
Thursday, August 06, 2020
6:45 PM – 8:30 PM

Zoom Link:

https://clackamascounty.zoom.us/webinar/register/WN_IwVP3w8-QCiF_p35ZJWLUQ

Webinar ID: 928 5395 1184

Password: 074652

Telephone: 1 (253) 215-8782

AGENDA

6:45 p.m. Pledge of Allegiance

Welcome & Introductions

Chair Jim Bernard & Mayor Brian Hodson, Co-Chairs

Housekeeping

- Approval of July 02, 2020 C4 Minutes **Page 03**

6:50 p.m. I-205 Widening and Seismic Improvements Project Updates

Hosted by: Chris Lyons, Clackamas County Government Relations

- Project Update (40m)
- Project Funding Update (15m)
Presenting: Chris Lyons
 - Letter from R1ACT Packet to OTC **Page 05**

- I-205 Tolling Update + NEPA Comment Period (15m)
Presenting: Jamie Stasny, Clackamas County Transportation & Development

- NEPA Comment Memo **Page 06**

**A comment letter is being drafted for consideration at the Aug 6 meeting, will be shared as soon as ready.*

8:00 p.m. 2020-2021 C4 Calendar

Presenting: Trent Wilson, Clackamas County Government Relations

- DRAFT Calendar **Page 10**

8:15 p.m. Updates/Other Business

- JPACT/MPAC Updates
- R1ACT Update
- Other Business

8:30 p.m. Adjourn

General Information



Current Voting Membership

		C4 Exec	C4 Metro	C4 Rural	JPACT	MPAC	R1ACT
Clackamas County	Chair Jim Bernard	●	●	●			
Clackamas County	Commissioner Paul Savas		●	●	●		●
Canby	Mayor Brian Hodson	●		●			●
CPOs	Martin Meyers (Redland CPO)	●	●	●			
Estacada	Mayor Sean Drinkwine			●			
Fire Districts	Matthew Silva (Estacada Fire District)	●					
Gladstone	Mayor Tammy Stempel		●				
Hamlets	John Keith (Stafford Hamlet)			●			
Happy Valley	Council President Brett Sherman		●		●	●	
Johnson City	Vacant						
Lake Oswego	Councilor Theresa Kohlhoff	●	●		●	●	●
Milwaukie	Councilor Kathy Hyzy		●			●	
Molalla	Mayor Keith Swigart			●			
Oregon City	Mayor Dan Holladay		●				
Portland	Vacant						
Rivergrove	Mayor Walt Williams		●				
Sandy	Mayor Stan Pulliam			●			
Sanitary Districts	Paul Gornick (Oak Lodge Water Services)	●					
Tualatin	Councilor Paul Morrison		●				
Water Districts	Hugh Kalani (Clackamas River Water)						
West Linn	Mayor Russ Axelrod		●				
Wilsonville	Mayor Tim Knapp		●		●		

Current Ex-Officio Membership

MPAC Citizen Rep	Ed Gronke (Alt.)
Metro Council	Councilor Christine Lewis
Port of Portland	Emerald Bogue
Rural Transit	Tom Strader
Urban Transit	Tom Markgraf (TriMet)

Frequently Referenced Committees:

- CTAC:** Clackamas Transportation Advisory Committee (C4 Transportation TAC)
- JPACT:** Joint Policy Advisory Committee on Transportation (Metro)
- MPAC:** Metro Policy Advisory Committee (Metro)
- MTAC:** Metro Technical Advisory Committee (MPAC TAC)
- R1ACT:** Region 1 Advisory Committee on Transportation (ODOT)
- TPAC:** Transportation Policy Advisory Committee (JPACT TAC)

Thursday, July 02, 2020
Development Services Building
 Main Floor Auditorium, Room 115
 150 Beaver Creek Road, Oregon City, OR 97045

Attendance:

