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Thursday, April 06, 2023  
6:45 PM – 8:30 PM

Zoom Link: <https://clackamascounty.zoom.us/j/87154977888>  
Phone: +12532158782,,87154977888#

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## AGENDA

6:45 p.m. **Pledge of Allegiance**

**Welcome & Introductions**

*Chair Paul Savas & Mayor Brian Hodson, Co-Chairs*

**Housekeeping**

- Approval of March 02, 2023 C4 Minutes **Page 04**
- C4 Executive Committee Appointment (**Cities Caucus**)
  - Urban City representative

6: 55 p.m. **Statewide Transportation Improvement Program (STIP) Presentation**  
*Presenting: Paul Scarlett, ODOT Region 1* **Page 06**

7:15 p.m. **I-205 Tolling Environmental Analysis (EA) C4 Comment Letter**  
*Facilitating: C4 Staff*

- DRAFT Comment Letter **Page 35**
- EA Fact Sheet **Page 38**
- [ODOT EA Landing Page](#)
- [DRAFT EA](#)

7:45 p.m. **C4 Retreat Planning**  
*Presenting: C4 Staff*

- C4 member survey results **Page 46**
- Discussion agenda **Page 49**
- Save the date – June 2-3, 2023

8:15 p.m. **Updates/Other Business**

- JPACT/MPAC Updates
- Climate Action Plan Task Force Update
- Other Business

8:30 p.m. **Adjourn**

# General Information



## Current Voting Membership

		C4 Exec	C4 Metro	C4 Rural	JPACT	MPAC	R1ACT
<b>Clackamas County</b>	Commissioner Paul Savas	●	●	●	●		●
<b>Clackamas County</b>	Commissioner Ben West			●		●	
<b>Canby</b>	Mayor Brian Hodson	●		●			●
<b>CPOs</b>	Martin Meyers (Redland CPO)	●	●	●			
<b>Estacada</b>	Mayor Sean Drinkwine			●			
<b>Fire Districts</b>	Matthew Silva (Estacada Fire District)	●					
<b>Gladstone</b>	Mayor Michael Milch	●	●				
<b>Hamlets</b>	Kenny Sernach (Beavercreek Hamlet)			●			
<b>Happy Valley</b>	Council Brett Sherman		●		●	●	
<b>Johnson City</b>	Vacant						
<b>Lake Oswego</b>	Mayor Joe Buck		●		●	●	
<b>Milwaukie</b>	Councilor Rebecca Stavenjord		●			●	
<b>Molalla</b>	Mayor Scott Keyser			●			
<b>Oregon City</b>	Commissioner Adam Marl		●			●	
<b>Portland</b>	Vacant						
<b>Rivergrove</b>	Councilor Doug McLean		●				
<b>Sandy</b>	Mayor Stan Pulliam			●			
<b>Sanitary Districts</b>	Paul Gornick (Oak Lodge Water Services)	●					
<b>Tualatin</b>	Councilor Valerie Pratt		●				
<b>Water Districts</b>	Sherry French (Clackamas Water District)		●			●	●
<b>West Linn</b>	Mayor Rory Bialostosky		●				
<b>Wilsonville</b>	Mayor Julie Fitzgerald		●				

## Current Ex-Officio Membership

<b>MPAC Citizen Rep</b>	Ed Gronke
<b>Metro Council</b>	Councilor Christine Lewis
<b>Port of Portland</b>	Emerald Bogue
<b>Rural Transit</b>	Todd Wood (Canby Area Transit)
<b>Urban Transit</b>	Dwight Brashear (SMART)

## ***Frequently Referenced Acronyms and Short-forms:***

### **Related to the Clackamas County Coordinating Committee (C4)**

#### **C4 Metro Subcommittee**

#### **C4 I-205 Diversion Subcommittee**

**CTAC:** Clackamas Transportation Advisory Committee (C4 Transportation TAC)

### **Related to Metro and Metro Committees**

**JPACT:** Joint Policy Advisory Committee on Transportation (Metro)

**MPAC:** Metro Policy Advisory Committee (Metro)

**TPAC:** Transportation Policy Advisory Committee (JPACT TAC)

**MTAC:** Metro Technical Advisory Committee (MPAC TAC)

### **Related to the Oregon Department of Transportation (ODOT) and Tolling**

**OTC** Oregon Transportation Commission (ODOT policy decision body)

**Region 1:** ODOT's geographic designation for the metro area + Hood River

**R1ACT:** ODOT Region 1 Advisory Committee on Transportation

**UMO:** ODOT's Urban Mobility Office

**RTAC:** ODOT's Regional Tolling Advisory Committee

**STRAC:** ODOT's State Tolling Rules Advisory Committee

**EMAC:** ODOT's Equity Mobility Advisory Committee (for tolling)

### **General Transportation Acronyms**

**STIP:** State Transportation Improvement Plan (ODOT)

**RTP:** Regional Transportation Plan (Metro)

**TSP:** Transportation System Plan (Local – county and cities)

**HCT:** High Capacity Transit

**UPWP:** Urban Planning Work Program

### **General Housing and Land Use Acronyms**

**H3S:** Clackamas County's Health, Housing, and Human Services Department

**HACC:** Housing Authority of Clackamas County

**SHS:** Supportive Housing Services (Regionally approved funds for housing services)

**OHCS:** Oregon Housing and Community Services

**LCDC:** Land Conservation and Development Commission

**DLCD:** Department of Land Conservation and Development

**UGB:** Urban Growth Boundary

**UGMA:** Urban Growth Management Agreement

**Thursday, March 02, 2023**  
**Virtual Meeting via Zoom**

**Attendance:**

**Members:**     **Canby:** Brian Hodson; **Clackamas County:** Paul Savas; **CPOs:** Martin Meyers; **Gladstone:** Michael Milch; **Hamlets:** Kenny Sernach; **Happy Valley:** Joshua Callahan; **Lake Oswego:** Joe Buck; **Metro:** Christine Lewis; **Milwaukie:** Rebecca Stavenjord; **MPAC Citizen:** Ed Gronke; **Oregon City:** Adam Marl; **Rivergrove:** Doug McLean; **Sewer District:** Paul Gornick; **Transit:** Dwight Brashear (SMART, Urban); Todd Wood (Canby, Rural Transit); **Tualatin:** Valerie Pratt; **Water District:** Sherry French (CRW); **Wilsonville:** Julie Fitzgerald, Caroline Berry (Alt.)

**Staff:**             Trent Wilson (PGA); Chris Lyons (PGA); Everett Wild (County Administration)

**Guests:**            Stephen Williams (DTD); Joe Marek (DTD); Dan Johnson (DTD); Mike Bezner (DTD); Karen Buehrig (DTD); Erica Rooney (Lake Oswego); Jaimie Lorenzini (Happy Valley); Mark Ottenad (Wilsonville/SMART); Jennifer Garbely (Milwaukie); John Serra (TriMet); Tony Konkol (Oregon City); Dayna Webb (Oregon City); Katie Dunham (NCPRD); Della Mosier (ODOT); Mandy Putney (ODOT); Aliza Whalen (WSP); Nick Fazio (WSP); Jodi Mescher (WSP); John McCabe (community); Marjorie Stewart (community); Rick Cook (community); Grant Howell (community); Hal Gard (community)

The C4 Meeting was recorded and the audio is available on the County’s website at <http://www.clackamas.us/c4/meetings>. Minutes document action items approved at the meeting.

<b><u>Agenda Item</u></b>	<b><u>Action</u></b>
<b>Approval of February 02, 2023 C4 Minutes</b>	Mayor Fitzgerald moved to approve the February 2, 2023 minutes as presented, Councilor Callahan seconded, and the motion carried without objection.
<b>C4 Retreat</b>	C4 staff shared updated about the C4 retreat plan including the timeline for registration and C4 member input on topics through a brief survey.
<b>R1ACT City Appointment</b>	Councilor Callahan moved for Councilor Pratt and Councilor Sherman to serve as City representatives to the ODOT Region 1 Area Commission on Transportation, Mayor Buck seconded, and the motion carried without objection.
<b>RTP Call for Projects Approval</b>	Steve Williams (Clackamas County Dept. of Transportation and Development) provided an update about the Regional Transportation Plan process and outlined the current project list.

