



22500 Salamo Road  
West Linn, Oregon 97068  
<http://westlinnoregon.gov>

## CITY COUNCIL AGENDA

Tuesday, January 17, 2023

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6:00 p.m. – Joint Meeting & Work Session – Council Chambers & Webex\*

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|--|------------------|
| 1. Call to Order Joint Meeting                 | [6:00 pm/5 min]  |
| 2. Approval of Agenda                          | [6:05 pm/5 min]  |
| 3. Public Comments                             | [6:10 pm/30 min] |
| 4. Joint Meeting with Oregon City Commission   | [6:40 pm/90 min] |
| a. I-205 Tolling and Diversion Plan Discussion |                  |
| b. Houseless Strategy                          |                  |
| c. Mental Health                               |                  |
| 5. Adjourn Joint Meeting                       | [8:10 pm]        |
| 6. Call to Order Work Session                  | [8:15 pm/5 min]  |
| 7. 2023 Oregon Legislative Session Update      | [8:20 pm/30 min] |
| 8. I-205 Waterline State Funding Request       | [8:50 pm/30 min] |
| 9. Mayor and Council Reports                   | [9:20 pm/10 min] |
| a. Reports from Community Advisory Groups      |                  |
| 10. City Manager Report                        | [9:30 pm/5 min]  |
| 11. Adjourn                                    | [9:35 pm]        |

*\*City Council and Planning Commission meetings will be conducted in a hybrid format with some Councilors, staff, presenters, and members of the public attending remotely via Webex and others attending in person. The public can watch all meetings online via <https://westlinnoregon.gov/meetings> or on Cable Channel 30.*

*Submit written comments by email to City Council at [citycouncil@westlinnoregon.gov](mailto:citycouncil@westlinnoregon.gov) or to Planning Commission at [askthepc@westlinnoregon.gov](mailto:askthepc@westlinnoregon.gov). We ask that written comments be provided before noon on the day of the meeting to allow City Council and Planning Commission members time to review your comments.*

*To speak during the meeting, please complete the form located at: <https://westlinnoregon.gov/citycouncil/meeting-request-speak-signup> by 4:00 pm the day of the meeting to be input into our system. Instructions on how to access the virtual meeting will then be provided to you by email prior to the meeting. If you miss the deadline and would like to speak at the meeting, please fill out the form and staff will send you a link as time allows.*

*If you require special assistance under the Americans with Disabilities Act, please call City Hall 48 hours before the meeting date, 503-657-0331.*

*When needed, the Council will meet in Executive Session pursuant to ORS 192.660(2).*



## Crisis Focus

**Our Challenge:** Homelessness is at a crisis level in Oregon City. A record number of people accessed emergency shelter in the region just in 2021 alone. As the county seat, there are numerous county run social services in the community that serve the homeless community, increasing the homeless population and the resources necessary to serve the population.

**Our Work:** The City of Oregon City has invested local resources to address the impacts of homelessness in our community, including:

- Oregon City Homeless Liaison Officer, Oregon City Behavior Health specialist; Art-o-potty in four locations throughout the City, hired a private company to assist with camp cleanups, created Oregon City Resource Court in our municipal court to connect homeless individuals with resources, coordination of regional monthly meeting to find solutions to local issues surrounding homelessness.
- Completed the 2022-2026 Homelessness Strategy for Oregon City.
- The City Commission has allocated \$400,000 of ARPA funds to leverage with partners to address necessary facilities to support the homeless community in Oregon City.
- The City Commission has allocated \$400,000 of ARPA funds to construct a public bathroom in downtown Oregon City.
- The City of Oregon City strategically partners with neighboring cities and Clackamas County, along with service providers and non-profits, to increase housing stability and address homelessness in our region.

## State Funding is Needed:

Locally, we have invested significant resources over the past 9 years, yet sustained, state funding is needed to address the impacts of homelessness in our communities and connect our residents with shelter, supportive services, and stable housing. The impact of Oregon's homeless crisis is straining our communities. Local leaders cannot do this work alone.

