
Wednesday, July 20, 2022
7:30 AM – 9:00 AM

Virtual Meeting:

<https://clackamascounty.zoom.us/j/83871166390?pwd=OEFjNy9xNkhTcDlpUnM5UEJvY0pVQT09>

Telephone option: 1 (253) 215-8782

Agenda

7:30 a.m. Welcome & Introductions

7:35 a.m. JPACT ([JPACT Materials](#))

- Regional Transportation Plan Workshop Updates and Integration
Introducing: Trent Wilson, C4 | Clackamas Government Affairs
- 2023 RTP Policy Brief – Congestion Pricing Policy Development
Presenting: Alex Oreschak, Metro Sr. Transportation Planner
 - Project applicants available for questions
- Oregon Highway Plan Goal 6 Proposed Amendment Updates
FYI from: Trent Wilson, C4 | Clackamas Government Affairs
- TPAC Update
Introducing: TPAC Team

8:40 a.m. MPAC

- MPAC Debrief

Attachments:	MPAC and JPACT Work Program	Page 02
	RTP Workshops Memo	Page 05
	Regional Congestion Pricing Memo	Page 06
	News Release on OHP Comments	Page 10
	C4 Letter addressing OHP Amendment	Page 11
	Template letters for OHP Comments	Page 14
	TPAC Update Memo	Page 16

2022 JPACT Work Program

As of 7/11/2022

Items in italics are tentative

<p><u>July 21, 2022</u></p> <ul style="list-style-type: none"> • RFFA - Present public comment report, initial draft proposal for funding allocations (Dan Kaempff, Metro; 45 min) • Better Bus Program (Matt Bihn (he/him), Metro; 20 min) • Earthquake Ready Burnside Bridge - Introduction (Alex Oreschak, Metro; Megan Neil, Multnomah County; 20 min) <p><i>July 28th- RTP Council/JPACT Workshop 7:30am-9:30am</i></p> <ul style="list-style-type: none"> • Regional Congestion Pricing Policy (Alex Oreschak, Metro) • ODOT Oregon Highway Plan Amendment (ODOT presenters TBD, Gareth Prior) 	<p><u>August 18, 2022</u></p> <ul style="list-style-type: none"> • RFFA - Present refined draft proposal, discussion of coordinating committee priorities (Dan Kaempff, Metro) • 2023 RTP Vision & Goals • Regional Mobility Policy Update – Draft Policy for 2023 RTP (Kim Ellis (she/her), Metro) • Burnside Bridge- Vote (Alex Oreschak, Metro; Megan Neil, Multnomah County) • RTP - High Capacity Transit Strategy Update for 2023 RTP (Ally Holmqvist, Metro; 20 min) <p><i>August 25th- RTP Council/JPACT Workshop 7:30am-9:30am</i></p> <ul style="list-style-type: none"> • Safe and Healthy Urban Arterials (John Mermin & Lake McTighe, Metro)
<p><u>September 15, 2022</u></p> <ul style="list-style-type: none"> • RFFA - ACTION on TPAC recommended project list (Dan Kaempff, Metro) • <i>Regional Mobility Policy Update Discussion - Recommended Policy for 2023 RTP (Kim Ellis, Metro and ODOT staff; 30 min)</i> • Regional Congestion Pricing Policy and ODOT Highway Plan Amendment (Alex Oreschak, Metro, Gareth Prior, ODOT; 45 min) • <i>Transit Oriented Development</i> • Burnside Bridge- Vote (Alex Oreschak, Metro; Megan Neil, Multnomah County) <p><i>September 22nd- RTP Council/JPACT Workshop 7:30am-9:30am</i></p>	<p><u>October 20, 2022</u></p> <ul style="list-style-type: none"> • Sunrise Community Vision Project – <i>Tentative (Clackamas County)</i> • 2023 RTP – Finance Plan & Equitable funding Research (Lake McTighe & Ted Leybold, Metro) • Regional Mobility Policy Update – Recommended Policy for 2023 RTP (Kim Ellis (she/her), Metro) <p><i>October 27th- RTP Council/JPACT Workshop 7:30am-9:30am</i></p> <ul style="list-style-type: none"> • Climate Smart Strategy Update (Kim Ellis, Eliot Rose & Thaya Patton, Metro)