	<p>Mr. Meyers moved to approve the RTP projects list and attached letter, Councilor Stavenjord seconded, and the motion carried without objection.</p>
<p><b>I-205 Toll Project Environmental Analysis (EA) Briefing</b></p>	<p>Della Mosier (ODOT) and Mandy Putney (ODOT) presented on the I-205 Toll Project Environmental Assessment (EA) including EA findings, proposed mitigations, and public comment opportunities and process. C4 members asked questions of ODOT staff regarding their presentation and next steps for the I-205 Toll Project.</p> <p>Committee asked for the presentation materials to be shared.</p> <p>C4 staff confirmed that the C4 Diversion Subcommittee will discuss recommended comments at their upcoming meeting that will shape the staff-prepared draft C4 comment letter to be presented at the April 6 meeting.</p>
<p><b>Updates/Other Business</b></p> <ul style="list-style-type: none"> <li>• <b>JPACT/MPAC Updates</b></li> <li>• <b>Climate Action Plan Task Force Update</b></li> <li>• <b>Other Business</b></li> </ul>	<p>JPACT/MPAC – Mayor Buck shared that JPACT considered the Burnside Bridge Project Preferred Alternative as well as the I-205 EA and the RTP Call for Projects. Councilor Stavenjord shared that MPAC provided an overview for new members, UGB expansion and reserves processes, an update on the UGB land exchange, and new development analysis in the Metro 2040 Urban Growth Report.</p> <p>Climate Action Plan Task Force Update – Councilor Pratt shared that the next meeting is right before the April C4 meeting.</p> <p>Other business – C4 staff shared that additional members completed the C4 retreat survey and I-205 and housing were the top requests.</p>

Adjourned at 8:40 p.m.

# Draft 2024-2027 STIP Update

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C4

April 6, 2023

# Presentation Content

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- STIP overview
- Funding categories and amounts
- Public review process
- Region 1 draft list
  - Selection criteria
  - Overview
  - Specific projects by category

# What is the STIP?

## Capital Program Funds

Federal and State Funds

Construction projects for the highway system

Public and active transportation projects

## What is NOT in the STIP

**State-Funded  
Multimodal  
Grant Programs**

**Maintaining  
and Operating  
the System**

**Revenue/  
Administrative  
Functions**



# Three Phases of '24-'27 STIP Development



**Funding Allocation**  
2020



**Project Selection**  
2021-2022



**Public Review/  
Approval**  
2023

## Investments in the '24-'27 STIP

- More than \$3 billion in total state and federal resources
- Significant infusions from both HB 2017 and federal infrastructure bill
- Major investment of federal and state funding in bridges
- Significant increase in funding for public and active transportation
- Increased funding for safety
- Greater investments in local government programs
- Investment in ADA curb ramps



# 2024 – 2027 STIP Program Funding Categories

## **FIX-IT**

Projects that preserve or fix the state highway system– bridges, pavement, culverts, etc.

## **SAFETY**

Projects focused on reducing fatal and serious injury crashes on Oregon’s roads

## **ENHANCE HIGHWAY**

Highway projects that expand or enhance the state highway system

## **PUBLIC AND ACTIVE TRANSPORTATION**

Bicycle, pedestrian, public transportation and transportation options projects & programs

## **LOCAL GOVERNMENT PROGRAMS**

Funding to cities, counties, and others for priority projects

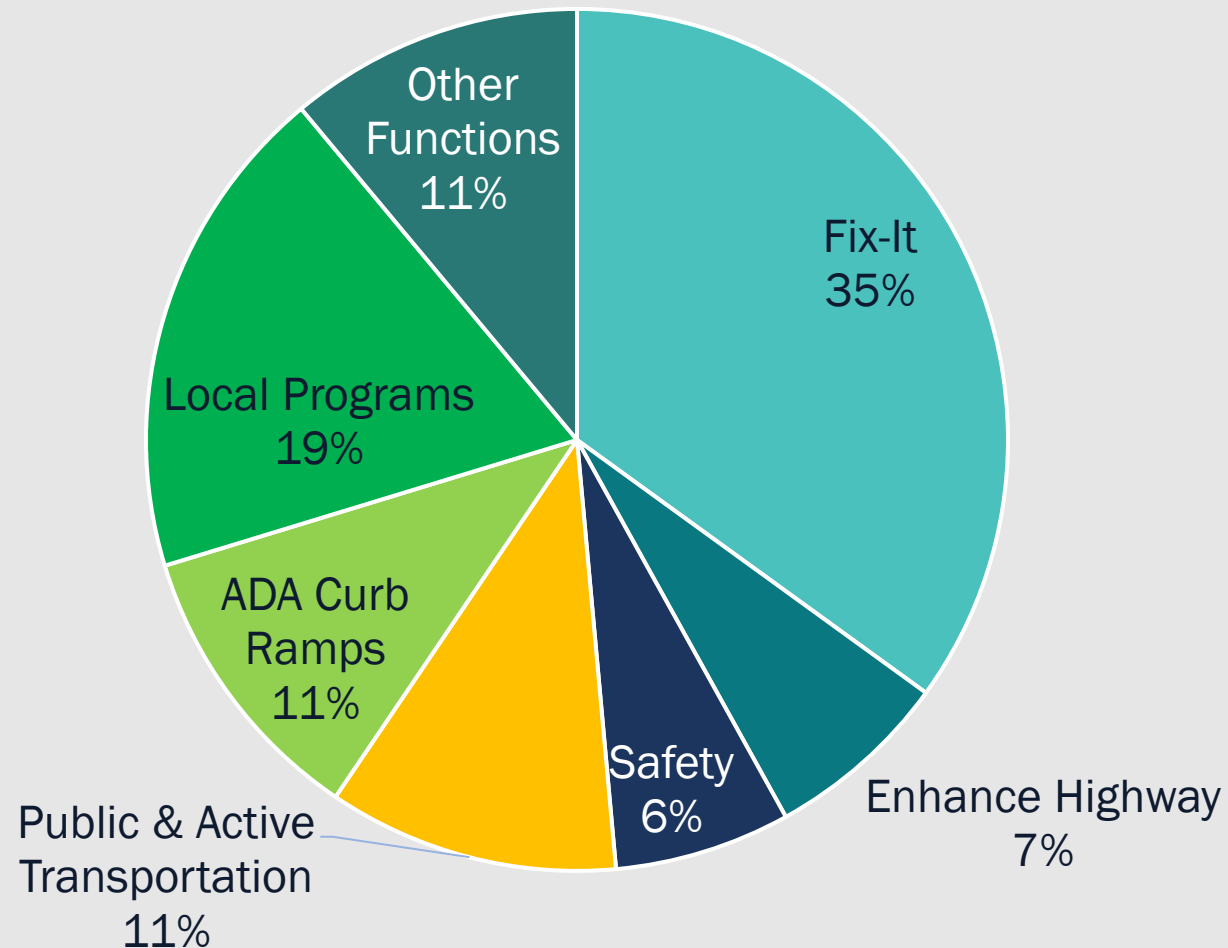
## **ADA CURB RAMPS**

Construction of curb ramps to make sidewalks accessible for people experiencing a disability

## **OTHER FUNCTIONS**

Workforce development, planning, data collection and other programs using federal money

# Draft 2024-2027 STIP Funding by Category



## Public engagement process

- Summer 2021: R1 shares draft 150% list
- Summer 2022: R1 shares draft 100% list
- Spring 2023: Public comment opportunities statewide on draft STIP
- Summer 2023: OTC adopts 24-27 STIP



## Public review – March & April ‘23

- OTC commenced public comment for draft 24-27 STIP on March 9
- Program-level public comment process focused on gathering input on potential impacts of projects
  - Website, Online open house, Public comment webinar
- Region 1 staff are visiting regional committees to gather comments
- Three in person events in R1



# STIP Open Houses

- Monday, April 3, 4:30-6:00pm
  - Clack Co Development Services Bldg
  - in coordination with the ACT meeting
- Saturday, April 8, 11am – 1pm
  - Beaverton Library
  - in conjunction with Farmers Market
- Tuesday, April 25, 4:30 – 6:30 pm
  - at the Hood River Ty Taylor Fire Station



# STIP WEBSITES

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Online open house:

- <https://odotopenhouse.org/or-draft-stip>

Info on past, current and future STIPs

- <https://www.oregon.gov/odot/STIP/Pages/About.aspx>
- <https://www.oregon.gov/ODOT/Regions/Pages/Region-1-STIP.aspx>





## Key Questions for Public Input

- What impact could a proposed project have on the community, for good or for bad?
- How can we mitigate potential negative impacts of a proposed project and ensure the project meets community needs?