Members: **Clackamas County:** Paul Savas; **Canby:** Brian Hodson; **CPOs:** Martin Meyers (Redland-Viola-Fischers Mill), Marge Stewart (Firwood) (Alt.); **Estacada:** Katy Dunsmuir (Alt.) **Milwaukie:** Kathy Hyzy, Wilda Parks (Alt.); **Molalla:** Keith Swigart; **MPAC Citizen:** Ed Gronke (Alt.); **Sanitary Districts:** Paul Gornick; **Sandy:** Jan Lee (Alt.) **Transit:** Dwight Brashear (SMART, Alt.); **Tualatin:** Paul Morrison; **Water District:** Hugh Kalani; **West Linn:** Russ Axelrod; **Wilsonville:** Tim Knapp

Staff: Trent Wilson (PGA); Chris Lyons (PGA)

Guests: Jaimie Huff (Happy Valley); Mike Bezner (DTD); Mark Ottenad (Wilsonville/SMART); Dayna Webb (Oregon City); Jeff Gudman (Community);

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

Agenda Item	Action
Approval of June 06, 2020 C4 Minutes	Approved.
C4 Annual Calendar Discussion July 2020 to June 2021	Members discussed a list of ongoing topics and provided direction to the Executive Committee on their level of interest and in relevant content per topic. The list included (by priority): High Priorities <ul style="list-style-type: none"> • I-205 Project Funding • Climate Action Plan • Equity Lens Discussions for C4 Topics • Transit • Housing Medium Priorities and Low Priorities (and “as needed” topics) <ul style="list-style-type: none"> • Strategic Investment Fund • I-205 Tolling Engagement • HB 2001 Rulemaking Process • Get Moving 2020 (Updates Only)

<p>Updates/Other Business</p> <ul style="list-style-type: none"> • JPACT/MPAC Updates • R1ACT • Other Business 	<p>JPACT/MPAC – MPAC is meeting this month, discussing the supportive housing services measure; JPACT did not meet in June, expected to meet in July.</p> <p>R1ACT: Savas and Hodson reported on the tolling and I-205 funding discussion that occurred at the June 1 R1ACT meeting. Next meeting is August 3</p> <p>Other Business: None</p>
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Adjourned at 8:31 p.m.

August 3rd, 2020

Oregon Transportation Commission
Oregon Department of Transportation
355 Capitol Street NE, MS11
Salem, OR 97301-3871

RE: Funding Gaps for State-Owned Projects in ODOT Region 1

Chair Van Brocklin and Commissioners:

On behalf of the Region 1 Area Commission on Transportation, I write today requesting the Oregon Transportation Commission (OTC) convene a table of stakeholders charged with examining the funding gap that exists for projects of statewide significance within ODOT Region 1 and proposing funding solutions in advance of the 2021 legislative session.

As you know, the 2017 state legislature prioritized three key bottlenecks of statewide significance as part of HB 2017, including Highway 217, the Rose Quarter, and I-205. Since that time, ODOT has completed a significant amount of work. However, all three projects lack sufficient funding for construction to meet the needs of our growing region. In addition, the list of other needed infrastructure improvements continues to grow, including but not limited to Highway 26 and the I-5 Boone Bridge. The growing list of major infrastructure projects on the regional freeway system highlights the need to improve freight movement and seismic resiliency in our region and state, but it cannot move forward without a reasonable funding strategy that our communities can depend upon.

ODOT is working to make tolling a reality as a funding source, as directed by HB 2017. While tolling can be an important part of the funding solution, it does not appear likely to generate enough revenue to fund all of the projects. The degree to which tolling revenue will pay for these projects is unknown, and won't be known until 2023 or 2024 at the earliest. We cannot wait that long to look at supplementary funding solutions.

We look to the OTC to provide leadership and direction on this issue. Specifically, we ask that you convene a table of stakeholders to identify solutions that will complete the funding for the original three bottleneck projects identified in HB 2017 and for projects that are in the queue, such as the I-5 Bridge, Highway 26, and Boone Bridge.

We must address this funding to find a way to restore seismic stability, secure freight and economic mobility, address congestion, and prioritize equity for our region. The future of our region's safety and mobility depends on it.

