendations community engagement	Check-in on EMAC recommendations community engagement					Discuss community engagement plan for RMPP NEPA process				
RMPP	Review ODOT process for applying the Equity Framework to PEL for RMPP	Discuss process and outcomes for the RMPP's PEL process	Review PEL outputs based on Equity Framework data for RMPP	Recommendations to ODOT and FHWA on the PEL outputs for RMPP				Review decision from ODOT and FHWA on PEL outputs for RMPP	Discuss performance measures for RMPP NEPA	Discuss performance measures and public engagement plan for RMPP NEPA process	Discuss performance measures for RMPP NEPA	Discuss performance measures for RMPP NEPA
Low Income Report	Discuss process for ODOT's low-income toll report	Discuss process and outcomes for the low-income toll report	Review research and draft of ODOT's low-income toll report	Discuss options to address low-income impacts	Prepare EMAC recommendations for ODOT's low-income toll report	Recommendations to ODOT on low-income toll report				Discuss ODOT's low-income toll report and feedback from OTC and Legislature		Review regional and state congestion pricing and toll policy options being considered

OTC | Oregon Transportation Commission
 RMPP | Regional Mobility Pricing Project
 NEPA | National Environmental Policy Act
 PEL | Planning and Environmental Linkages
 FHWA | Federal Highway Administration
 EFC | Equity Framework Communities



APPENDIX E. TRANSIT/MULTIMODAL WORKING GROUP (TMWG)

Transit/Multimodal Working Group (TMWG) Overview

The purpose of the transit/multimodal working group is to consider options for transit, bicycle, pedestrian, ridesharing, and supporting programs. It provides technical information and recommendations to the project team.

Meeting Series Objectives:

- Collect, summarize, and share information on existing conditions and planned improvements
- Recommend performance measures and evaluation criteria to the project team
- Assess opportunities and impacts arising from tolling in each corridor and potential mitigations
- Identify opportunities for regional and intermodal coordination in each corridor

Roles and Responsibilities:

- The structure is intended to build upon common knowledge gained at prior workshops.
- We are asking that individual participants commit to attending the workshop series in person (i.e. not send different staff to each meeting).
- The purpose of the group is to create an ongoing dialog with the project team related to technical approaches and options.
- Coordinate with others in member's organization and ensure two-way information flow.
- Respond to requests for information, including those from Region 1 ACT, EMAC, or project leaders.

Transit/Multimodal Working Group Roster

Organization	Representative
TriMet	Tom Mills, Service Planning Manager
	Jeff Owen, Strategic Planning Coordinator
	Kate Lyman
C-Tran	Scott Patterson, Chief External Affairs Officer
	Taylor Eidt, Senior Planner
SMART	Dwight Brashear, Transit Director
Metro	Elizabeth Mros-O'Hara, Principal Planner
	Matt Binh, Planner
	Alex Oreschak
	Grace Cho, Associate Transportation Planner
SW WA RTC	Bob Hart, Transportation Section Supervisor

WSDOT	Laurie Lebowsky, Region Planning Director
Multnomah County	Jessica Berry, Senior Transportation Planner
	Eve Nilenders
Washington County	Dyami Valentine, Senior Planner
	Chris Deffebach, Policy Analyst
Clackamas County	Karen Buehrig, Planning Manager
	Kristina Babcock, Transit Coordinator
City of Portland	Bob Kellett, Planner II, Policy Innovation + Regional Collaboration
	April Bertelsen, Transit Coordinator
City of Oregon City	Dayna Webb, Senior Engineer
City of Vancouver	Rebecca Kennedy, Planning Manager
	Katherine Kelly, Senior Policy Advisor
Canby Area Transit (CAT)	Todd Wood, Transit Director
South Clackamas Transportation District	Tom Strader, District Manager
Clackamas Community College	Ray Atkinson, Transportation Systems Analyst
City of Hillsboro	Gregg Snyder, Transportation Planning Supervisor
Lloyd TMA	Owen Ronchelli, Executive Director
Westside Transport Alliance	Jeff Pazdalski, Executive Director
City of Sandy	Andi Howell