# Region 1 Draft 100% List

As of February 2023

Category	Amount
ADA	\$164.4 m
Bridge	\$311.3 m
ARTS	\$41.7 m
Ped Bike	\$27.5 m
Preservation	\$22.1 m
Operations	\$25.8 m
Enhance	\$15.9 m
Various other	\$21.5 m
<b>Total</b>	<b>\$630 million</b>



# Project Selection Factors

- Engineering and data analysis (particularly for Fix-It and Safety projects)
- Impacts on multimodal accessibility, greenhouse gas emissions and equity
- Stakeholder input
- Some program funds are allocated statewide (Bridge) others are regionally selected (Operations)
- The draft list and funding amounts will continue to evolve



# Themes of R1 STIP funding

- 75% of funds going to ADA and Bridges
- Of the remaining \$154M
  - ~30 projects and buckets focused on safety = \$97M
- Investments in urban arterials make up almost half of non-ADA/Bridge
  - 10 projects on ODOT facilities = \$37M
  - Plus 82<sup>nd</sup> Ave = \$13.4M
  - 8 local ARTS projects = \$22M



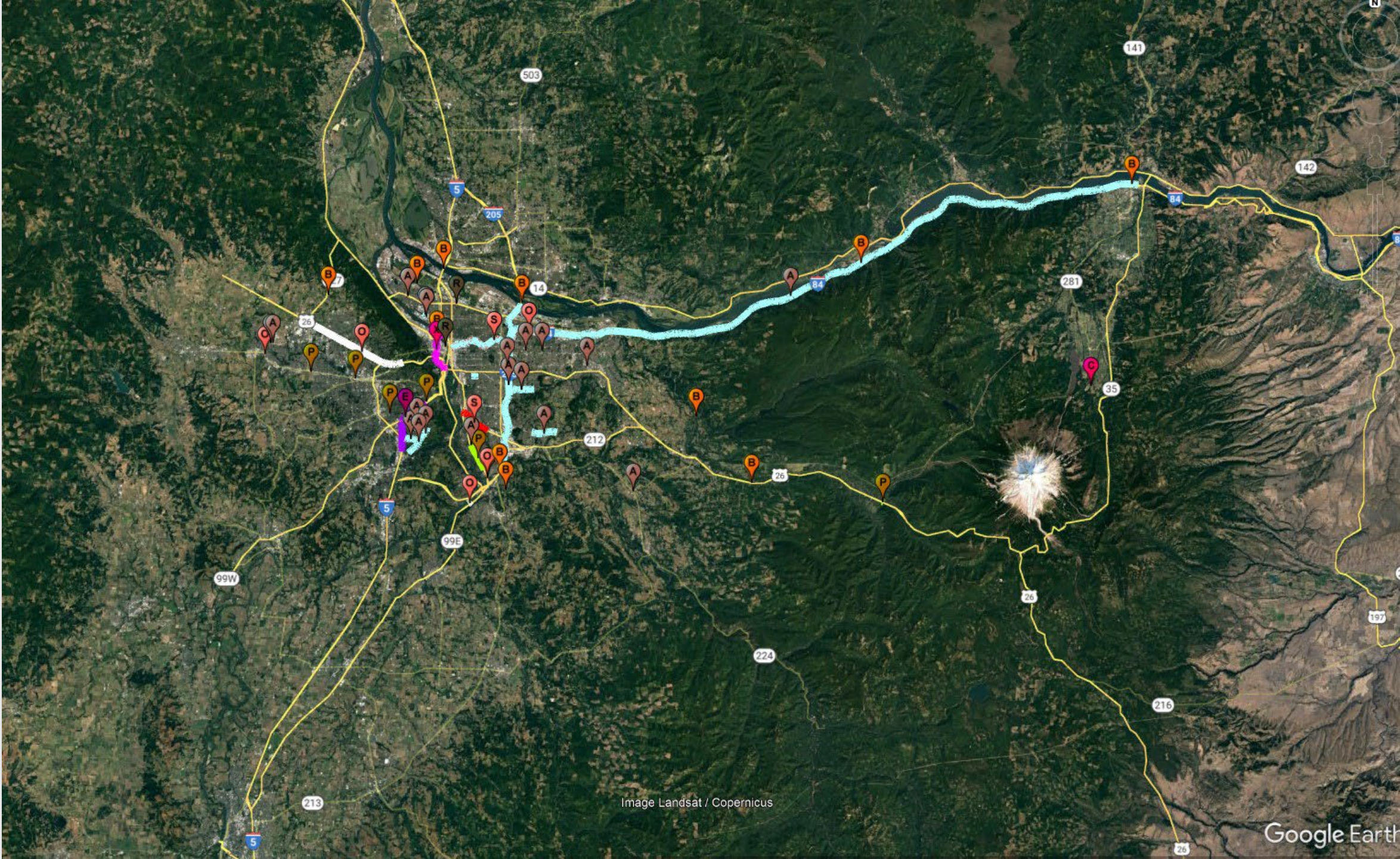
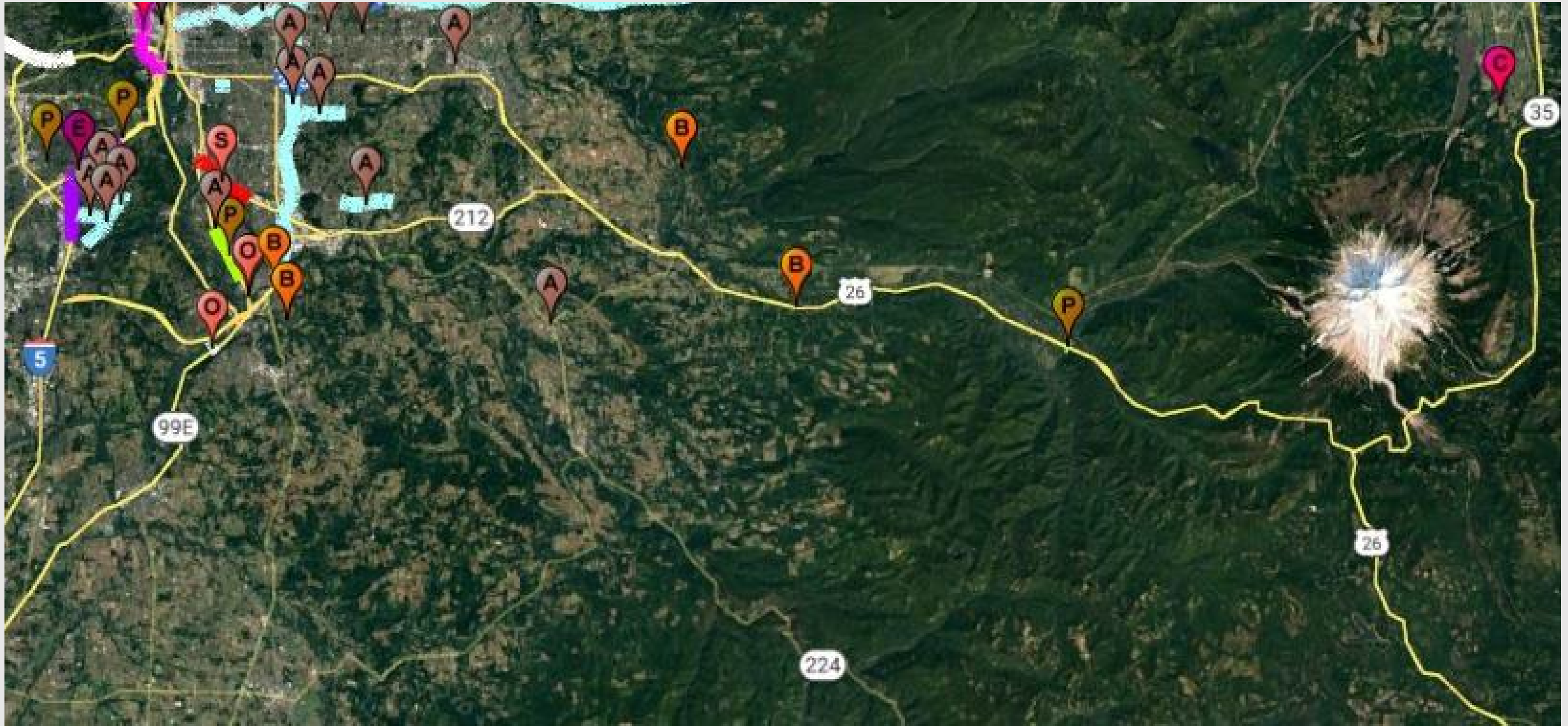