**Increased and consistent State funding** will help local governments meet the growing demand for services in the region and save public resources.

## Specific City/Region Request:

The City of Oregon City needs \$1,511,440. We plan to use these funds to supplement and advance Oregon City homeless priorities and strategies. The City will leverage outside funding opportunities to the extent reasonably possible while also partnering with other government and

non-profit organizations to increase service delivery and housing options for the homeless community.

**Oregon City will implement the following strategies:**

- Leverage outside funding sources to the greatest extent possible; monitor grant opportunities for alignment with City priorities and strategies.
- Partner with other government and non-profit organizations to increase service delivery and housing options for the homeless community, such as the Clackamas County Housing Authority, Clackamas County Homeless Solutions and Father's Heart.
- Consider homelessness strategy priorities each biennium during the City's budget process to determine where and how much funding should be allocated to the Homelessness Program.

Oregon City will continue to fund and support the Oregon City Homeless Liaison Officer and the Behavioral Health Specialist positions.

**Specific Capital Construction Request:**

There is a need for additional bathrooms that are available in the downtown Oregon City area. The City Commission has allocated funding for one facility using ARPA funding. An additional bathroom facility could be placed in the Oregon City Municipal lot, located at the north end of downtown. It is estimated that the facility would cost \$400,000.

There is a need for a resource center with coordinated services at one location that will be provided by other governmental and non-profit organizations to provide resources for the homeless community in Oregon City. \$5,000,000 is necessary to leverage additional funding to secure a location and for the construction and/or tenant improvements for the coordinated resource center. It is estimated that the project will cost \$15,000,000 - \$20,000,000.

January 4, 2023

Oregon Department of Transportation  
355 Capitol Street NE, MS 11  
Salem, OR 97301

**RE: Regional Mobility Pricing Project NEPA Scoping Comment Letter**

On behalf of the City of Oregon City and with support of the City Commission, I respectfully submit our comments on the Regional Mobility Pricing Project NEPA Scoping.

While these comments are intended as comments for the RMPP scoping, they are not an endorsement or acceptance of any proposal to implement pricing along I-205 and I-5. The City Commission is adamantly opposed to any application of tolling in the region.

On September 2020 the City, much like in this RMPP request for comments, submitted our I-205 Tolling NEPA Alternative Analysis comment letter, raising different but similar concerns provided in this letter. On February 2, 2022 the City approved and adopted Resolution 22-06 calling for completion of the RMPP project prior to a decision on tolling I-205 and for construction of the Abernethy Bridge with other funds. Our position on tolling has been and continues to be understanding of the need for revenue and for congestion relief. However, ODOT's I205 tolling choices are without regard for impacts to Oregon City's congestions levels and safe public travel. We have concerns that this RMPP project is going to rely on the same short sided evaluations, resulting in similar rerouting problems at other high diversion locations around the region.

The ODOT Project Team has established a burdensome schedule and at the same time has missed deadline after deadline or provided local agencies incomplete responses. Oregon City staff have participated in two I-205 "mitigation" workshops neither of which have resulted in good ideas or solutions that can be considered suitable mitigation. Instead, the ODOT project team acknowledges that there simply are not remedies that resolve the I-205 local system diversion problems resulting from tolling.

While the following comments are specific to ODOT's Regional Mobility Pricing Project (RMPP), it is important to note that Oregon City has previously commented on the I-205 Toll Project.

While these may be different programs, there is an inherent connection between them, and our comments are consistent in advancing transportation policies that benefit people and communities throughout the region and Oregon City.

### **Communication and Coordination**

The RMPP proposal represents a change in how transportation is funded in Oregon. Since highway travel is a primary mode of travel for people and businesses alike, we believe that it is

ODOT's responsibility to ensure local communities and road users know about this impending program. ODOT should actively engage and consult local jurisdictions and stakeholders, rather than those groups existing in a constant state of needing to request information. While ODOT has recently taken steps to improve this relationship, more can be done.