Meeting Dates and Topics Discussed

Meeting Date	Topics Discussed
July 18, 2019, Regional Modeling Group Kick Off Meeting	<ul style="list-style-type: none"> • Project History • Feasibility Analysis – Technical Review • Project Schedule • Technical Approach
May 14, 2020, TMWG Workshop #2	<ul style="list-style-type: none"> • General Project Updates • Key Questions Identified in Workshop #1 • Screening Alternatives and Modeling • Overview of I-205 Performance Measures • Existing Conditions Overview • Future Projects Introduction
August 24, 2020, TMWG Workshop #3	<ul style="list-style-type: none"> • Project Updates • Recap Major Topics from Workshop #2 • Purpose and Need, Goals and Objectives (NEPA) & Impact Analysis • I-205 Screening Results and Discussion • Discuss Transit/Multimodal Projects for Successful Tolling
April 13, 2021, TMWG Workshop #4	<ul style="list-style-type: none"> • Toll Project Updates

	<ul style="list-style-type: none"> • Response to Public Comments for I-205 Toll Project • TMWG Look Ahead to 2021-2022 • Updates – STIF Discretionary Grant Application for I-205 bus service & TriMet Express Bus Study • I-205 Transportation Technical Report Methodology Overview
June 16, 2021, TMWG Workshop #5	<ul style="list-style-type: none"> • Toll Project Updates • EMAC Policy and Strategy Recommendations Report • I-205 Toll Project Performance Measures • Regional Mobility Pricing Project • TMWG Look Ahead
August 18, 2021, TMWG Workshop #6	<ul style="list-style-type: none"> • Toll Project Updates • Emerging Mobility Technologies • EMAC Policy and Strategy Recommendations Highlights • Day One Needs for I-205
October 20, 2021, TMWG Workshop #7	<ul style="list-style-type: none"> • Review of TMWG Purpose • Toll Project Updates • Equity Factsheet – What We Heard • Transportation Impact Analysis Findings • RMPP Purpose and Need & Conceptual Alternatives Status Update
January 19, 2022, TMWG Workshop #8	<ul style="list-style-type: none"> • I-205 Transportation Analysis Update • RMPP Update

APPENDIX F.1. OTC LETTER TO JPACT



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

February 16, 2022

Joint Policy Advisory Committee on Transportation
c/o Chair Shirley Craddick
METRO
600 NE Grand Ave
Portland, OR 97232-2736

Dear Chair Craddick and Members of the Committee:

In our capacity as the Oregon Transportation Commission, thank you for your commitment to a safer, more equitable, more environmentally focused transportation system in the Portland region. The Commission and ODOT recognize that a diverse set of investments is required to serve the broad range of needs that exist in the region and are committed to a robust multi-modal regional transportation network to build a stronger economy, improve the quality of our environment, and enhance livability in the metro region.

In 2017, the Legislature directed the Commission and ODOT to develop a variable rate regional toll program on I-5 and I-205. The Legislature designated this new tool as a means to manage congestion through pricing and finance key congestion relief and seismic resiliency projects in the Portland area, including modernizing the Abernethy Bridge and making related improvements on I-205.

A variable rate toll program functions as both a tool to raise revenue for system improvements and a tool to reduce congestion, especially during peak travel times. Variable rate tolling places a modest price to driving that encourages carpooling, transit use and mode shifts that help to reduce vehicle miles traveled and ultimately reduce carbon emissions from the transportation sector. The tolling program we are pursuing, beginning with tolls on I-205 and then on I-5, is a central component in helping the region achieve its collective climate goals.

This spring, we are poised to begin construction of the I-205 Improvements project (I-205 project). We intend to start with the Abernethy Bridge improvements at a total cost of approximately \$375 million. Your support of this project and the tolling necessary to finance its construction is critical. Your decision does not represent a deviation from our collective goals. To the contrary, it simply reflects our continued commitment to long-standing regional priorities.