Image Landsat / Copernicus

Google Earth



# Clackamas County projects

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- ADA + some safety and operations funds are regionwide
- 4 projects (\$30M) in Clack + other counties
  - ITS on I-5
  - Systemic ARTS along I-205
  - Lake Oswego signals (local ARTS)
  - US 26 Electric Vehicle Infra.
- 15 projects entirely in Clackamas
- \$110M in fed + state funds →

## 5 Bridge projects (\$61M)

- OR99E / Clackamas River
- US 26 / Cedar Creek
- I-205 / Clackamas SB
- Holly Lane / Abernethy (local)
- Lusted / Sandy River (local)

## Safety + Ped/Bike projects (\$20M)

- OR224 @ OR211 and Burnett (PE)
- OR99E: Risley – Gloucester St
- US26: Salmon Rvr Rd - Lolo Pass MUP
- Sunnyside: 132nd - 172nd Av (local)

Resurface OR224: 17th-Rusk (\$21M)

OR99E signals at Arlington, River (\$4M)

OR99E Canemah Rockfall (\$4M)



## **\*new\* Construction Reserve approach**

- Cost escalation pressures have made it more challenging to accurately estimate construction costs
- To help address, some funding categories are using a pooled reserve for construction funds
- ODOT will be able to better distribute construction funds after prelim engineering, closer to bid



# Bridge [ODOT]

Project	24-27 STIP \$M
I-5: Northbound Interstate Bridge	\$ 9.1
I-205: Glenn Jackson Bridge	\$ 5.1
I-84: Moffett Creek westbound bridge [planning only]	\$ 2.1
OR120: Columbia Slough Bridge	\$ 17+
US26: Cedar Creek Bridge	\$ 29.4
I-205: Clackamas River southbound bridge	\$ 7.8
OR99E: Clackamas River (McLoughlin) Bridge ^	\$ 13.1
I-405: Fremont Bridge (Willamette River) West Ramps ^	\$ 103.7
I-84 (Westbound): Union Pacific Railroad bridge ^	\$ 50.0

^ 24-27 STIP adds to funds from prior STIP cycle

# Local Bridge

Project	24-27 STIP \$M
S Holly Lane: Abernethy Creek Bridge	\$ 8.4
Cornelius Pass Road: Rock Creek Bridge	\$ 4.5
SE Lusted Road: Sandy River Bridge [design only]	\$ 2.3

# ARTS

Project	24-27 STIP \$M
OR224 at OR211 and SE Burnett Rd [design only] – <i>Hotspot</i>	\$ 6.9
I-205: Columbia River - SE 82nd Drive	\$ 3.2
US30B: (N Lombard St) at Peninsula Crossing Trail	\$ 3.6
I-84: I-5 - Hood River	\$ 2.1
<i>92nd Ave, E Burnside St and N Basin Ave *</i>	\$ 3.3
<i>Gresham Pedestrian Improvements *</i>	\$ 2.6
<i>NE Cornell Rd at 17th Ave and 21st Ave – Hotspot *</i>	\$ 2.1
<i>SE Cesar Chavez Blvd: Lafayette Ct - Shiller St – Hotspot *</i>	\$ 2.0
<i>SE Sunnyside Rd: 132nd Ave - 172nd Ave *</i>	\$ 1.8
<i>Lake Oswego Signals Visibility Upgrades *</i>	\$ 1.6
<i>SE Foster Rd: 101st Ave - 136th Ave *</i>	\$ 1.6
<i>N Basin Ave: N Leverman St - N Emerson St *</i>	\$ 0.6

*\* Cost does not include local agency contribution of 10%*

# Pedestrian Bike Strategic

Project	24-27 STIP \$M
OR99E: (SE Mcloughlin Blvd) SE Risley Ave - W Gloucester St *	\$ 9.7
OR8: Tualatin Valley Hwy at SW 142nd & 214th Ave	\$ 7.1
OR99W: (Barbur Blvd) SW 26th Way - SW 26th Ave	\$ 4.2
OR141: Hall Blvd at SW Hemlock St	\$ 2.9
US26: E Salmon River Rd - E Lolo Pass Rd	\$ 2.1

\* Includes ARTS funds

# OR 99E: SE McLoughlin Blvd Pedestrian Safety

Clackamas County

In 2 locations, improve traveler safety for people walking and biking by installing crosswalks with a rectangular rapid flashing beacon (RRFB), stop bars and signs.

Install curb ramps to meet Americans with Disabilities Act (ADA) requirements.



# US26: E Salmon River Rd - E Lolo Pass Rd

Clackamas County

Constructs a new 800-foot segment of a shared use-path along the south side of U.S. 26 in Welches.

This was identified as a high priority in the Mt. Hood Multimodal Transportation Plan and is in the Clackamas County's Transportation System Plan.



# Operations

Project	24-27 STIP \$M
Portland Metro and Surrounding Areas Operations Upgrades	\$ 1.9
Portland Metro and surrounding areas signal upgrades	\$ 1.3
US26 Active Traffic Management [design only]	\$ 3.2
OR8: SE10th Ave at SE Walnut St	\$ 3.7
OR99E: McLoughlin Blvd at W Arlington St and River Rd	\$ 4.1
OR99E Canemah Rockfall Phase 2	\$ 4.0

# OR99E: McLoughlin Blvd at W Arlington St and River Rd

Clackamas County

Design and install all new signal equipment and phasing to improve safety for all modes of travel at this 2018 10% Safety Priority Index System site.





# Other categories

Category	Project	24-27 STIP \$M
ADA	curb ramps	\$ 164.4
Culverts	Evans Creek Culvert	\$ 1.8
Electric Vehicle	I-405: I-5 to N Kerby   US 26: US101 to Nyssa	\$ 9.8
Enhance	I-5: Capitol Highway - OR217 (ITS)	\$ 15.9
Interst Maint.	I-84: NE MLK Jr Blvd - I-205 [design only]	\$ 1.9
Preservation	OR224: SE 17th - Rusk Rd	\$ 20.6
Rail Safety	US30B: NE Lombard - NE 11th [design only]	\$ 1.9
Rail Safety	NW Naito Parkway Rail Crossing	\$ 2.4
Safety	HB2017 safety priority funds	\$ 3.7
Various	OR99W: I-5 – McDonald	\$ 6.7
Various	82 <sup>nd</sup> Ave Improvements	\$ 13.4

## OR 224: SE 17th - Rusk Rd.

Clackamas County

Resurface the road to repair cracking, rutting and wear to extend the life of the road.

The work includes bridge paving, joint replacement, ADA compliant curb and ramps, and safety and operational improvements.





April 06, 2023 **DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT**

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

*Via email*

Dear Ms. Putney:

Thank you for the opportunity to comment on the I-205 Toll Project Draft Environmental Analysis (EA) published by the Oregon Department of Transportation (ODOT) in February 2023. The Clackamas County Coordinating Committee (C4) hosts representatives of communities from across the county, including the proposed toll area and areas of impact. Our comments represent a unified voice on the proposed project from the County, cities, special districts, and community representatives who comprise C4.

C4 has commented on the progress of the I-205 capital and toll project since 2017. Our communities have long advocated for a solution to the bottleneck created by the last two-lane segment of I-205 in Oregon, which has caused highway drivers to reroute into local neighborhoods for years.