### **System vs. Facility Goals**

The I-205 Toll Project has demonstrated that ODOT's priority is the benefit of the freeway system over users and the local road system, and we are concerned that same policy framework will transfer to the RMPP. Highway systems are large, support interstate travel for people and businesses, and traverse too many communities to score facility goals independent of system impacts. Based on the current stated purpose and need, we have genuine concerns that the diversion, safety, and greenhouse gas metrics will ignore the off-system impacts caused by tolling. More specifically:

Tolling designed to reduce congestion without meaningful alternative modes of travel or facilities will divert trips into local communities to avoid the toll. Past underinvestment in the current facility already leads to diversion, creating congestion and unsafe conditions for Oregon City today. It should be a goal to address existing diversion and anticipated diversion caused by tolling.

Safety conditions will worsen on local roads as a result of people rerouting to avoid tolls – primarily affecting bicyclists, pedestrians, and downtown Oregon City. RMPP should prioritize and address safety hazards created by tolling both on and off the freeway system.

Greenhouse gas reduction will not be accurately calculated by a facility-only analysis - especially if a goal of the RMPP is to move cars off the highway system onto local roads for short trips travel. A goal for RMPP should be to reduce both vehicle miles and hours traveled, both on and off the interstate system.

### **Regional Alternatives**

A regional program intended to change behavior for regional travel must have alternatives that are equal or similar across the region. As it stands now, those alternatives are incomplete, particularly in Oregon City and the surrounding area.

Transit infrastructure is woefully inadequate along the southern portion of I-205. Without substantial, permanent investment in transit, drivers will not choose transit as an alternative to the toll program. Additionally, transit alone cannot be the solution. Our communities are diverse across many metrics, including geography, density, and land use designations. ODOT is attempting to toll highways passing through the most urban parts of Oregon, suburbs, and farm land. There will not be a single solution to supporting alternative modes, and the RMPP must be flexible in both its policies and mitigations to best fit the needs of the communities ODOT intends to impact.

In order to see the expected mode shift from single occupancy vehicles, adequate opportunities need to be available. This will require improved transit alternatives (bus/shuttle on shoulder and connection routes around the project), improved bicycle and pedestrian accommodations on

roadways where diversion will increase as well as adequate bicycle and pedestrian options across the Willamette River.

The I-205 Improvements: Stafford Road to OR 213 does not currently include bicycle and pedestrian components, which leaves limited options for commuting along the I-205 corridor as a bicyclist or pedestrian. We think that was short sided and a mistake. The OR 43 Arch Bridge is not a low stress or user-friendly option for walking and biking and all other routes are too far out of the travel path for most bicyclists. Through access to and from the Arch Bridge is imperfect. In order to provide adequate bicycle and pedestrian mode shift options along the corridor, it is imperative that ODOT continue to work with local agencies to identify not only a bicycle and pedestrian option across the Willamette River, but funding for the project as well.

### **Equity at the Forefront**

It is imperative that the goals and objectives not only look at the Toll Program as a whole, but that it also looks at the micro level burdens and benefits for areas immediately adjacent to the project area, including Oregon City.

We have been pleased with the formation of the Equity Mobility Advisory Committee (EMAC) for the I-205 program, and hope it is retained to benefit implementation and provide ongoing oversight of the RMPP. One question we propose they consider is how to enforce collection penalties in a way that do not cause disproportionate harm to the most vulnerable users of the proposed system. For example, HB 3055 states that people who do not pay their toll fees will not be able to renew their vehicle registration. That consequence could significantly affect people in the lowest tiers of income, who likely need their vehicles the most in order to reach their place of work. We request that EMAC consider this issue, and others like it, and provide a recommendation to ODOT and the OTC ahead of implementation that makes sense for all Oregonians.

### **Economic Impacts**

To thrive as region, it is imperative that regional systems do not cause disproportional harm to the businesses in communities where tolling will inherently have greater diversion impacts. Communities in Clackamas County have consistently requested that the I-205 toll program not begin until the RMPP achieve federal approval, thus ensuring the southern I-205 corridor does not become the only tolled area in the region, which would have an immediate negative impact on existing and future business. For this reason, we insist economic impact goals are added to the purpose and needs of the RMPP, thus ensuring any mitigation programs will account for tolling impacts.