We plan to toll the Abernethy Bridge beginning in 2024, and expand tolling on I-205 and begin tolling on I-5 shortly thereafter in 2025. By doing so, we can immediately begin to construct improvements to

the Abernethy Bridge which, when improved, will provide critical seismic and congestion relief benefits and make the Abernethy the only interstate bridge in the metro area built to current seismic standards.

The Metro Policy Advisory Committee (MPAC) and JPACT are uniquely positioned to enable, or impede, progress on the region's tolling and investment program with your upcoming decision on the I-205 tolling project. MPAC, JPACT and the Metro Council, as you know, must approve tolling on I-205 in order for the I-205 project to be financed and move forward. An unfortunate consequence of failure to approve the tolling proposal before March 30 is that it will preclude ODOT's ability to move forward with the Abernethy Bridge project as planned, including the in-water work scheduled to occur in the Willamette River this summer. Given the size and scope of the I-205 project, there is no reasonable alternate path in lieu of tolling to fund the bridge or other elements of the I-205 project, including from the Federal Infrastructure Investments and Jobs Act of 2021. Beginning tolling on I-205 is also the first step in the broader tolling program described above to implement congestion pricing and realize corresponding carbon emissions reductions. Delaying tolling on I-205 not only affects the I-205 Abernethy Bridge construction but delays that congestion pricing program as well.

Finally, approval of our tolling request before March 30 will still enable significant time before tolling begins on the Abernethy Bridge in 2024 to continue to discuss questions you may have about the tolling program. We hope you will approve our tolling request before March 30 and continue to engage with us while we further develop the congestion pricing program and I-205 project.

Thank you for your thoughtful consideration of our request.

