
Wednesday, December 13, 2023

7:30 AM – 9:00 AM

Virtual Meeting:

<https://clackamascounty.zoom.us/j/84597033361?pwd=M3R2U1dIOEpwVDRQNIFZQ0ZrM1pOdz09>

Telephone option: 1 (719)-359-4580

Agenda

- 7:30 a.m. Welcome & Introductions**
- 7:35 a.m. JPACT ([JPACT Materials](#))**
- **Regional Transportation Plan (RTP) Process and Updates**
Presenting: Karen Buehrig, Planning Manager – ClackCo
- 7:50 a.m. TPAC Update**
- *Presenting: Karen Buehrig, Planning Manager – ClackCo*
Jaimie Lorenzini, Policy Analyst, Happy Valley
- 8:00 a.m. MPAC ([MPAC Materials](#))**
- **MPAC Updates**
Reporting: MPAC Members
- 8:15 a.m. Special Subcommittee on Transportation Planning ([SSTP](#))**
- **Wilsonville Community Meeting Prep – Dec. 14, 2023**
Member Discussion
- 9:35 a.m. Legislative Updates**
- Presenting: Trent Wilson – ClackCo*
- 8:45 a.m. Year in Review and Member Updates 06**
- **Highlights and Look-Aheads**
Member Discussion

Attachments:

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2023 MPAC Work Program

As of 11/30/2023

Items in italics are tentative

<u>November 08, 2022</u>	<u>December 13, 2022</u>
<ul style="list-style-type: none">• Urban Growth Management discussion: Overview of approach to estimating UGB growth capacity (Ted Reid (he/him), Metro and ECONorthwest staff; 30 min)• Freight Commodity Study (Tim Collins, Metro; 30 min)	<ul style="list-style-type: none">• Update on Buildable Land Inventory (Metro staff) (memo)• Draft Sherwood West concept plan (Erika Palmer, City of Sherwood; 45 min)

2023 MPAC Work Program

As of 11/30/2023

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Senate Members:

Sen. Lew Frederick, Co-Chair
Sen. Lynn Findley, Co-Vice Chair
Sen. Chris Gorsek

Staff:

Beverly Schoonover, LPRO Analyst
Beth Reiley, LPRO Analyst
Isabel Hernandez, Sr. Committee Assistant
Desi Root, Committee Assistant



House Members:

Rep. Nancy Nathanson, Co-Chair
Rep. Kevin Mannix, Co-Vice Chair
Rep. Jami Cate
Rep. Maxine Dexter
Rep. David Gomberg
Rep. Annessa Hartman
Rep. Rick Lewis

**JOINT COMMITTEE ON
TRANSPORTATION
SPECIAL SUBCOMMITTEE ON
TRANSPORTATION PLANNING**

**Oregon State Capitol
900 Court Street NE, Room , Salem, Oregon 97301
Phone: 503-986-1738
Email: jtsstp.exhibits@oregonlegislature.gov**

AGENDA

Posted: NOV 22 03:42 PM

THURSDAY

Date: December 14, 2023

Time: 5:00 PM

**Location: Wilsonville City Council Chamber, City Hall, 29799 SW Town Center Loop
East, Wilsonville, Oregon**

Informational Meeting

Invited Speakers Only

(5:00 - 6:00 pm) **Wilsonville, Charbonneau, Lake Oswego, and Tualatin Area Tolling Project**

Presentations from local officials and community members on specific issues, which include:

- Impact on Local Residents with Limited Alternative Routes
- Public Transportation
- Proximity to Retirement Communities

Presenters TBD

Public Comment

(6:00 - 7:00 pm) **Public Comment on Wilsonville, Charbonneau, Lake Oswego, and Tualatin
Area Tolling Project**

See instructions below to register to provide comment or to submit written comment.

Please note: each person testifying should plan to limit testimony to two minutes if necessary, in order to accommodate as many people as possible. Written testimony is accepted up to 48 hours after the start of the meeting, see note at the end of the agenda.

Submit written public comment:

- **Email:** JTSSTP.exhibits@oregonlegislature.gov.

Please specify the meeting date/location in subject line.