We have major concerns with ODOT's modeling, analysis, proposed mitigations, and overall process related to the development of the toll project and Draft EA. Many of our jurisdictions are providing detailed technical comments in separate letters. Our comments are intended to highlight our most significant issues in the Draft EA.

**First, ODOT has not adequately demonstrated how the Build Alternative would reduce diversion from the highway onto local streets, and thereby improve traffic safety both on and off the tolled system.** Currently, traffic diverts off I-205 onto the local system due to the bottleneck created by the last remaining two-lane section of I-205 in Oregon; tolling would induce additional diversion as drivers make an economic choice to avoid the toll.

The Draft EA presents multiple goals relating to diversion and safety, including "limit additional traffic diversion from tolls on I-205 to adjacent roads and neighborhoods."<sup>1</sup> However, ODOT's analysis shows alarming traffic changes at multiple arterial locations, including increases of 86.5-114.5% along routes that are popular for diversion today.<sup>2</sup> The comparison of daily traffic volumes shows a 25% decrease in traffic

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<sup>1</sup> I-205 Toll Project Environmental Assessment, Oregon Department of Transportation, February 2023; page 1-7

<sup>2</sup> I-205 Toll Project Environmental Assessment Transportation Technical Report, Oregon Department of Transportation, February 2023; page 64

on I-205 under the build scenario and a corresponding 31% increase on SW Borland Road east of SW Stafford Road as well as an 11% increase on OR-99E through Canby.<sup>3</sup>

Amalgamating tolling (a financial mechanism new to the region that will create diversion) with a capital project (to relieve a bottleneck and reduce diversion) conceals the impacts caused solely by tolling, particularly in light of those two components being fundamentally at odds with each other in terms of diversion. **We conclude that a suite of alternatives, including construction of the capital project without tolling, would be the best mechanism for affected communities to understand both the bifurcated and comprehensive impacts of ODOT's proposal.**

**Second, economic impacts on our communities have not been fully addressed.** The economic analysis is fraught with assumptions, as ODOT places great emphasis on the creation of short-term construction jobs but fails to consider impacts to local small businesses on a sufficiently granular and localized scale.<sup>4</sup>

ODOT claims that “additional business revenues and employment in nearby commercial areas [will result] from projected changes in traffic volumes due to vehicles rerouting off I-205.”<sup>5</sup> We are concerned about economic impacts spreading across the region and state as two things happen simultaneously—businesses raise prices to build the cost of tolling into their bottom lines, and toll-payers reduce spending on goods and services to balance their personal budgets.

Yet the residents and business owners we talk to have expressed deep concern about diversion resulting in gridlock on local streets. Small businesses, in particular, are concerned about financial detriment from customers choosing not to traverse the tolled corridor or gridlocked side streets. Residents are concerned about safety for kids and seniors as well as the potential for property values to decrease in high diversion neighborhoods.

In fact, because modeling has only been performed at ‘peak’ hours, there is no way to understand how tolls would affect economic or tourism activity in the evening or on weekends. **Therefore, it is essential that the economic analysis must be more localized and potentially add further mitigations, particularly along local main streets in Oregon City, West Linn, and Canby where diversion is expected to be highest.**

Our concern extends to the broader economic impacts to individuals who need access to work, school childcare, healthcare, and other fundamental needs and cannot change their schedule to access off-peak toll rates. We also are concerned about the localized air quality and noise impacts for nearby neighborhoods and schools.

**Third, there is a continued lack of financial transparency from ODOT.** Local jurisdictions have asked ODOT repeatedly for comprehensive, transparent financial information. It was only after a community group submitted a public records request that ODOT shared the Level 2 Traffic and Revenue Study with impacted jurisdictions. The Level 2 Traffic and Revenue Study shows that projected tolling revenues would finance \$500-800 million in construction funding.<sup>6</sup> That amount is insufficient to complete the capital project and construct NEPA-required and locally preferred mitigations.

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<sup>3</sup> I-205 Transportation Technical Report; page 73

<sup>4</sup> I-205 Toll Project Environmental Assessment Cumulative Impacts Technical Report, Oregon Department of Transportation, February 2023; page 26

<sup>5</sup> Environmental Assessment; page 3-124

<sup>6</sup> Fact Sheet: I-205 Toll Project Level 2 Toll Traffic and Revenue Study, Oregon Department of Transportation, December 16, 2022; page 4

**We cannot accurately evaluate the adequacy of mitigation proposals without a complete revenue picture, including an understanding of how ODOT plans to pay for the complete project and share revenue with local jurisdictions to address costs associated with diversion including future mitigations, local capacity projects, and increased maintenance.**

**Finally, the Draft EA fails to fully consider cumulative environmental impacts, particularly in light of ODOT's parallel project, the Regional Mobility Pricing Project (RMPP), which proposes congestion pricing along the same corridor as the I-205 Toll Project.**<sup>7</sup> We believe RMPP should be considered a Reasonably Foreseeable Future Action as its environmental review is underway, with a Scoping Comment Period held from November 18, 2022 to January 6, 2023.<sup>8</sup> ODOT should analyze the impacts of all proposed projects within the Urban Mobility Office to develop an implementation strategy that has the least impacts on the local system.

Furthermore, ODOT staff has stated the I-205 Toll Project would fund the back office for statewide tolling projects, including RMPP and the Interstate Bridge Replacement.<sup>9</sup> Shifting this statewide financial burden to our local communities is unfair.

Noting the above comments, in conjunction with the additional technical comments from local jurisdictions, the C4 members request a full Environmental Impact Statement for the I-205 Toll Project alongside FHWA direction to coordinate the I-205 Toll Project alongside the Regional Mobility Pricing Project for the purposes of comprehensive environmental analysis.

Thank you again for the opportunity to comment.

Sincerely,

**DRAFT**

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

**DRAFT**

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

CC: Kris Strickler, ODOT Director  
Keith Lynch, FHWA

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

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<sup>7</sup> Regional Mobility Pricing Project: Proposed Action for NEPA Analysis, Oregon Department of Transportation, November 2022; pages 1, 5

<sup>8</sup> Regional Mobility Pricing Project Scoping Comment Period, Oregon Department of Transportation, <https://www.oregon.gov/odot/tolling/Pages/RMPP-Scoping-Comment-Period.aspx> (accessed March 27, 2023)

<sup>9</sup> Mandy Putney, Oregon Department of Transportation Urban Mobility Office Strategic Initiatives Director, via email to Clackamas County staff, January 5, 2023



# Project Overview

## I-205 Toll Project details and benefits:

- Funds seismic improvements to eight bridges on I-205 from Stafford Road to OR 213. As a separate project, construction is underway to make the Abernethy Bridge the first earthquake-ready highway bridge across the Willamette River in the Portland metropolitan area.
- Adds the missing third travel lane in a seven-mile stretch from Stafford Road to the Abernethy Bridge. Upgrading this section to three lanes, similar to the rest of I-205, will increase safety and reduce bottlenecks.
- Uses congestion pricing through variable-rate tolls at the Abernethy and Tualatin River bridges, beginning in late 2024, at the earliest.

The Oregon Department of Transportation and the Federal Highway Administration recently published an Environmental Assessment of the potential short- and long-term effects of the project on the transportation system, local communities, the economy, and the environment, along with possible solutions to address negative effects.

### Key Benefits of Tolling and Improvements on I-205:

- Congestion reduced from 14 hours to 2 hours or less per day in 2045
- 26 percent fewer crashes
- Travel times up to 25 percent faster in the morning and up to 50 percent faster in the evening
- Transit, pedestrian, bicycle and safety investments in local cities and Clackamas County



We want to  
hear from you!

45-day public comment period on the  
Environmental Assessment

Feb. 21–April 7



SCAN ME

This fact sheet provides information on the history of the I-205 Toll Project, facts about modern tolling, and technical information from the Environmental Assessment.