Thank you for your consideration of this time-sensitive request.

Sincerely,

Roy Rogers, Chair
Region 1 Area Commission on Transportation

Memorandum

To: Stakeholders Tracking the I-205 Tolling Project
From: I-205 Tolling Diversion Impact Policy Committee
(c/o Trent Wilson, Clackamas County Government Relations)
Date: July 30, 200

RE: I-205 Tolling Project NEPA Alternatives Comment Period

Background

On Monday, August 3, ODOT will open the comment period for the proposed alternatives that will be considered for analysis under that National Environmental Protection Act (NEPA). This memo provides a menu of recommended comments for stakeholders and interested parties tracking the I-205 Tolling Project. This menu is a starting place for your consideration, and not every suggested comment will be applicable for every commenter. Likewise, it is not an exhaustive menu and your jurisdiction, agency, or community may have additional feedback to offer that is not included here.

It is worth noting that additional comment periods will take place for this project. This comment period, as it has been described, is primarily for comments on the identified Purpose and Need and the alternative that will be analyzed in the Environmental Assessment.

Additionally, this memo has been produced several days in advance of ODOT's publication for the comment period. Staff from stakeholder agencies have worked closely with ODOT to understand what the alternatives will move forward in the comment period. However, please review the ODOT announcement at the beginning of the comment period on August 3 to determine if these menu items apply to your respective comments.

Finally, ODOT's Tolling Project Team has been inclusive and informative in this process and has proven quite willing to meet with stakeholders. Should your agency have an interest to meet with ODOT staff on this topic or have questions in general, please reach out to the following email:

oregontolling@odot.state.or.us

Who is the I-205 Tolling Diversion Policy Committee?

The mission of the I-205 Tolling Diversion Policy Committee is to review technical materials from ODOT's tolling work, and to organize policy recommendations that are delivered to stakeholders impacted by diversion created by the proposed tolling project.

This ad-hoc committee is made up of agencies immediately adjacent to the proposed tolling area, and two additional agencies representing non-adjacent diversion that may experience impacts caused by tolling. The committee has committed to providing regular updates to stakeholders and the Clackamas County Coordinating Committee, as needed, in an effort to keep attention on this project.

When and where:

The comment period is expected to open on Monday, August 3 and close on Wednesday, September 16. ODOT will share a link with stakeholders where comments can be submitted. ODOT Toll Program webpage is likely to include information as well. For updates and further information, please visit: <https://www.oregon.gov/odot/tolling/Pages/default.aspx>

Recommended Comments for Stakeholder Consideration when Responding to ODOT's Tolling Alternatives Comment Period

1. The modeling that has been conducted by ODOT to this point is intended to enable ODOT to select alternatives for analysis in the Environmental Assessment. The current modeling has been conducted using Metro's 2027 travel demand model. The results of the 2027 model should not be viewed as representative of the traffic that would result from the implementation of tolling. The modeling for the Environmental Assessment will use Metro's 2040 travel demand model.
2. As anticipated, the 2027 travel demand modeling shows significant impact on the local streets due to the implementation of the tolling alternatives. In each of the alternatives, increased traffic can be seen on a variety of local streets, but it is clearly contributing to increased traffic on the Oregon City-West Linn Arch Bridge. The Arch Bridge is the only other option available for vehicles (and the only option for cyclists and pedestrians) to cross the Willamette River. Since the option to use the Oregon City Arch Bridge exists, the model demonstrates that people will use that alternative, even though the roads in that area may approach capacity and experience a great deal of congestion and traffic delay. ***To understand how the impacts of I-205 traffic re-routing would respond if the Arch Bridge was not an option, the following additional model alternatives should be run:***
 - ***Model an alternative with the Arch Bridge being restricted to Bike/Pedestrian use only***
 - ***Model an alternative with the Arch Bridge being restricted to Bike/Pedestrian only & add new vehicle bridge***
3. The Value Pricing Feasibility Study recommended that tolling be applied to both I-5 and I-205 at the same time. In the current alternatives only tolling on I-205 was analyzed. In addition, although the travel demand modeling for some alternatives showed impacts on traffic from Molalla to downtown Portland, impacts were only analyzed in the immediate area of the Abernethy Bridge.
 - ***In order to understand the true impact of system wide tolling both projects must be tolled at the same time.***
 - ***Re-model all 5 traffic scenarios (and any additional scenarios accepted from the comment period) with both I-5 and I-205 tolled at the same time***
 - ***Analysis of traffic impacts should take into account traffic impacts on state highways and major city and county roads throughout the full extent of Clackamas, Multnomah and Washington Counties.***