Regards,

Robert D. Van Brocklin
Chair, Oregon Transportation Commission

Alando Simpson
Vice Chair, Oregon Transportation Commission

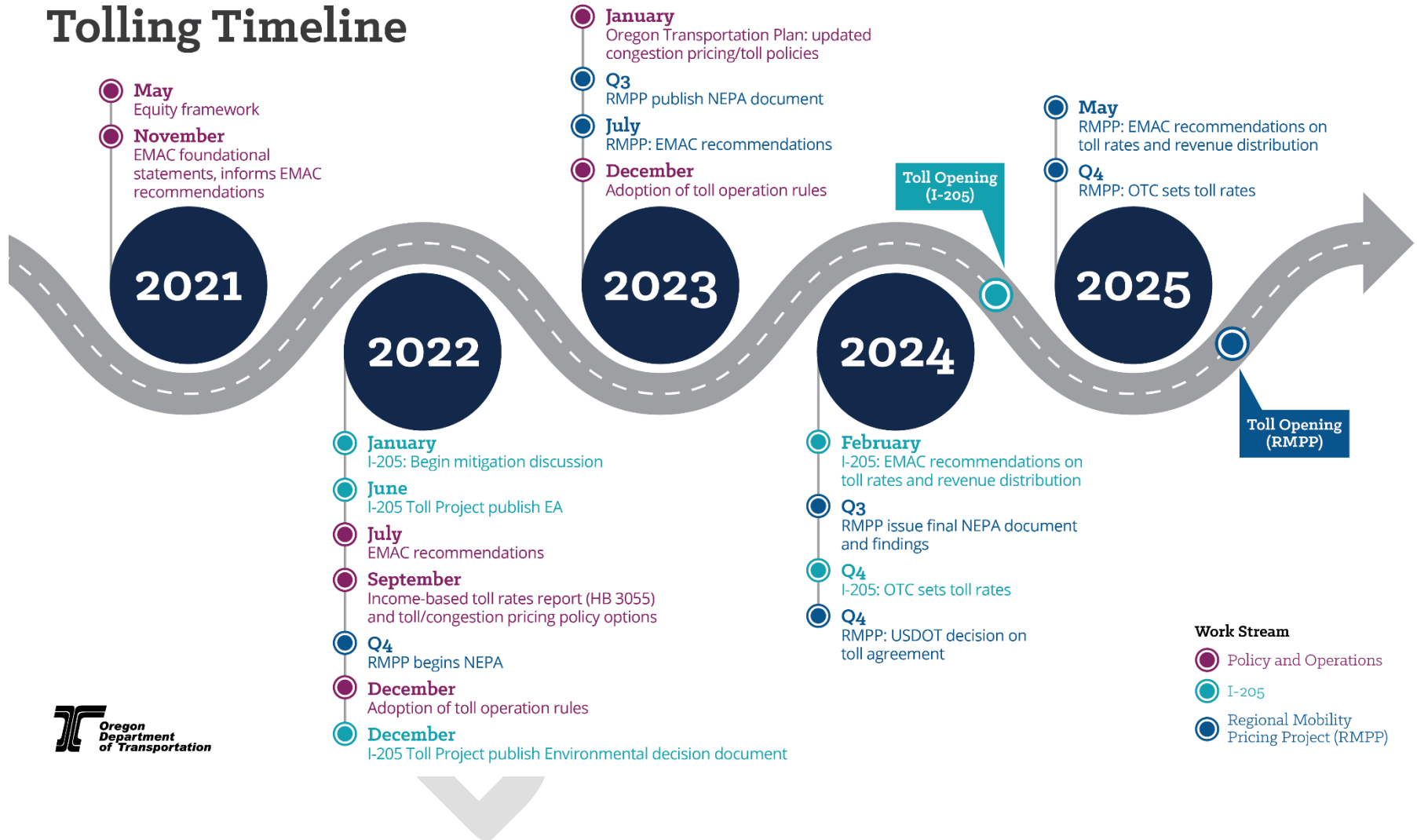
Julie Brown
Commissioner

Sharon Smith
Commissioner

Marcilynn Burke
Commissioner

APPENDIX F.2. TOLLING TIMELINE

Tolling Timeline



APPENDIX F.3. ILLUSTRATIVE COMPARISON OF I-205 IMPROVEMENTS PHASE 1A COSTS TO EXISTING AND FUTURE FUNDING ALLOCATIONS

DISCUSSION DRAFT: 2/15/2022

Illustrative Comparison of I-205 Improvements Phase 1A Costs to Existing and Future Funding Allocations

I-205 Improvements Phase 1A Funding Schedule

The first construction contract for I-205 Improvements will begin summer 2022 and will be financed with short-term borrowing against future toll revenue. Ultimately tolling is needed to pay back the financed funds and to complete the rest of the seven mile project. The funding plan for the future phases of the I-205 Improvements Project will be developed as more detailed toll revenue analysis is completed in 2023 and 2024. If other funding sources are available for the first contract or any future contracts, toll rate adjustment can be made once the funding is secured. Funding plans for this project will be updated annually.

This document compares the programmed dollar value of the Phase 1A construction project to available funding sources in the state, including the 21-24 STIP, 24-27 STIP and IJA discretionary funds.

Review of 2021-24 STIP Allocations

The 2021-2024 STIP contains approximately \$2.5 billion in projects and programs and approximately \$500 million are allocated in Region 1. These funds have been allocated and the comparison presented below is to demonstrate the magnitude and scale of impacts funding a project the scale of the I-205 Phase 1a would have on existing allocations. However, these funds have been programed to projects and some have been expended.

To illustrate the challenge of reallocating funds already programed for existing projects, the list of 2021-24 STIP Region 1 Enhance funded projects is below. Many of these projects are in progress so the funds have been spent and commitments to local agencies are in effect.

Cornelius Pass Hwy: US26 to US30 ITS improvements (Washington/Multnomah Counties)	OR281 at Orchard Rd (Hood River)
OR281 at Orchard Rd (Hood River)	US30 (Cascade Ave) at Rand Rd (Hood River)
Seventies neighborhood greenway (Portland)	I-205 Overcrossing at NE Halsey (Portland)
May Street elevated sidewalk replacement (Hood River)	Stark Street multimodal connections (Portland)
OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)	OR8 corridor safety & access to transit II (Beaverton/Hillsboro)
OR217: OR10 - OR99W (Beaverton/Tigard)	NE Columbia Blvd: Cully Blvd & Alderwood Rd (Portland)
Willamette Greenway Trail: Columbia Blvd Bridge (Portland)	US26: Ten Eyck Rd/Wolf Dr - Vista Loop (Sandy)
OR8: SW 192nd Ave - SW 110th Ave (Hillsboro)	