Scan QR Code or visit [OregonTolling.org](https://OregonTolling.org)

# Tolling Information

## What is Tolling?

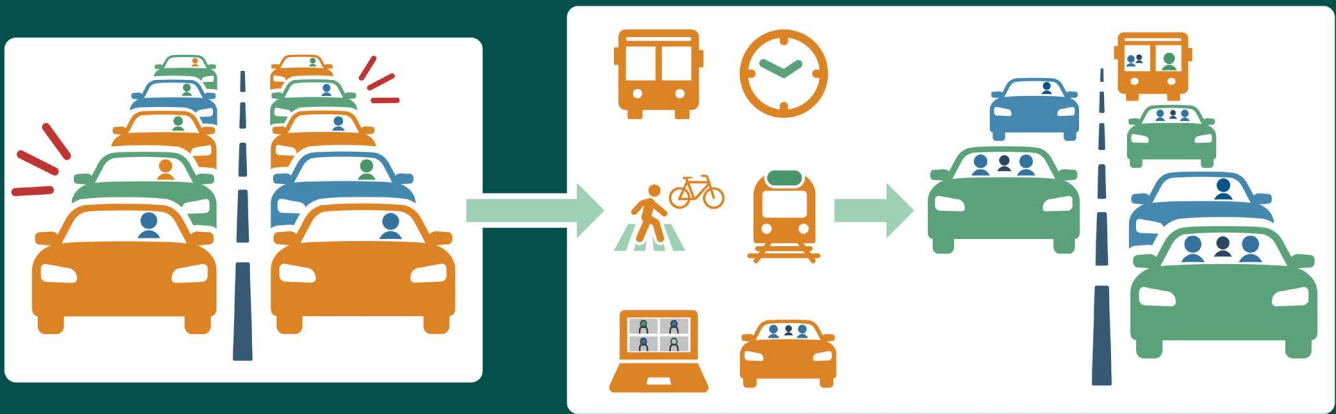
A toll is a user fee imposed on a road or bridge.

With technological advances, roads can be managed with **variable-rate toll systems** and **all-electronic tolling** to improve traffic flow and raise revenue to pay for transportation improvements.

A variable-rate toll system means tolls are higher during peak – or “congested” – periods to encourage drivers to consider changing their travel time, carpooling, taking the bus, or avoiding the trip altogether. According to the Federal Highway Administration, removing as little as 5 percent of cars from a busy road can improve traffic flow.

Variable-rate tolling gives people a choice for a faster highway trip when they need it – like when they need to get to work, make a medical appointment, or pick up their child from school or daycare.

Removing a fraction of vehicles (even as small as **5%**) from a congested roadway allows traffic to flow much more smoothly.



## How Electronic Tolling Works

On I-205, tolls would be all electronic, meaning there would be **no toll booths**, and **drivers would not stop to pay**. An all-electronic collection system is convenient for travelers and allows vehicles to keep moving.

- 1 Scan** Sensors recognize approaching vehicles and scan for electronic toll tags in windshields.
- 2 Identify** If there is a toll tag, the sensors use a radio frequency to identify the account.
- 3 Confirm** Cameras photograph the license plates.
- 4 Charge** The toll is applied to the account. If the vehicle does not have a toll tag, the owner is identified by license plate and billed by mail.



# Tolling Information

## Why are we planning tolling in Oregon?

In 2017, the Oregon Legislature passed House Bill 2017, known as “Keep Oregon Moving.” This bill committed hundreds of millions of dollars to projects addressing our congestion problem and improving the region’s transportation system.

House Bill 2017 has funded bottleneck relief highway projects, freight rail enhancements, transit improvements, and biking and walking facilities upgrades. The Legislature also directed the Oregon Transportation Commission to pursue and implement tolls on I-5 and I-205 in the Portland metropolitan region to help manage traffic congestion and help pay for roadway improvements.

In 2021, HB 3055 provided direction that allowed construction on the first phase of I-205 improvements to begin, which includes reconstruction of the Abernethy Bridge and nearby interchanges. Tolls on I-205 are needed to fund future I-205 improvements.



## Equity-Informed Process

ODOT is committed to creating better transportation solutions for historically and currently excluded and underserved communities.

With the support and vision of an Equity and Mobility Advisory Committee, ODOT developed an “equity framework” with principles and steps for community engagement and how tolling should support affordability, access to opportunity, and community health.

With the equity framework as a guide, EMAC will continue to inform and evaluate the I-205 Toll Project’s equity practices well after the release of the Environmental Assessment.



Learn more about the [Equity and Mobility Advisory Committee \(EMAC\)](https://OregonTolling.org) at [OregonTolling.org](https://OregonTolling.org).



# What is an Environmental Assessment?

**Project milestone reached: ODOT and the Federal Highway Administration analyzed proposed improvements and tolling on I-205 and have published results in an Environmental Assessment.**

This report identifies the potential short- and long-term effects of the project on the transportation system, local communities, the economy, and the natural environment, and potential solutions to address negative effects. This process is required by the federal government, per the National Environmental Policy Act.

## The Environmental Assessment compares the effects in 2045 of two alternatives:

- **BUILD** Alternative, which includes building a third lane in each direction between Stafford Road and OR 43, a northbound auxiliary lane between OR 99E and OR 213, toll gantries and variable-rate pricing, and seismic bridge upgrades on I-205.
- **NO BUILD** Alternative, which would have no additional improvements to I-205 and no tolls.

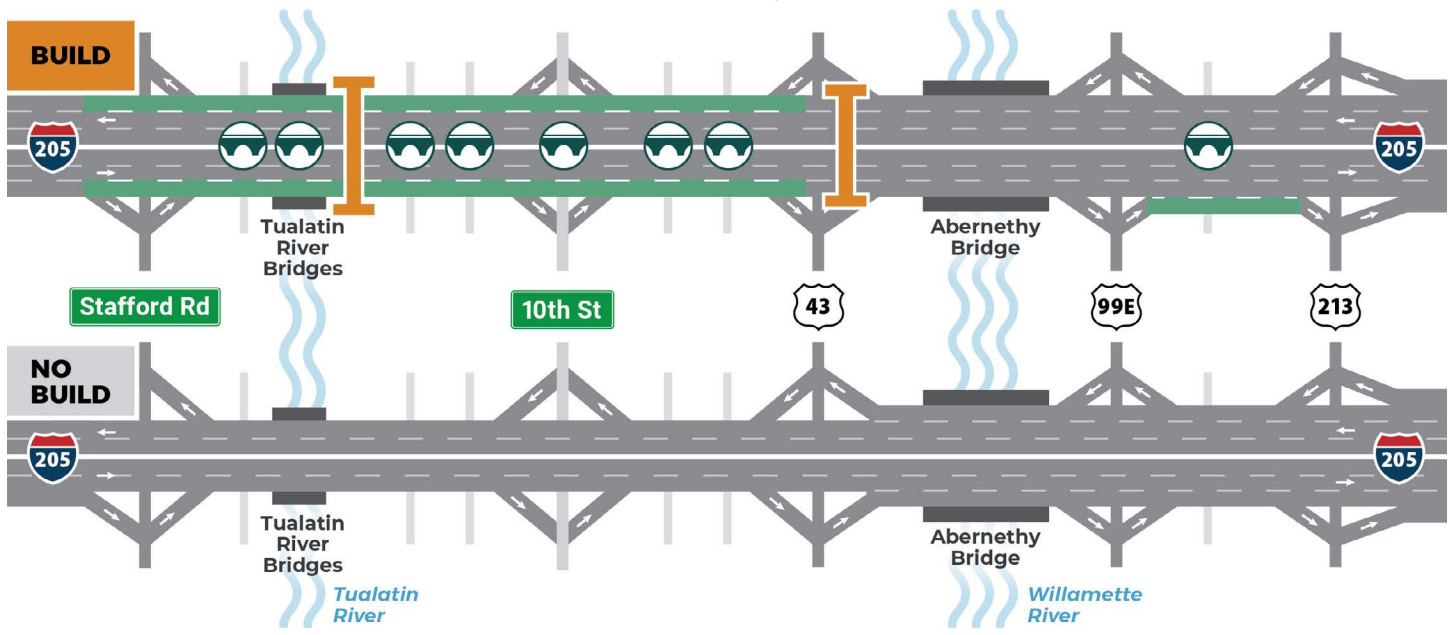


Illustration Not To Scale

Bridge Upgrades	Toll Gantry	Build Alternative Lane Configuration
Bridges with Seismic Upgrades • Borland Rd • Tualatin River	• Woodbine Rd • Blankenship Rd	• 10th St • Sunset Ave • West A St • Main St

## The Environmental Assessment compares short-term and long-term effects from both alternatives in several areas, including, but not limited to:

- Travel times, traffic volumes, and the extent of rerouting traffic from I-205 to local streets
- Safety for pedestrians, bicyclists, and vehicles
- Freight movement
- Local and regional economy
- Social resources, communities, and environmental justice, including low-income households
- Air quality, climate, and noise
- Natural and cultural resources

Visit our website at [OregonTolling.org](https://OregonTolling.org) for more details.