4. While an initial, high level analysis has been completed on how the alternatives achieve the project Goals and Objectives, more information is needed on how *each* alternative meets the project goals and objectives, as identified using the performance measures selected for the project.
 - ***Request more detailed analysis of how each alternative is meeting project objectives***
 - ***Add peak hour performance measure analysis on all major roads***

5. **There is a need to integrate health and equity based goals, objectives and performance measures.** The transfer of traffic from freeway to local roads identified by the 2027 modeling has several health-related consequences in affected areas:
 - Increases in vehicle emissions from increased traffic on I-5, I-84 and on state highways and major roads off of the interstate system may create local air pollution hot spots, which:
 - Exacerbates existing respiratory conditions (asthma, chronic obstructive pulmonary diseases) and is linked to premature death and cancer.
 - Contributes towards urban heat islands and heat-related illnesses, which disproportionately affects children and seniors.
 - Increase in traffic-related noise off of I-205, which is linked with stress, sleep disturbance, community annoyance, and cardiovascular disease.
 - Increase in potential vehicle/pedestrian/cyclist conflicts and associated injury and mortality.

The Tolling Project Equity Framework identifies ten different outcome metric areas that assess how affordability, access to opportunity, and community health may be impacted by toll implementation.

Not conducting an equity analysis at this stage is a gap in applying an equity lens between the previous work completed on this project and the scope of the Equity and Mobility Advisory Committee. The following steps should be taken to address issues identified by the Equity and Mobility Advisory Committee:

- ***Incorporate health or equity criteria into the performance measure analysis***
 - ***Perform an equity analysis by analyzing the performance measures for subareas with a high percentage of marginalized and vulnerable populations***
 - ***Partner with OHA Environmental Health to explore modeling options of health outcomes***
6. The draft I-205 Toll Project Comparison of Alternatives recommends only moving Alternative #3 and Alternative #4 into the analysis process for the Environmental Assessment. Additional alternatives that should be evaluated in the NEPA process include:
 - Alternative 5, initially considered by ODOT but then removed before the comment period, proposes a single zone toll area extending for the length of the project shows that re-routing off I-205 can be reduced with single zone tolling. We recommend that ODOT **advance Alternative 5 into the NEPA process to provide a meaningful alternative that accomplishes project goals with lower impacts to local communities.**
 - **A full 6 lane project for Abernethy Bridge and I-205 should be analyzed to provide a meaningful baseline for analysis.**

 7. Other emerging issues:
 - ***It is imperative that the local governments be actively engaged by ODOT when the modeling is conducted for the NEPA analysis and mitigations are developed.***
 - The true impact of traffic re-routing onto local roads should be analyzed using HCM traffic simulation. Although the travel demand model is a useful tool for identifying changes in route choice, the travel demand model does not provide any information on que length or

delay on local roads and so fails to provide a realistic picture of the actual traffic impacts that will be experienced by the surrounding communities.