DISCUSSION DRAFT: 2/15/2022

STIP Funding Programs	2021-2024 STIP Allocation	I-205 Phase 1a Funding Impacts (\$375 million)	Additional Considerations
<p>Statewide Local Programs <i>Local programs direct funding to local governments so they can fund priority projects. Some of these programs enable the pass-through of funds from FHWA or FTA through ODOT to a local partner.</i></p>	<p>\$406 million Portland Metro received approximately \$71 million per year to address bridge rehabilitation and repair, culvert replacement and repair, highway pavement maintenance, and safety and operations.</p>	<p>92% of statewide allocation It would take 5 years to pay for Phase 1a considering a 100% distribution of all these funds designated to the Portland Metro region. If 10% of these funds could be set aside, thereby reducing all of the associated maintenance activities, it would take almost 53 years to pay for Phase 1a alone.</p>	<p>Would require regional consensus and OTC action to alter existing programmed projects.</p>
<p>Statewide Enhance <i>Most Enhance Highway funding in the 2021-2024 STIP (\$663 million) comes from allocations made by the Oregon Legislature to specific projects in House Bill 2017. In addition, ODOT established the State Highway Leverage Program (\$24 million) to distribute funding to ODOT Regions</i></p>	<p>\$23.8 million</p>	<p>1537% of statewide allocation.</p>	<p>Some portion of project costs might be eligible for these funds in 24-27 STIP cycle. Statewide (all Regions) consensus and OTC action would be required to alter existing programmed projects.</p>
<p>Statewide General Fix-it Funding for Safety and Operation Funding for the State. Eligible Fix-It projects include restoration, rehabilitation and repair of Bicycle and pedestrian facilities on state highways; State-owned bridges; Culverts; and Highway Pavement</p>	<p>\$850 million</p>	<p>44% of the statewide allocation.</p>	<p>Some portion of project costs might be eligible for these funds in the 24-27 STIP Cycle. Statewide (all Regions) consensus and OTC action would be required to adjust programmed projects.</p>
Fix-it Specific Programs			
<p>Statewide Bridge Fix-It Funds These funds are dedicated to the</p>	<p>\$305 million</p>	<p>123% of the statewide allocation.</p>	<p>Some portion of project costs might be eligible for these funds.</p>

DISCUSSION DRAFT: 2/15/2022

repair and upkeep of Oregon's state owned bridges			Statewide (all Regions) consensus and OTC action would be required to adjust programmed projects.
Statewide Preservation Funds for These funds are dedicated to maintenance of the roads specifically the pavement across the state	\$321 million	117% of the statewide allocation. 10 times the amount of funding allocated in for preservation of Region 1's highways (\$35 million) would pay for I-205 Phase 1a.	Some portion of project costs might be eligible for these funds in the 24-27 STIP. Statewide (all Regions) consensus and OTC action would be required to adjust programmed projects outside of Region 1. Reallocating Region 1 funds would require regional consensus and OTC action.
Statewide Operations These funds are dedicated to addressing slides and rock falls, ITS, signs, signals and illumination statewide	\$81 million	463% of the statewide allocation. 4 times the amount allocated to the state to address operations on state highways to pay for I-205 Phase 1a	Some portion of project costs might be eligible for these funds in the 24-27 STIP. Statewide (all Regions) consensus and OTC action would be required to adjust programmed projects.
Region 1 Operations	\$22.9 million	Requires more than 16 times the amount of Operations money allocated to Region 1 to pay for I-205 Phase 1a	Some portion of project costs might be eligible for these funds. Regional consensus and OTC action would be required to adjust programmed projects.
Safety Statewide ARTS Safety programs reduce deaths and injuries on Oregon's roads.	\$147 million (includes \$30 million from HB2017)	255% of the statewide allocation. 13 times the amount allocated to pay for safety projects in Region 1 (\$27 million)	These funds are allocated based on a benefit cost methodology to address the worst safety hot spots. Funds could not be used unless program requirements were changed by OTC action.