<ul style="list-style-type: none"> • High Capacity Transit Strategy Update/Future of Transit in the Region (Ally Holmqvist, Metro) 	
<p><u>November 17, 2022</u></p> <ul style="list-style-type: none"> • RTP - Call for Projects for 2023 RTP (Kim Ellis, Metro) • RTP Financial Plan: Revenue Forecast (Ted Leybold (he/him), Metro; 45 min) • Freight Commodity Study (Tim Collins, Metro) 	<p><u>December 15, 2022</u></p>

Parking Lot:

- *Hwy 26/Westside Transportation Study – briefing (20 min, Matt Bihn & ODOT)*
- *Regional Emergency Transportation Routes Update Phase 2 (John Mermin, Metro and Laura Hanson, RDPO)*
- 82nd Avenue – Elizabeth Mros-O’Hare, Metro and City of Portland
- RTP - High Capacity Transit Strategy Update for 2023 RTP (Ally Holmqvist, Metro) (January 2023)
- 82nd Avenue Project Update – Elizabeth Mros Ohare - City of Portland (Fall 2022)

2022 MPAC Work Program

As of 7/7/2022

Items in italics are tentative

<p><u>July 27, 2022</u></p> <ul style="list-style-type: none"> • Homeless Prevention: Understanding factors that lead someone to lose housing and prevention strategies • RTP - Congestion Pricing Policy Development for 2023 RTP (Alex Oreschak (he/him), Metro; 45 min) <p><i>Q3 SHS report included in packet</i></p>	<p><u>August 24, 2022</u></p> <ul style="list-style-type: none"> • <i>Introduction to the High Capacity Transit Strategy Update for the 2023 RTP (Margi Bradway (she/her), Metro, Ally Holmqvist (she/her), Metro; 30 min)</i>
<p><u>September 28, 2022</u></p> <ul style="list-style-type: none"> • <i>TOD Program Strategic and Work Plan Update (Andrea Pastor, Metro)</i> • <i>Revisiting shelter siting: Members share opportunities for siting shelter in their jurisdictions</i> • <i>RTP - High Capacity Transit Strategy Update for 2023 RTP (Ally Holmqvist, Metro)</i> 	<p><u>October 26, 2022</u></p> <ul style="list-style-type: none"> • <i>RTP - Climate Smart Strategy Update and Climate Analysis for 2023 RTP (Kim Ellis, Metro)</i> • <i>Discussion on one-time State funding for addressing homelessness</i> • <i>Shelter siting update: members report out on potential shelter sites</i>
<p><u>November 09, 2022</u></p> <ul style="list-style-type: none"> • <i>Factors of Homelessness: Regional Cooperation</i> • Freight Commodity Study (Tim Collins, Metro) 	<p><u>December 14, 2022</u></p> <ul style="list-style-type: none"> • <i>Factors of Homelessness: Summary/Memo/ Lessons Learned</i>

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

Memo RE to C4 Metro re 2023 RTP Council/JPACT Workshops

Metro and JPACT are hosting a series of workshops to support the development of the 2023 Regional Transportation Plan.

The workshop series will continue through the Summer & Fall of 2022.

Workshop #	Date	Tentative Topic
1	06/30/2022	Process, Vision, Goals and Objectives for the 2023 RTP (Kim Ellis, Metro)
2	07/28/2022	Regional Congestion Pricing Policy (Alex Oreschak, Metro)
3	08/25/2022	Safe and Healthy Urban Arterials (John Mermin & Lake McTighe, Metro)
4	09/29/2022	High Capacity Transit Strategy Update/Future of Transit in the Region (Ally Holmqvist, Metro)
5	10/27/2022	Climate Smart Strategy Update (Kim Ellis, Eliot Rose & Thaya Patton, Metro)

Video of the June 30 meeting: <https://www.youtube.com/watch?v=gqjOMBt7tEY>

Date: July 13, 2022
To: C4 Metro Subcommittee
From: Alex Oreschak, Senior Transportation Planner
Subject: 2023 Regional Transportation Plan Policy Brief – Congestion Pricing Policy Development