ODOT is seeking comments on the Environmental Assessment. Comments may be submitted by calling, mailing, emailing, or attending a virtual public hearing hosted by ODOT. All comments will be reviewed and will help inform next steps. ODOT will continue to provide ongoing project updates and opportunities for involvement.



# What Did We Find?

The following pages share key details included in the project's Environmental Assessment. Interested in learning more? Visit [OregonTolling.org](https://OregonTolling.org) to read the full document, view an interactive map, or watch detailed videos about the project.

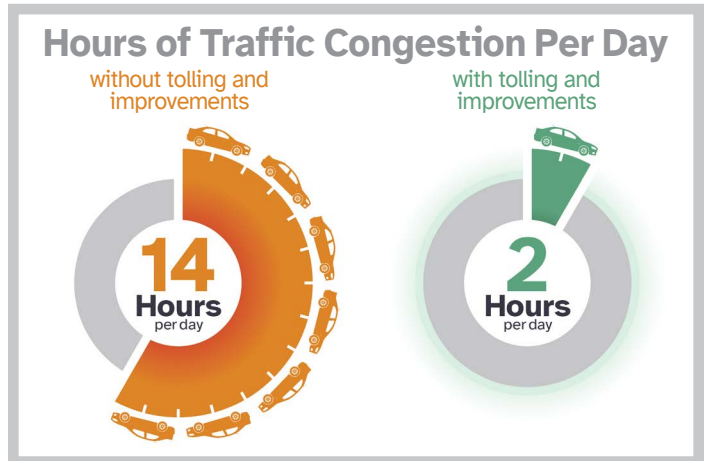


## Transportation Effects

### **On I-205, traffic congestion and safety improve with tolling and improvements**

Without planned highway improvements and tolling, there would be up to 14 hours of congested conditions per day on some areas of I-205 by 2045, as more vehicles use the highway. With the planned improvements and tolling, congestion on some areas of I-205 would be reduced to 2 hours or less per day in 2045.

With improvements and tolling, travel times through the project area of I-205 would be faster by about 25 percent in the morning rush hour and up to 50 percent in the afternoon rush hour compared to without the additional improvements and congestion pricing.



Freight trucks would also benefit from these improvements; most would experience similar or shorter travel times whether on I-205 or other routes like I-5 and OR 213.

The modeling also projects 26 percent fewer crashes on I-205 compared to not building the improvements and not tolling.



### **On local streets, traffic congestion improves in some locations and worsens in others**

Today, local communities are already seeing traffic on local roads as cars reroute from the interstate due to heavy congestion during peak commute hours. Traffic on some side streets would get better, while other streets will see more congestion compared to not building the project.

### **We are working with local cities to plan neighborhood street and safety projects**

ODOT is collaborating with local governments to address potential negative impacts resulting from drivers trying to avoid tolls by rerouting to local streets. ODOT will identify and pay for these solutions – also called mitigation – to reduce adverse impacts identified in the environmental review process. Some potential fixes include:

- Changing roadway striping and lane configurations
- Adding roundabouts and new or modified traffic signals
- Providing priority for buses on certain streets
- Improving sidewalks and walkways
- Ongoing monitoring of the transportation system to identify issues as they arise



## Economics

### **Tolling increases household transportation costs**

The Environmental Assessment shows annual transportation costs for the average household would be less than one percentage point higher with tolling compared to without tolling. For a household with an income of \$88,000, tolling would represent an average increase in annual transportation costs from \$7,000 to \$7,600 per year. Drivers who are able to use tolled routes save travel time and vehicle operating costs.

ODOT is committed to providing a low-income toll program when tolling begins. This program is still in development. Exemptions, credits, or discounted tolls are being considered for people or households earning less than a certain income level.

### **Local businesses benefit from changes in traffic patterns**

As some drivers choose different travel routes, consumer spending at shops, restaurants, and other businesses is expected to increase in three local commercial districts:

- First Ave in Canby (OR 99E)
- Willamette Falls Drive in West Linn
- Main Street in Oregon City

This additional consumer spending would translate into increased employment and income in these areas.

### **There will be regional economic benefits**

Project construction would generate temporary benefits to the economy of the Portland metropolitan region through the purchase of supplies and materials and the creation of jobs. Long-term benefits include increased employment opportunities, more predictable freight deliveries, and safer highways.

By 2045, highway improvements and tolling would result in millions of dollars per year in savings and benefits to the regional economy compared to not building the project.

### **The project would provide long-term economic benefits for travelers and the region**

**\$105 million in Annual Net Economic Benefits**  
from 2027-2045\*

Includes \$9.8 million in annual cost savings for freight industry because of greater trip reliability



**Better on-time trip reliability**



**Shorter travel times**



**Lower emissions from air pollutants**



**Lower road & vehicle maintenance costs**



**Fewer vehicle crashes**

*Value is in 2021 dollars and relative to the No Build Alternative. Annualized benefit would be ~\$41M in 2021 dollars with adjustments for inflation (7%)*



## Air Quality, Climate and Noise

### **Long-term air pollution decreases**

Air pollution is expected to decrease over time, both with and without the project, because of stricter vehicle standards and technological advances, like electric vehicles. However, the project would result in up to 9 percent lower emissions from air pollutants in 2027 and up to 12 percent lower emissions from air pollutants in 2045 when compared to not building the improvements and tolling.

### **Contributes to ODOT's efforts to meet climate change goals**

Future greenhouse gas emissions are expected to decrease due to better fuel economy standards, the transition to cleaner fuels, and electric vehicles. The Environmental Assessment shows that with the highway improvements and tolling, these greenhouse gas emissions would be 6 percent lower in 2027 and 4 percent lower by 2045 when compared to not building the improvements and not tolling.

### **Improvements and tolling on I-205 would not raise noise levels in the long term**

At most locations, the project would not noticeably raise noise levels in the long term according to noise models. Predicted traffic noise levels in 2045 under the project would exceed ODOT and FHWA noise standards at some locations along I-205 from the addition of the third lane. To address long-term noise effects from the project, three new noise walls are recommended along I-205 near Blankenship Road.



## Social Resources, Communities, and Environmental Justice

### **I-205 travel times improve for everyone**

All travelers will experience the benefits of highway improvements and tolls on I-205 – including those experiencing low incomes and communities of color. These benefits include reduced congestion, improved seismic safety, fewer delays, and fewer crashes on I-205.

We also found that most people would see the same or improved access to jobs and community places such as libraries, schools, parks, and medical facilities in 2045.

### **Higher travel costs come with transportation benefits for everyone, including households experiencing low incomes**

The Environmental Assessment shows that households with incomes below the federal poverty line would be more financially impacted by tolls than households above the poverty line due to higher transportation costs as a share of their household budgets. Read on for more details about a Low Income Toll Program in development.

However, improved traffic on I-205 is expected to have benefits that would reduce costs for all households, including households experiencing low incomes, such as shorter travel times and fewer crashes.

### **A low-income toll program is in development to help lessen burdens and negative impacts**

ODOT is committed to providing a low-income toll program when tolling begins. We want a fair toll program that improves travel options without burdening struggling budgets. This low-income toll program is still in development and may include exemptions, credits, or discounted tolls, for people or households earning under a certain income level.

# How to Comment

**We want to hear from you! The official public comment period is open.**

Your comments on the Environmental Assessment will help the Oregon Department of Transportation and the Federal Highway Administration make informed decisions about the project.