For ADA accommodation requests, please email employee.services@oregonlegislature.gov or call 1-800-332-2313.

AGENDA (cont.)
December 14, 2023

- **Mail:** Joint Committee on Transportation Special Subcommittee On Transportation Planning
900 Court Street NE, Room 453, Salem, OR, 97301
- Written comment may be submitted up to 48 hours after the meeting start time.

Register to give public comment during Informational Meeting:

- Register in person at the location noted at the top of the agenda. Registration will open 30 minutes ahead of meeting start time.

Please note:

To view a live stream of the meeting go to:

<https://olis.oregonlegislature.gov/liz/2023I1/Committees/JTSSTP/Overview>

Language Access Services (interpreter, translation, CART):

- Go to: https://www.oregonlegislature.gov/citizen_engagement/Pages/language-access.aspx
- Request services at least 3 days prior to the scheduled meeting date.
- Closed captioning is available for live and recorded meetings.

- DISCUSSION DRAFT -

**Joint Special Subcommittee on Transportation Planning
Community Meetings Themes & Main Requests**

SSTP Webpage:

<https://olis.oregonlegislature.gov/liz/202311/Committees/JTSSTP/Overview>

Safety

Themes

- Collisions and crashes on local streets are proven to be more dangerous and fatal than collisions on highways and interstates.
- ODOT has not provided a clear plan for how it will improve safety on local roads when tolling diverts traffic into the communities that are already struggling to address safety and transportation improvement needs.

Main Requests

- What is the plan to ensure mitigation projects are in place so that safety in local communities does not deteriorate?
- Integrity of the Safety Analysis was insufficient for the DRAFT I-205 Environmental Assessment. We ask that ODOT use a safe systems approach when analyzing and recommending safety mitigations for toll projects.
- What is ODOT’s plan to improve safety on local systems when tolling will cause additional traffic to divert onto the local systems?
- What is ODOT’s plan to address the safety concerns of diversion into the Stafford Area, which includes few to no street lighting, limited road shoulders, and by all intents and purposes has been designed as a rural road but currently managing urban trip numbers?
- How will ODOT ensure the air quality in local communities is not worsening as it implements a plan to divert traffic from the interstate? Will air quality improvements on the interstate come at the expense of local communities and neighborhoods?

Diversion

Themes

- Local impacts from tolling diversion need to be addressed if we’re ever going to build regional support for this approach.
- ODOT says that, “All impacts from tolling will be mitigated.” However, the threshold for what will be considered an impact is so unreasonably high. That will means ODOT doesn’t actually have a plan to address the impacts that tolling will have on our local neighborhoods, especially those parts of the system with limited or no alternative modes.

Main Requests

- Diversion on I-205 existed before tolling was proposed, caused by both recurring and non-recurring congestion - hence the support to advance the 3rd lane on I-205, improve safety and capacity, and resolve the bottleneck. What is ODOT’s plan to reprioritize the bottleneck project between Stafford and Abernethy Bridge?

- Freeways have very low fatality rates and fatality rates on the local system are much higher, so what is ODOT’s plan to address the safety and capacity issues that will occur on the local system as a result of tolling only Abernethy Bridge, without resolving the bottleneck?
- There will be roads that do not meet the threshold for being considered a “mitigation,” but the increased volume of traffic will still cause safety issues in our communities. How will this committee hold ODOT accountable to make sure that revenue is available to local communities to deal with these additional impacts?

Funding

Themes

- We, as a state - including ODOT, counties and cities, all face a huge financial cliff for maintaining and improving our transportation systems.
- It’s time to elevate this conversation to explore multiple funding sources together to secure our transportation future.