Purpose

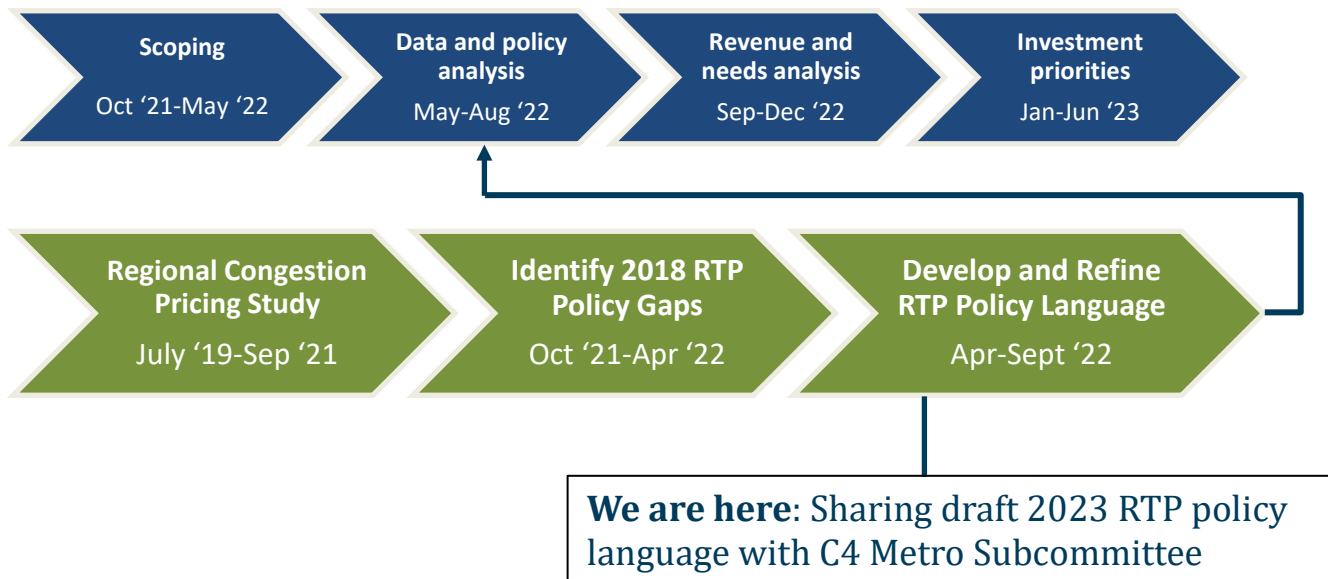
This meeting is to:

1. Discuss with and receive feedback from C4 Metro Subcommittee on proposed congestion pricing policy language for the 2023 Regional Transportation Plan (RTP)

2023 RTP Draft Congestion Pricing Policy Development and Timeline

In September 2021, Metro Council passed a resolution accepting the findings and recommendations in the Regional Congestion Pricing Study (RCPS) report, and directing staff to build upon existing policy in the 2018 RTP by incorporating the findings and recommendations from the study in the 2023 RTP update. Metro staff have worked with a consultant team (Nelson\Nygaard) to review existing 2018 RTP policies, and have worked with Metro’s Transportation Policy Alternatives Committee (TPAC) to develop and refine draft congestion pricing policy language for the 2023 RTP.

Feedback on this draft policy language will help guide further refinement of the draft language for consideration by TPAC and other Metro committees, and for eventual inclusion in the 2023 RTP. The timing for this work is part of the data and policy analysis for the 2023 RTP update, as shown below.



2023 RTP Update Relationship to Oregon Highway Plan Tolling Policy Amendment

Concurrently with the 2023 RTP update process, the Oregon Department of Transportation’s (ODOT) Office of Urban Mobility is preparing an amendment to the Oregon Highway Plan (OHP) which would update the plan’s toll policies, which are primarily located in Goal 6 of the OHP. Amendments to the OHP are reviewed and adopted by the Oregon Transportation Commission. Metro staff and ODOT staff are coordinating on the two efforts, and have identified opportunities to comparatively evaluate policy development and identify areas for further policy refinement.

A draft of the OHP amendment was released by ODOT on June 13, 2022, with a public comment period open through August 1, 2022. A public hearing will be held on July 20, 2022. The draft amendment is available at <https://www.oregon.gov/odot/Planning/Pages/Oregon-Highway-Plan-Update.aspx>.

ODOT Low Income Toll Report

As part of its effort to evaluate tolling and advance equity, the Oregon Department of Transportation (ODOT) has drafted a Low-Income Toll Report, developed in response to input from local and statewide voices. This report is just one part of ODOT's larger statewide strategy and informs the agency's approach to implement low-income toll benefits before tolling would begin, currently planned for 2024. The report shares proposed options for income eligibility, types of benefits, ways to design an inclusive program, and initiating and monitoring of a low-income toll program. The report is due to the Oregon Transportation Commission (OTC) and the Oregon Legislature in September 2022. The draft report is available at <https://www.oregon.gov/odot/tolling/Documents/Draft%20Low-Income%20Toll%20Policy%20Report.pdf>.