### **Goals and Objectives**

Following are comments on the Goals and Objectives:

- **Goal: Support management of congestion and travel demand**
  - The discussion around gantry placement is important to Oregon City, and we believe directly tied to the amount of diversion that will impact Oregon City. Please include information on how the gantry locations will be determined.
  - This goal is focused on the freeway system, at the detriment of the local system. Both objectives under this goal should include references to on and off the ODOT system.

- **Goal: Limit additional traffic diversion**
  - Identify diversion that exists today onto local roadways, anticipated diversion from I-205 Toll Project and RMPP. Identify how these will be mitigated.
  - Strengthen wording related to improving safety on the local roads, these includes monitoring and making investments as issues arise after implementation.
- **Goal: Support multimodal transportation choices**
  - This goal needs to not only support, but include funding to implement multimodal choices that are safe for all modes of travel.
- **Goal: Create sustainable revenue stream**
  - ODOT has stated that I-205 Toll Program revenue will be invested in the corridor. That area is relatively small compared to the RMPP. How will investments in the RMPP be prioritized?
- **Goal: Support safe travel**
  - This goal needs to include stronger language to not just support, but improve safety in impacted areas.
- **Goal: Support statewide and regional economic growth**
  - These objectives focus on the state and region, without looking at the local economic impacts to downtown Oregon City. Please also look at local economic impacts.

Most importantly, we continue to state that Oregon City is being required to bear the majority of the burden, with little to no benefit of tolling with the implementation of the I-205 Toll Program prior to federal approval of the RMPP program. What if the RMPP program is not approved, will the short section I-205 be the only tolled freeway in Oregon? How can ODOT justify it's decision to segment a region wide project like statewide tolling policy by breaking out I205 tolling from the RMPP?

Finally, we feel obliged to reinforce our concerns for the impacts of diversion to Oregon City. Diversion already exists on local roads due to bottleneck congestion on I-205, and is experienced on the OR 43 Arch Bridge, OR 99E and downtown Oregon City regularly. Increased diversion to roads already subjected to diversion is compromising any community support that may have existed before the current RMPP.

Thank you for considering our comments, and we look forward to our concerns being addressed in your response as part of the NEPA process.

Sincerely,



Denyse C. McGriff  
Mayor

cc: City Commission

P:\PublicWorks\Transportation\ODOT Value Pricing & Tolling\RMPP\Scoping Period Comments Due January 6, 2023\2023-01-04  
RMPP NEPA Scoping Letter - Draft.docx





# *The 2023 Session*



Doug Riggs  
Corey Barber  
Gabe Velasquez  
*NW Policy Advocates*

## Landscape:

- ✓ A “hallway” not a building
- ✓ 41 / 90 “new” members
- ✓ New Governor, Speaker, Senate President
- ✓ New West Linn State Representative
- ✓ 4,000 + bills



## Key Issues in 2023

- ✓ Workforce / Semiconductor Industry
- ✓ Housing / Homelessness
- ✓ Behavioral Health
- ✓ 2023-2025 Budget





- ▶ Key issues: I-205 (tolling, replacement of city water pipe), Highway 43, local authority (system development charges, urban renewal, etc.), Willamette Falls Locks re-opening.
- ▶ Partners: Clackamas County, fellow cities residents, etc.
- ▶ 2023 Legislation: Tolling Relief Act

# Contact



Doug Riggs / Corey Barber / Gabe Velasquez

503-702-5120

*[www.nwpolicy.com](http://www.nwpolicy.com)*

[doug@nwpolicy.com](mailto:doug@nwpolicy.com)

[corey@nwpolicy.com](mailto:corey@nwpolicy.com)

[gabe@nwpolicy.com](mailto:gabe@nwpolicy.com)





CITY OF

West Linn

## Public Comment Form

I wish to speak during Public Comment on a topic not related to an agenda item (comments are limited to five minutes):