Analysis in the EA must be based on traffic simulation instead of travel demand modeling to better quantify impacts

- **Local Concerns - Examples**
 - Impacts to OR99E in Canby should be evaluated.
 - Specifically, impacts within Census Tract 229.07 BG 2, zoned predominantly R-2 High Density Residential, C-2 Highway Commercial, and M-1 light industrial, is south and proximal to 99E between Locust St. and Lodging Road Trail.
 - In a county-level population analysis evaluating demographic data for groups that face higher transportation barriers, this location has well above the county average percentage of people of color, Hispanic/Latinx individuals, people experiencing poverty, and people with limited English proficiency. To a lesser extent, there are also higher than average percentages of youth and people that identify having one or more disabilities. According to 2013-2017 census data, this block group has the highest percentage of people experiencing poverty in the County.
 - There are several existing apartment complexes (Sunset Villa and Casa Verde), a mobile home park (Redwood Estates), and a senior manufactured home community (Canby Manor). All of the groups identified above are acknowledged within the Toll Project Equity Framework as experiencing disproportionate negative impacts as a result of transportation investments in the region.
 - Impacts to Arlington – Gladstone
 - Land Use – Oregon City diverted traffic could essentially cause gridlock which would then discourage local access to the business district
 - Impacts to Willamette Falls Drive – West Linn
- **Consider a modest expansion of the project area to mitigate diversion around the project,** by studying an alternative with tolling gantries (or their equivalent) west of the off-ramp at Stafford Rd in the northbound direction and north of the off-ramp to OR-213 in the southbound direction.

C4 Agenda Calendar (2020-2021)

DRAFT

Discussion Priorities

High Priorities
<ul style="list-style-type: none">• I-205 Project Funding• <i>Housing</i><ul style="list-style-type: none">○ Return to Housing Reports and Retreat Outcomes○ Construction Excise Tax○ Housing Affordability• Climate Action Plan• Transit<ul style="list-style-type: none">○ HB2017 Refresh○ Development Plan• <i>Equity Lens for C4 Discussions</i><ul style="list-style-type: none">○ Housing and Transportation, specifically
Medium Priorities
<ul style="list-style-type: none">• Strategic Investment Fund – <i>as needed</i>
Low Priorities
<ul style="list-style-type: none">• I-205 Tolling – <i>as needed</i>• HB 2001 Rulemaking Process – <i>as needed</i>• Get Moving 2020 – <i>updates only</i>

Calendar

August 2020

- **I-205 Project and Outreach Update**
 - Guest from ODOT
 - Funding Update
 - Tolling Update + NEPA Comments
- **C4 Agenda Calendar**

C4 Metro Subcommittee

- MTAC Other Cities Representative
- **Draft Agenda**

September 2020

- **DRAFT Agenda**
- Equity Lens Discussion #1

C4 Metro Subcommittee

- **Draft Agenda**
- (HOLD) Regional Framework for Highway Jurisdictional Transfer (comment period 9/15 to 10/22)
 - Possible for October

October 2020

- **DRAFT Agenda**
- Equity Lens Discussion #2

C4 Metro Subcommittee (*Meets one week early)

- **Draft Agenda**

November 2020

- **2021 Legislative Session Priority Setting**
- Equity Lens Discussion #3 (Hold)

C4 Metro Subcommittee

- **Draft Agenda**

December 2020

- **DRAFT Agenda**
- Equity Lens Discussion #4 (Hold)

C4 Metro Subcommittee

- **Draft Agenda**

January 2021

**May experience city membership turnover following November election*

- DRAFT Agenda
- DRAFT Agenda

C4 Metro Subcommittee

- Draft Agenda
- JPACT/MPAC City Representatives Refresh Discussion

February 2021

- Legislature 2021 Begins
- DRAFT Agenda

C4 Metro Subcommittee

- Draft Agenda

March 2021

- First Meeting of C4 Year
 - Selecting Executive Committee representatives
 - Approving Retreat Agenda
- DRAFT Agenda

C4 Metro Subcommittee

- Draft Agenda

April 2021

- DRAFT Agenda
- DRAFT Agenda

C4 Metro Subcommittee

- Draft Agenda

May 2021

- DRAFT Agenda
- DRAFT Agenda

C4 Metro Subcommittee

- Draft Agenda

June 2021 – C4 Retreat

- DRAFT Agenda
- DRAFT Agenda

C4 Metro Subcommittee

- Draft Agenda