2018 RTP Background

The 2018 RTP was developed over a two-year period with extensive public and agency input and was unanimously adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.

The 2018 RTP identified congestion pricing as a high priority, high impact strategy to address congestion in ways that also advanced achievement of the region's climate, equity, and safety goals and directed further study of this strategy prior to the next update to the RTP.

JPACT and the Metro Council also adopted policies in the 2018 RTP to expand the use of pricing strategies to manage vehicle congestion and encourage shared trips and the use of transit and, in combination with increased transit service, consider use of pricing strategies to manage congestion and raise revenue when one or more lanes are being added to throughways designated in the RTP.

Specifically, the 2018 RTP includes goals, objectives, policies and direction for future work related to congestion pricing as follows:

- [Chapter 2: Our Shared Vision and Goals for Transportation](#) – Goal 4: Reliability and Efficiency
- [Chapter 3: Transportation System Policies to Achieve our Vision](#) – Section 3.5 Regional Motor Vehicle Network Vision and Policies and Section 3.11 Transportation System Management and Operations Vision and Policies
- [Chapter 8: Moving Forward Together to Achieve Our Vision](#) – Section 8.2.3.2 Regional Congestion Pricing Technical Analysis
- [Appendix L: Federal Performance-Based Planning and Congestion Management Process Documentation](#) – Table 5 and Congestion Management Process Toolbox of Strategies

The 2018 RTP additionally included policies related to transportation demand management and system management and operations, including value pricing. Congestion pricing was also identified in the Regional Transportation System Management and Operations (TSMO) Strategy (2010) and the Regional Framework Plan (2011).

RCPS Final Report

The final report from the RCPS reflects two years of modeling, analysis, and input from technical staff, subject-matter experts and policy makers. Metro's TPAC provided important technical input on a

regular basis to shape the findings, and JPACT and the Metro Council provided policy direction and other considerations to shape the study.

Below are the final report's general recommended considerations for both policymakers and future project owners and operators, as well as specific recommendations that would apply to each group.

- Congestion pricing can be used to improve mobility and reduce emissions. This study demonstrated how these tools could work with the region's land use and transportation system.
- Define clear goals and outcomes from the beginning of a pricing program. The program priorities such as mobility, revenues, or equity should inform the program design and implementation strategies. Optimizing for one priority over another can lead to different outcomes.
- Recognize that benefits and impacts of pricing programs will vary across geographies. These variations should inform decisions about where a program should target investments and affordability strategies and in depth outreach.
- Carefully consider how the benefits and costs of congestion pricing impact different geographic and demographic groups. In particular, projects and programs need to conduct detailed analysis to show how to:
 - maximize benefits (mobility, shift to transit, less emissions, better access to jobs and community places, affordability, and safety) and
 - address negative impacts (diversion and related congestion on nearby routes, slowing of buses, potential safety issues, costs to low-income travelers, and equity issues).
- Congestion pricing can benefit communities that have been harmed in the past, providing meaningful equity benefits to the region. However, if not done thoughtfully, congestion pricing could harm BIPOC and low-income communities, compounding past injustices.
- Conversations around congestion pricing costs, revenues, and reinvestment decisions should happen at the local, regional, and when appropriate the state scale, depending on the distribution of benefits and impacts for the specific policy, project, or program being implemented.

Specifically For Policy Makers

- Congestion pricing has a strong potential to help the greater Portland region meet the priorities outlined in its 2018 Regional Transportation Plan, specifically addressing congestion and mobility; climate; equity; and safety.
 - Technical analysis showed that all four types of pricing analyzed improved performance in these categories;
 - Best practices research and input from experts showed there are tools for maximizing performance and addressing unintended consequences.
- Given the importance of pricing as a tool for the region's transportation system, policy makers should include pricing policy development and refinement as part of the next update of the Regional Transportation Plan in 2023, including consideration of other pricing programs being studied or implemented in the region.

Specifically For Future Project Owners/Operators

- The success of a specific project or program is largely based on how it is developed and implemented requiring detailed analysis, outreach, monitoring, and incorporation of best practices.
- Coordinate with other pricing programs, including analysis of cumulative impacts and consideration of shared payment technologies, to reduce user confusion and ensure success of a program.
- Conduct meaningful engagement and an extensive outreach campaign, including with those who would be most impacted by congestion pricing, to develop a project that works and will gain public and political acceptance.
- Build equity, safety, and affordability into the project definition so a holistic project that meets the need of the community is developed rather than adding "mitigations" later.