Main Requests

- ODOT has communicated tolling is one way to address their funding deficit as a result of the declining gas tax, and yet, counties and cities also benefit from the gas tax in a 50/30/20 split. If ODOT plans to use tolling as recovery mechanism to maintain highways, then it makes sense the same funding would be used to maintain the local road system that modelling shows will bear the brunt of diversion caused by tolling. We ask this committee to advance a recommendation that tolling include a revenue sharing model that is simple and supports improvements both on and off the system.
- HB 2017 provided legislative direction to ODOT to resolve the Bottleneck on I-205 between Stafford and Abernethy Bridge, but their recent funding report “indefinitely postponed” I-205, citing a lack of funding.
 - What authority does ODOT have to subvert legislative direction?
 - How can ODOT cite a lack of funding, while still proposing to toll portions of a bottleneck because they are “congested.”
- ODOT has been vague about the potential cost of tolling for road users, and yet they model different scenarios to model revenue forecasts.
 - Can this subcommittee compel ODOT to share this information in a transparent way?
 - What is ODOT’s plan to share anticipated toll costs with the public?
- What is ODOT’s plan to protect the most vulnerable users, including:
 - Where the interstate does not have alternative modes?
 - When low income residents at or above a certain threshold who are not able to change their travel times (because of job requirements or school drop-off times), but still must rely upon the interstate system?
- What’s the plan for generating revenue for the HB 2017 bottleneck projects?
- ODOT has communicated they anticipate a 35%-40% administrative cost to deliver congestion pricing to the state. Does this subcommittee feel that number will pass public muster, and what is ODOT’s plan to be transparent about how those administrative funds will be used?

Transparency and Partnerships

Themes

- Regional opposition to tolling continues to grow because of the lack of trust and transparency

- Regional tolling will be a generational policy and funding shift for the state. It requires transparency and accountability. It is critical for this Special Subcommittee to ensure that before any project moves forward, it is accompanied by increased accountability from ODOT.
- We need ODOT to acknowledge that we have a shared revenue problem and that their unwillingness to elevate the concept of toll revenue sharing for the OTC to consider has put the entire program in peril. This should be a system solution, not an ODOT solution.

Main Requests

- The Governor initiated pause on toll collections and this subcommittee was formed because ODOT failed to achieve the public, local, and regional trust to implement this project. To work toward transparency and build public trust we ask this subcommittee to require ODOT to:
 - Incorporate feedback from local voices and jurisdictions prior to implementation
 - Incorporate and track commitments made with local and regional partners through transparent and consistent communication
 - Deliver clear and obvious benefits to the drivers, communities, and businesses affected by toll corridors
 - Conduct real, robust and inclusive community engagement
 - Establish a long-term oversight and accountability committee to provide transparency
 - Extend the existing revenue sharing models with local jurisdictions (similar to or the same as the gas tax sharing model of 50/30/20) to apply to toll revenues
 - Prioritize the completion of the bottleneck projects identified in HB 2017 (2017) and HB 3055 (2021)
 - Explore alternative funding mechanisms beyond pricing to address transportation funding needs
- ODOT continues to model and share assumptions about the outcomes of tolling, but this information is not shared with local agencies when requested. What is ODOT’s plan to work with local agencies and local system operators with a goal to understand the true impacts of tolling?
- The RMPP and tolling have so far been presented as a way to solve ODOT’s funding problem, not the funding problem of the system at large or – more directly – the system that tolling will burden through congestion management. What is ODOT’s plan to work with the region, with locals, and with state legislators to solve system-wide problems?
- Does this subcommittee have the ability to compel ODOT to share Data and Information about proposed tolling? How can this subcommittee work more closely with the OTC to ensure a more transparent process?

Alternative Modes

Themes

- The purpose of RMPP is to encourage mode shifts, but no alternative modes exist along most of the southern portion of I-205.
- This Special Subcommittee must prioritize coverage and frequency of transit where no infrastructure exists before investing in places with existing infrastructure.

Main Requests

- What is ODOT’s plan to provide adequate public transit infrastructure within proposed toll corridors?

- How does ODOT intend to implement tolling in a way that supports a regionally balanced transportation system that provides reliable travel times for commuters and employers on and off the tolled corridor using all modes?
- What projects will ODOT implement to establish viable travel alternatives to accommodate mode shifts, including bicycle and pedestrian networks and accessible transit programs in areas with inadequate or no service?
- What is ODOT's plan or willingness to incorporate considerations for local trips with few or no alternatives, and consider "readiness" before implementing tolling?

DRAFT

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

December 5, 2023

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

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

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

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

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

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

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

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

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



City of Tualatin



CITY OF MILWAUKIE