2024-2027 STIP Allocation Process

At this time, statewide program allocations have been established but the Region 1 allocations and projects are not yet known. It’s reasonable to expect a range of funding generally in the amounts listed below. Not all of these program areas are relevant for the I-205 Improvements Project Phase 1A. A project with the scale of funding required for Phase 1A would have similar impacts on the 24-27 STIP projects and programs, if STIP funds were used to fund the project.

2024-2027 STIP Program Statewide Allocations	
Fix - It	\$827 million
Public/Active Transportation	\$255 million
Enhance Highway	\$65 million (discretionary) \$110 million (HB 2017 earmarks)
Safety	\$147 million
Local programs	\$404.5 million
ADA	170 million
Other	\$161.4 million

Infrastructure Investment and Jobs Act (IIAA) Funding Constraints

IIAA provides \$1.2 billion additional funding for Oregon and identifies \$412 million in flexible funding. However, if these funds were dedicated 100% to the I-205 Phase 1A project, the \$375 million needed for this project would represent 91% of the total flexible/discretionary funding. This would detract from identified investment areas distributed across the state. These priority investment areas include the following;

- Fix-it
- Enhance Highway
- ADA Accessibility
- Great Streets
- Safe Routes to School
- Local climate planning
- Operations and maintenance
- Match for discretionary grants

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



	completed in 2013 and adopted as an amendment to IGA. Categorical Exclusion anticipated in 2019.
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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

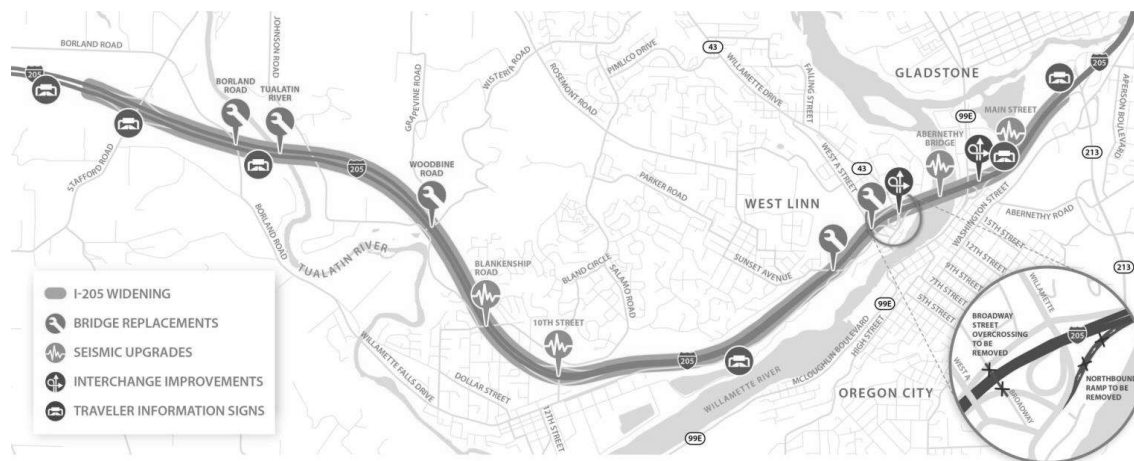
2018 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENT

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.