- Establish a process for ongoing monitoring of performance, in order to adjust and optimize a program once implemented.

Next Steps

Metro staff will be presenting the congestion pricing policy options at a joint Metro Council/JPACT workshop in July 2022. In August, staff will review input from that workshop, as well as feedback from C4 Metro subcommittee and other groups, and further refine the draft congestion pricing policy recommendations to present to TPAC, JPACT, and Metro Council in September 2022.



Hearing will review draft amendment to Oregon's tolling policy, accept comments

July 13, 2022

For more information: [Shelley M. Snow](#), Communications, 503-881-5362

SALEM – The public is invited to attend a virtual hearing on the draft amendment to the Oregon Highway Plan that will guide the state in using tolling as a way to raise funds for transportation system improvements:

- July 20, 1 p.m.
- Please [sign up ahead of time](#) to make comments.
- Details for joining the Zoom in are [on the website](#).
- A comment form is linked from the website and also [available here](#).
- The draft amendment is on the website (PDF): [OHP Policy Amendment Draft for Public Review.pdf \(oregon.gov\)](#).
- You can also send an email with comments to OHPmanager@odot.oregon.gov.

The comment period is **open until August 1**.

What is it?

The Oregon Highway Plan has an existing policy section on tolling. This draft policy amendment proposes an update to that section, which is "Goal No. 6: Tolling." The draft amendment is intended to modernize the state's pricing and tolling policy. It defines terms, such as congestion pricing, and it offers guidance for the use of revenue and setting rates (but it does not set rates). It also provides the Oregon Transportation Commission with clearer direction for decision making. There are 15 policies in the draft amendment, each with actions to guide implementing the policy.

Note: This amendment is not about whether or not the state should toll roads; instead, it provides guidance for doing so if the state decides to use tolling.

Public input will inform potential revisions to the plan amendment. The goal is to have a final version ready for adoption later this year.

Background

The Oregon Highway Plan is the state's primary highway guide, establishing a 20-year vision and strategic framework for Oregon's road system. The [current plan](#) (PDF) was approved by the commission in 1999 and has been modified numerous times, including in 2012 to add the current section on tolling.

##ODOT##



July 12, 2022

Oregon Transportation Commission
c/o Oregon Highway Plan Manager
OHPmanager@odot.oregon.gov

Dear Oregon Transportation Commissioners:

Thank you for the opportunity to comment on the proposed amendments to the Goal 6: Tolling and Congestion Pricing included within the Oregon Highway Plan. The Clackamas County Coordinating Committee (C4) includes all jurisdictions of Clackamas County, including the county, cities, Metro, special districts, and more.

Because the I-205 project has been chosen as the first major toll project in the state, we have been engaged several years now on the studies and projects related to tolling, both at the regional and state level. We recognize the proposed amendment to the Oregon Highway Plan is not project specific, but will affect specific projects and how tolling is utilized and how impacts to tolling will be mitigated. The development of toll policies has moved quickly over the last 1-2 years and at various decision tables. Our comments today will reflect both a keen desire to ensure these various processes are working in a clear and coordinated fashion, as well as a need to give this process the appropriate amount of time for due diligence.

First, the open comment period for jurisdictions to review and provide feedback on a policy that will have generational impacts to Oregonians is much too short. We recommend extending the comment period by no less than 60-days. C4 and the jurisdictions expecting impacts caused by tolling I-205 first in the region and state have been deeply engaged with ODOT and still find that the proposed amendments do not match what the region has been working toward and does not compliment much of what ODOT has communicated thus far regarding their role in mitigating impacts caused by tolling I-205. If a 45 day comment window is too short for the communities that have been the closest to trying to understand the impacts of tolling, then it merits that communities who are just now becoming aware of these proposed changes – if they are even aware of them – need additional and sufficient time. Important work is being conducted that should be reflected accurately and clearly, such as developing the Low Income Toll Report (which has a parallel comment period) and finalizing the recommendations from the Equitable Mobility Advisory Committee being presented to the Oregon Transportation Commission in July. In addition, the short review period does not provide local governments sufficient time to coordinate with the regional congestion pricing policies being considered by Metro, scheduled for regional discussion at the end of July.