**Clear and specific comments are the most helpful.**

ODOT and FHWA want to know what you think about the possible impacts, benefits, and mitigation identified in the Environmental Assessment. We encourage you to make your comments as clear and specific as possible. The most helpful comments reference specific information from the Environmental Assessment.



## We want to hear from you!

45-day public comment period on the Environmental Assessment

**Feb. 21 – April 7**

### You can comment in several ways.

- Complete the Environmental Assessment [comment form](#) by scanning QR code here
- Email: [I205TollEA@odot.oregon.gov](mailto:I205TollEA@odot.oregon.gov)
- Call us: 503-837-3536 and leave a voicemail message
- Submit a written comment form, available at in-person events
- Tell us, at a virtual public hearing or in-person commenting opportunity. Visit [OregonTolling.org](http://OregonTolling.org) for more details.



SCAN ME

For Americans with Disabilities Act or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY (800) 735-2900 or Oregon Relay Service 7-1-1.

Si desea obtener información sobre este proyecto traducida al español, sírvase llamar al 503-731-4128.

Nếu quý vị muốn thông tin về dự án này được dịch sang tiếng Việt, xin gọi 503-731-4128.

Если вы хотите чтобы информация об этом проекте была переведена на русский язык, пожалуйста, звоните по телефону 503-731-4128.

如果您想了解这个项目，我们有提供简体中文翻译，请致电：503-731-4128

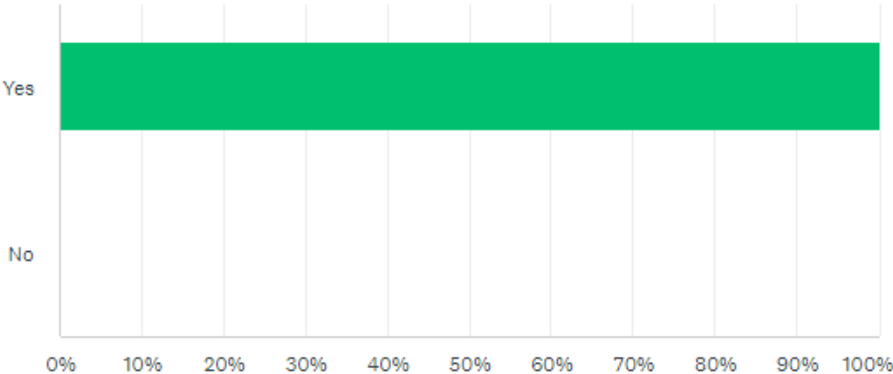
# 2023 C4 Retreat Topics

Q1



Are you a C4 Member or Alternate?

Answered: 10 Skipped: 0



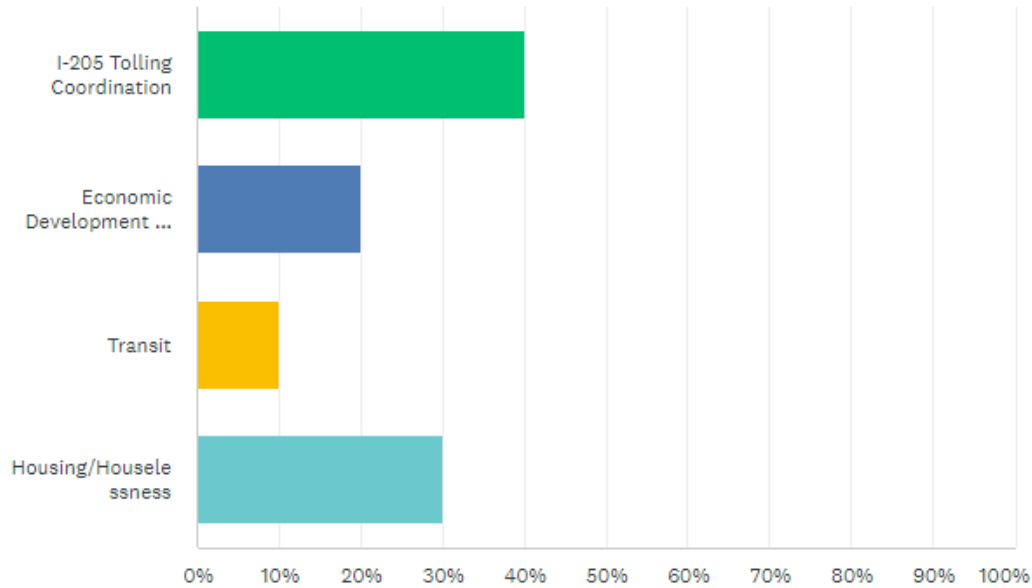
ANSWER CHOICES	RESPONSES	
Yes	100.00%	10
No	0.00%	0
<b>TOTAL</b>		<b>10</b>

Q2



The following topics have been put forward as potential discussions for the C4 Retreat. Please rate your preferred topic below.

Answered: 10 Skipped: 0



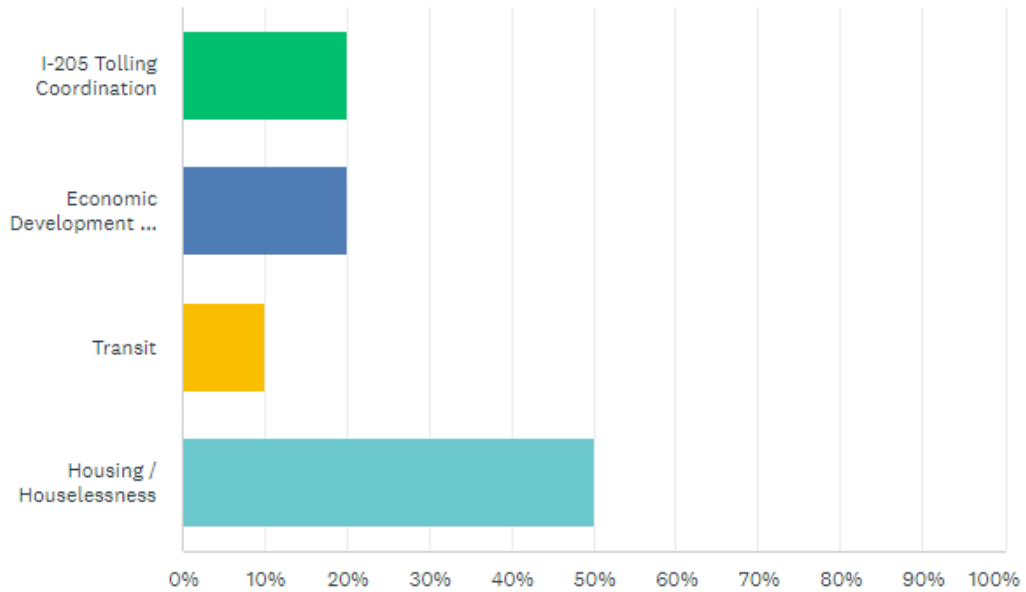
ANSWER CHOICES	RESPONSES	
I-205 Tolling Coordination	40.00%	4
Economic Development and Industrial Land Goals	20.00%	2
Transit	10.00%	1
Housing/Houselessness	30.00%	3
<b>TOTAL</b>		<b>10</b>

Q3



Please rate your second preference for a topic.

Answered: 10 Skipped: 0



ANSWER CHOICES	RESPONSES	
I-205 Tolling Coordination	20.00%	2
Economic Development and Industrial Land Goals	20.00%	2
Transit	10.00%	1
Housing / Houselessness	50.00%	5
<b>TOTAL</b>		<b>10</b>



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Friday, June 2 – Saturday, June 3, 2023

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**AGENDA**

**Fri. (PM)**

**Welcome & Introductions**

*Chair Paul Savas & Mayor Brian Hodson, Co-Chairs*

**Housing Presentation**

*Options include:*

*Mayors panel*

*Service provider panel*

**Housing Discussion**

*Roundtable conversation: what is your community doing, what are your jurisdiction's priorities, how can we work together to achieve shared goals?*

**Sat. (AM)**

**Tolling and Congestion Pricing Presentation**

*Options include:*

*I-205 and/or Regional Mobility Pricing Plan update*

*Statewide Rulemaking Advisory Committee (STRAC) activities update*

**Tolling Discussion**

*Develop C4 Values Statement on Regional Tolling and Congestion Pricing*