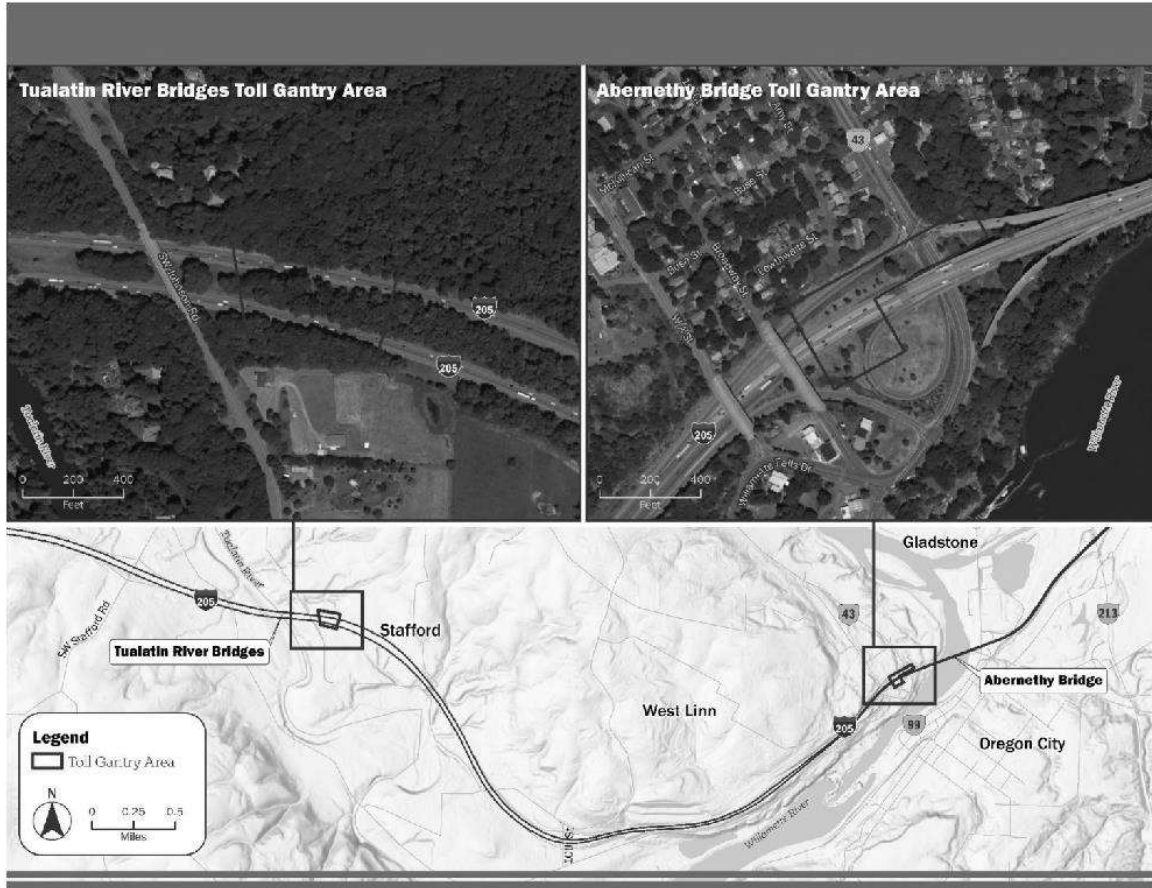
Figure 8.13a I-205 South Widening and Seismic Improvements Project Area Map



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	<u>ADD NEW PROJECT:</u> 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		Project Type: Planning	ODOT Key: 22507
Project Name: I-205 Tolling Project PE Phase: OR213 – Stafford Rd	1	ODOT Type	MTIP ID: New - TBD
		Performance Meas: No	Status: 2
		Capacity Enhancing: No	Comp Date: 9/30/2025
		Conformity Exempt: Yes	RTP ID: 12099
		On State Hwy Sys: I-205	RFFA ID: N/A
		Mile Post Begin: 9.50	RFFA Cycle: N/A
		Mile Post End: 3.16	UPWP: No
		Length: 6.34	UPWP Cycle: No
		Flex Transfer to FTA: No	Transfer Code: N/A
		1st Year Program'd: 2022	Past Amend: 0
		Years Active: 0	OTC Approval: Yes
		STIP Amend #: 21-24-1432	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 Fund Obligations \$:			\$ -					Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
State	Match	2022		\$ 5,451,578				\$ 5,451,578
								\$ -
							State Total:	\$ 5,451,578
Local Funds								
								\$ -
								\$ -
								\$ -
							Local Total	\$ -
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