It is with great consternation that we provide these comments so early, recognizing that if we had waited until our next meeting we would have missed the August 1 deadline. As such, our comments

below reflect our initial response to the amendments. Should an extension be granted, we are confident you will receive more robust and helpful feedback from the communities anticipating toll impacts.

We have significant concerns about how “diversion” is defined with the proposed amendments.

Safety is the number one concern for us on all of our roadway systems, both the interstates and local roads. Diversion impacting local roads is a significant issue for all of the traveling public. Being prescriptive and limiting the type of traffic that can be considered “diversion” when implementing a tolling project hinders the ability to adequately address the impact that tolling will have on the local street networks.

Another place where there is unnecessary and concerning detail included within the proposed amendments is within the definition of a “corridor.” Proposed Policy 6.10 includes guidance that the impact area should be defined as one-mile from the priced facility, and that the corridor should be limited to arterials moving traffic in the same direction. Our experience is that ODOT’s own modeling proves that significant, unexpected impacts can occur outside of the areas as defined by these amendments. For example, tolling I-205 at the Abernethy Bridge will have proven negative impacts on traffic on OR99E in Canby – roughly nine miles away from the toll corridor. The corridor and impact area should be set during the NEPA phase of each project and on a project-by-project level. Having the prescriptive guidance within the Oregon Highway Plan does not provide public benefit and only limits the ability to address impacts from tolling.

Local input at all stages of the process is essential. While Policy 6.13 calls out that the Oregon Transportation Commission is the Toll Authority, there needs to be specific action under this policy that elevate the role of local policymakers and stakeholder by creating Regional Toll Policy Committees and acknowledge their role in decision-making for the investments of the toll revenue. Additional actions should be added under this proposed amendment that reflect ODOT’s commitments made when Metro approved the RTP amendment for the I-205 toll project in Spring 2022. These commitments are essential for addressing diversion impacts and mitigation plans, coordinating tolling projects and providing fiscal transparency.

The language within Goal 6: Tolling and Congestion Pricing should reflect tolling best practices from locations already implementing tolling, as well as build on the agreements and work that have been underway within the Portland Metropolitan area. Since the Policies and Actions should support implementation in local areas, use the information from the Metro Congestion Pricing report and policies, as well as other documents being created by the I-205 Tolling Project, to inform these amendments. Presently, many of the proposed amendments actually conflict with much of what has produced and worked on for the I-205 Tolling Project. Not only should these policies align, they should clearly communicate how their input is reflected in the amendments.

Build a policy for Oregonians, not for ODOT. The proposed amendments create a cookie cutter approach to implementing toll policies across the region and the state, but not all communities are the same – even in the Metro region. Congestion pricing is intended to “encourage” other modes of travel, utilization of other local infrastructure, and reduce carbon emission. And in some areas of the region that might work, but we know well those resource do not exist on the I-205 corridor. Not only would the proposed tolling amendments ignore that, they propose policy glide paths that will allow, dare we say encourage, ODOT to justify leaving behind provable diversion mitigation needs. For example, the Oregon constitution limits how transportation revenue can be used to advance transit projects. No

meaningful transit route currently exists that provides an alternative mode of transportation through the proposed I-205 toll corridor, and per the Oregon constitution no meaningful way exists to fund one. This will not be a concern in other parts of the region where transit infrastructure is more robust, but the proposed amendments here ignore the obvious need and place the burden on the tolled communities – not the tolling agency – to mitigate this.

The implementation of tolling projects on the state highway and interstate system will impact how people travel for generations, and the choices about how the local and state transportation system is used by the residents and businesses in Oregon. Since tolling will be relatively new to residents of the state, it is difficult to model and design a system with minimal impacts. We all need to be working in partnership, not racing through policy development, and acknowledge how our individual transportation facilities support each other.

In closing, we want to reiterate the comments here reflect 30 minutes of discussion upon an initial presentation about the proposed amendments. Recognizing there would be no time for this group to meet again before the proposed comment period ends we felt obliged to comment on what we could initially learn. Extending the comment period will provide jurisdictions with a more reasonable timeline to fully understand the proposed amendment, ask relevant questions that apply to their communities, align the work with regional discussions on tolling, and ultimately provide ODOT with a better product to add to the Oregon Highway Plan.

Thank you for the opportunity to comment.

Sincerely,



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



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

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

Oregon Transportation Commission
355 Capitol Street NE, MS #11
Salem, OR 97301

Re: Oregon Highway Plan (OHP) Toll Policy Amendment

Dear Chair Van Brocklin and Members of the Commission:

Thank you for soliciting public testimony on the draft Oregon Highway Plan Toll Policy amendment. As a community of Clackamas County, we have had several months to discuss the need for, and nuances of, toll policy to guide ODOT's I-205 Toll Project pilot. Building on our local experience, please consider the following insights and requests as the Commission fine-tunes the draft OHP policy for statewide application:

Extend the toll policy adoption timeline.

Tolling, even in one location, impacts communities throughout the region. Although a statewide policy is critical to support emerging ODOT toll projects, the condensed policy adoption timeline precludes meaningful coordination with local communities or parallel policymaking efforts, namely the creation of a Metro Regional Congestion Pricing Policy. To avoid confusion between the state and regional policies, and to ensure that tolling is implemented through coordinating strategies, we urge the OTC to both extend its adoption timeline by at least sixty days and contemplate how the statewide policy will interface with Metro's work program for the Regional Transportation Plan and draft Regional Congestion Pricing Policy.

Broaden the definition of diversion and significant re-routing.

[Insert a paragraph about your transportation system needs. For example:

As a newer community of over 25,700 neighbors, the City of Happy Valley lacks the regional transportation infrastructure that was invested in more established parts of the Metro area decades ago. With few larger capacity transportation facilities and limited transit options, our residents must travel on already congested roads and local streets. Happy valley also has one of the lowest permanent tax rates in the metro region, which limits our ability to fund transportation connections or transition rural roads to urban multi-modal standards.]

The [insert community] is deeply concerned about the potential impact that diversion may have on vulnerable neighbors, the environment, and livability in Clackamas County. As our region prepares to discuss mitigations for short- and long-term diversion from the I-205 Toll Project, we urge the OTC not to adopt an overly prescriptive definition of diversion or "significant" re-routing. Rather, the statewide policy should contemplate the context and comprehensive impacts of diversion, recognizing that traffic will behave differently in areas with fewer (or no) routes or modal alternatives. Broadening the

definition of diversion will help the Oregon Transportation Commission prevent serious injuries and deaths, as well as abrupt changes in traffic flow that may contribute to these losses.

Clarify how toll policy will advance goals at the project level.

We appreciate the OTC's role in clarifying how tolling could advance our mutual priorities of equity, climate stewardship, and vibrant communities. Please consider additional language to strengthen how the statewide policy will translate to meaningful project-level outcomes. For example, how will a statewide policy build on a diversion policy to shift trips to active transportation? How will a statewide policy hold projects accountable to profoundly advance equitable and climate friendly outcomes?

Incorporate language to support additional, vulnerable communities.

Groundbreaking work is underway at the Equity and Mobility Advisory Committee and through the Low Income Toll Report. In addition to the good work already occurring, the statewide policy should remain flexible to consider impacts and exemptions for additional groups that may be disproportionately impacted by tolling.

[Clackamas County is home to beautifully diverse and culturally-rich communities. Is there a group of neighbors in your town that ODOT hasn't yet considered but may benefit from additional analysis? How would they be impacted by tolls? Examples: transportation- and distribution-exposed businesses, students, people living by a tolled facility, and emergency response vehicles.]

Resolve outstanding questions about the I-205 Toll Project.

Whereas it is outside the immediate scope of the OHP Toll Policy amendment, there remain critical unanswered questions about the I-205 Toll Project, particularly with regard to how transit will be funded to support modal shifts, near-term modeling impacts, and revenue feasibility. **[Does your community have an unanswered question? How does this affect your ability to plan for, or mitigate, impacts from the I-205 Toll Project?]**

As our valued partner, we ask that the Commission leverage its OHP policy to bring resolution to our region's outstanding I-205 Toll Project questions.

Thank you for considering the concerns raised in this letter. We appreciate the Oregon Transportation Commission's desire for innovative transportation solutions and look forward to partnering with ODOT in the future.

Sincerely

Memorandum

To: C4 Metro Subcommittee
From: Team TPAC, Representing Clackamas County & Clackamas Cities
Re: July 8, 2022 TPAC Highlights
Date: June 13, 2022

Overview

Following is a brief summary of the July 8, 2022 TPAC Meeting. Meeting materials can be found [here](#).