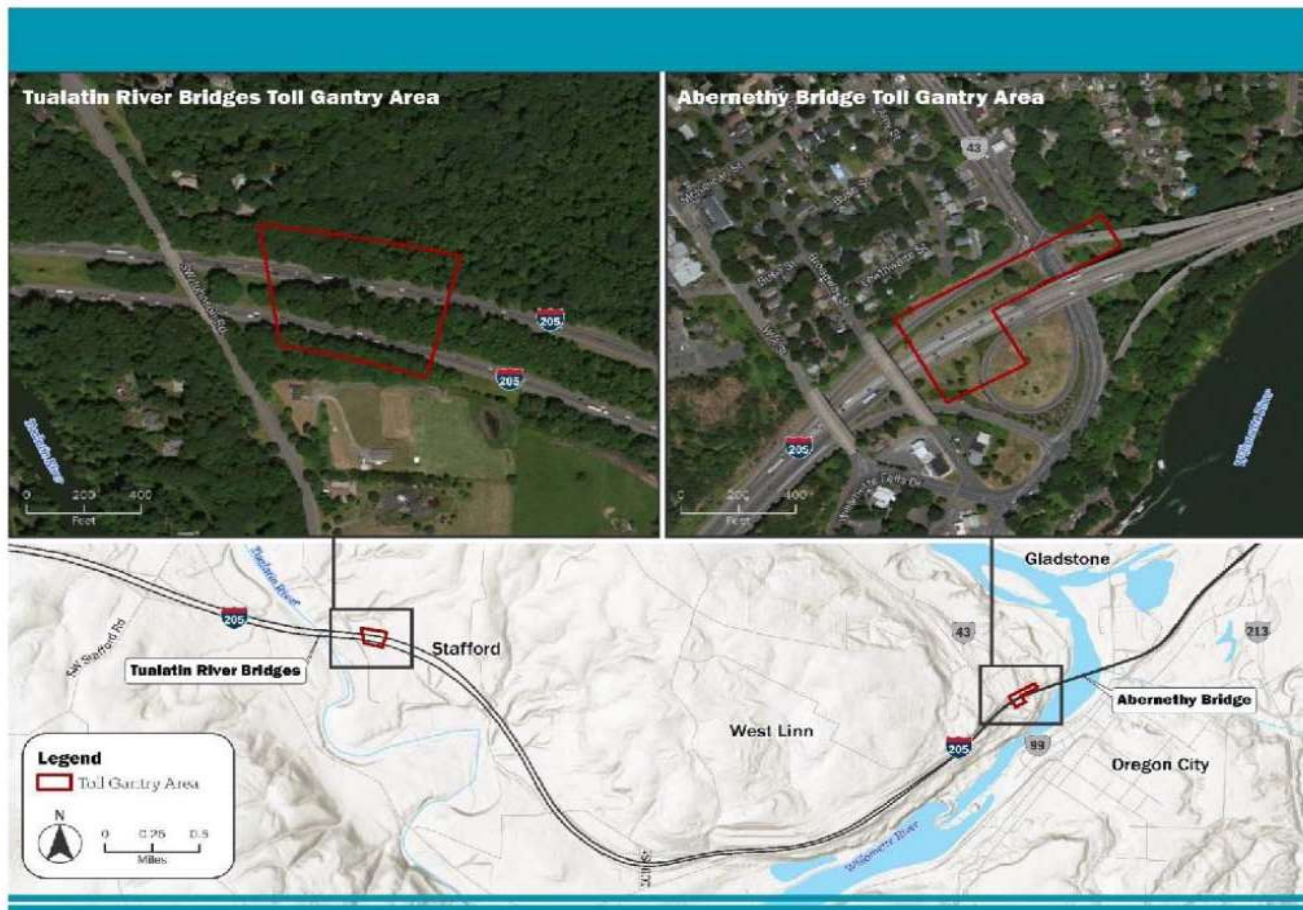
Fund Codes:

- > 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



I-205 Toll Project Regional Transportation Plan Amendment

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 & DTA 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								