General Updates

- TriMet is adjusting service on 10 bus lines this fall in response to an operator shortage. Reduced service will take affect starting on September 18, 2022. TriMet aims to begin restoring service hours in 2023 provided the numbers of operators continue to increase. [Learn more here!](#)
- In June, six people died in traffic crashes in in the region. Five in Multnomah County, one in Clackamas County and one in Washington County. As of July 1, 57 people have been killed in traffic crashes, an average of 3 people every day. Nearly half of the traffic deaths (25) have been people walking or in a wheelchair.

Meeting Highlights

Development of RFFA/Trails Bond Funding Options

Over the next three months, TPAC will have several discussions to develop their recommendation to JPACT of projects to be funded through the 2025-2027 Regional Flexible Funds Allocation (RFFA).

Metro is developing several [example funding packages](#), with cut lines, to help TPAC understand and consider different approaches for how the outcomes evaluation (OE) ratings could be used in developing a package of RFFA and Trails Bond projects. The following are brief descriptions of each example:

- **Overall.** This example illustrates the package of projects created by sorting the projects by their Overall outcomes ratings. It does not move any of the “Either” projects into one funding source, but shows them in each project group for comparison purposes.
- **Overall, with projects moved.** This example is similar to the previous one, but it moves the following projects into RFFA or Trails Bond funding sources.
- **Construction emphasis.** This example focuses on completing projects. It first funds projects requesting funding up to and including the construction phase, then funds lower cost project development funding requests up to the existing funding amount.
- **Project development emphasis.** This example focuses on ensuring there is a pipeline of sufficiently planned and developed projects in order to prepare for upcoming funding opportunities. It funds projects in a manner similar to the Construction emphasis example but prioritizes projects seeking planning or project development funding.
- **Specific outcomes emphasis.** This example illustrates how the outcomes ratings in specific criteria areas can be used to develop project packages. The example shown uses the combined averages of the Equity and Safety outcomes.

Placement of a project within an example package (100 percent, 150 percent, beyond 150 percent) does not indicate whether it will actually be included in a staff recommendation brought to TPAC for discussion in August. Within this caveat, Clackamas County’s performance is summarized below:

Clackamas County Sub-Regional Distribution			
Example Funding Package	Amt. Funded	# of Projects	% of \$ funded
Overall	\$ 1,836,170	3	28%
Overall w/ Projects Moved	\$ 2,502,345	4	39%
Construction emphasis	\$ 2,502,345	4	39%
PD emphasis	\$ 2,952,381	5	46%
Outcomes Emphasis	\$ 2,502,345	4	39%

Safe and Health Urban Arterials

This August, JPACT and the Metro Council will be holding a joint workshop to discuss Urban Arterials. Leading up to the workshop, Metro staff is developing Urban Arterials Policy Brief. This document is intended to be information, providing a mix of existing conditions, existing RTP policy, relevant work, and policy considerations for further discussion.

Preliminary Feedback for Clackamas JPACT Members

- **Please clarify how Metro will use the policy brief.** Will this document be used to seek new funding opportunities or influence policy outcomes?
- **Encourage a nuanced approach to arterials.** Whereas we are all working toward the same outcomes, we are not starting in the same place or with the same level of infrastructure. For example, there are corridors in the 2040 Growth Concept that *act* like urban arterials but may not meet the technical specifications of an urban, major arterial. How can we support and give guidance for facilities that fall outside of the traditional definition of arterials but experience similar challenges?
- **Encourage a conversation about trade offs and investments.** Major arterials may not always reflect the priorities and needs of a community. It may also be difficult to prioritize facilities when there is *so much* need. As a strategy, could be beneficial to consider a place for discussing trade offs and investments, giving balance to needs.
- **Consider the age of infrastructure.** How can we address traffic crashes and injuries on older infrastructure, like rural roads, where there may be less supportive infrastructure?

Upcoming Agenda Highlights

- **August 5**
 - RFFA refined draft staff recommendations, with Coordinating Committee Priorities
 - Vision, Goals & Objectives for 2023 RTP
 - Region 1 Draft 100% Project List for 2024-2027 STIP
 - 2024-2027 MTIP Performance Evaluation
- **August 17 – MTPAC/TPAC Workshop**
 - Regional Mobility Policy: Draft Recommendations
 - Climate Smart Strategy Monitoring Preliminary Results, Findings and Policy Considerations
- **September 2**
 - RFFA Final Project Selection – Recommendation to JPACT
 - RTP Needs Assessment Findings

- RTP Congestion Pricing Policy Development and OHP Tolling Policy Amendment, and Low Income Toll Report
- Regional Mobility Policy: Draft Recommendations

For More Information, Contact Team TPAC

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