Please specify topic (required): Hwy 43 intersection reconstruction

I wish to speak on the agenda item listed below (comments are limited to five minutes):

Please specify agenda report number(s) or topic(s) (required):

Please print:

Name: Robert B. Henderson

Phonetic spelling, if difficult to pronounce: \_\_\_\_\_

Address (Optional): 19095 Nixon Ave

City: West Linn

State: OR

Zip: 97068

Email (Optional): r.b.hendo54@gmail.com Phone (Optional): 503-780-6074

**Please submit this form to the City Recorder along with copies of any material to be handed out to the Council.**

This form is subject to public records laws. If requested, it may be disclosed to another party unless exempt from disclosure under Oregon Public Records Law.



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West Linn

## Public Comment Form

I wish to speak during Public Comment on a topic not related to an agenda item (comments are limited to five minutes):

Please specify topic (required): Hwy 43 intersections @ Hidden Springs & Cedar Oak

I wish to speak on the agenda item listed below (comments are limited to five minutes):

Please specify agenda report number(s) or topic(s) (required):

Public Comments

Please print:

Name: Anthony (Tony) Bracco

Phonetic spelling, if difficult to pronounce:

Address (Optional): 2716 Robinwood Way

City: West Linn

State: OR

Zip: 97068

Email (Optional): anthonybracco@yahoo.com Phone (Optional): 503-675-1773

Please submit this form to the City Recorder along with copies of any material to be handed out to the Council.

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CITY OF

West Linn

## Public Comment Form

I wish to speak during Public Comment on a topic not related to an agenda item (comments are limited to five minutes):

Please specify topic (required): Tolling

I wish to speak on the agenda item listed below (comments are limited to five minutes):

Please specify agenda report number(s) or topic(s) (required):

\_\_\_\_\_

Please print:

Name: Dean Sohn

Phonetic spelling, if difficult to pronounce: \_\_\_\_\_

Address (Optional): 21345 Miles Dr

City: WL State: \_\_\_\_\_ Zip: \_\_\_\_\_

Email (Optional): \_\_\_\_\_ Phone (Optional): \_\_\_\_\_

**Please submit this form to the City Recorder along with copies of any material to be handed out to the Council.**

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CITY OF

West Linn

## Public Comment Form

I wish to speak during Public Comment on a topic not related to an agenda item (comments are limited to five minutes):

Please specify topic (required): N/A

I wish to speak on the agenda item listed below (comments are limited to five minutes):

Please specify agenda report number(s) or topic(s) (required):

4a. I-205 TOLLING + DIVERSION PLAN DISCUSSION

Please print:

Name: ROBINSON FOSTER

Phonetic spelling, if difficult to pronounce: \_\_\_\_\_

Address (Optional): 2375 FALCON DR, W

City: WEST LINN

State: OR

Zip: 97068

Email (Optional): FOSTERRC@COMCAST.NET Phone (Optional): 503-781-9339

**Please submit this form to the City Recorder along with copies of any material to be handed out to the Council.**

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CITY OF

West Linn

## Public Comment Form

I wish to speak during Public Comment on a topic not related to an agenda item (comments are limited to five minutes):

Please specify topic (required): TOLLING

I wish to speak on the agenda item listed below (comments are limited to five minutes):

Please specify agenda report number(s) or topic(s) (required):

Please print:

Name: PAUL EDGAR

Phonetic spelling, if difficult to pronounce:

Address (Optional):

City: OREGON CITY

State:

OR

Zip:

97045

Email (Optional):

Phone (Optional):

**Please submit this form to the City Recorder along with copies of any material to be handed out to the Council.**

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CITY OF

West Linn

## Public Comment Form

I wish to speak during Public Comment on a topic not related to an agenda item (comments are limited to five minutes):

Please specify topic (required):

Tolling

I wish to speak on the agenda item listed below (comments are limited to five minutes):

Please specify agenda report number(s) or topic(s) (required):

Please print:

Name:

Dave Farmer

Phonetic spelling, if difficult to pronounce:

Address (Optional):

City:

West Linn

State:

Zip:

Email (Optional):

Phone (Optional):

**Please submit this form to the City Recorder along with copies of any material to be handed out to the Council.**

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CITY OF

West Linn

## Public Comment Form

I wish to speak during Public Comment on a topic not related to an agenda item (comments are limited to five minutes):

Please specify topic (required): HOMELESSNESS

I wish to speak on the agenda item listed below (comments are limited to five minutes):

Please specify agenda report number(s) or topic(s) (required):

Please print:

Name: PAUL EDGAR

Phonetic spelling, if difficult to pronounce: \_\_\_\_\_

Address (Optional): 2115TH AVE

City: OC State: \_\_\_\_\_ Zip: \_\_\_\_\_

Email (Optional): \_\_\_\_\_ Phone (Optional): \_\_\_\_\_

**Please submit this form to the City Recorder along with copies of any material to be handed out to the Council.**

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# CITY OF OREGON CITY JOINT WORK SESSION WITH THE CITY OF WEST LINN DRAFT MINUTES

22500 Salamo Road, West Linn, Oregon 97068

Tuesday, January 17, 2023 at 6:00 PM

## CONVENE WORK SESSION AND ROLL CALL

*West Linn Mayor Rory Bialostosky called the meeting to order at 6:00 P.M.*

**PRESENT: 8 -** West Linn Council President Mary Baumgardner, West Linn Councilor William Relyea, Oregon City Mayor Denyse McGriff, Oregon City Commissioner Frank O'Donnell, Oregon City Commissioner Adam Marl, Oregon City Commissioner Mike Mitchell, Oregon City Commissioner Rocky Smith, West Linn Mayor Rory Bialostosky

**STAFFERS: -**

## APPROVAL OF AGENDA

**Motion made by Council President Baumgardner, seconded by Councilor Relyea, to approve the agenda of the January 17, 2023 Joint Work Session.**

*Councilor Relyea requested that the agenda's I-205 Tolling and Diversion Plan Discussion be moved to the Joint Meeting.*

**The motion passed by the following vote:**

**Yea: 8 –** Council President Baumgardner, Councilor Relyea, Mayor McGriff, Commissioner O'Donnell, Commissioner Marl, Commissioner Mitchell, Commissioner Smith, Mayor Bialostosky

## PUBLIC COMMENTS

*Robert Henderson, resident of West Linn, explained that he is a member of Emmanuel Presbyterian Church in West Linn, and objected to the City's plan to exercise eminent domain on the church's property. He cited a 2001 LOT issue in which the City had collaborated with the church to acquire the needed land, and requested that the City pause the issue, wait to see how circumstances develop with Highway 43, and collaborate with the church to find a solution instead of exercising eminent domain.*

*Tony Brocco, resident of West Linn, expressed concerns relating to the intersection at Hidden Springs and Cedar Road in the Robinwood neighborhood. He requested permission to present concerns in more detail at a future West Linn City Council work session, and he invited the Councilors to a future meeting of the Robinwood Neighborhood Association. He argued that the proper public process had not been followed in regard to this matter. Mayor Bialostosky offered to discuss organizing a presentation opportunity with the City Manager, and Council President Baumgardner expressed interest in attending the upcoming Robinwood Neighborhood Meeting.*

## JOINT MEETING WITH OREGON CITY COMMISSION

### 1. I-205 Tolling and Diversion Plan Discussion

*Dean Sur, resident of West Linn, and author of the IP-4 "Vote Before Tolls" Initiative, discussed his work to create a retroactive ballot measure requiring a vote of the people before road tolls are enacted in Oregon. He expressed concern about the Environmental Impact Report, and about the maintenance of roads onto which extra traffic would be diverted in the case of I-205 tolling.*

*Robinson Foster, resident of West Linn, and volunteer with the IP-4 Initiative, asked the Councilors for their endorsement of the initiative. He argued in favor of offering more transportation choices in the area, including more use of freight trains and Willamette River transportation. He also shared that he had sent a document of "Choice Before Tolls" transportation diversity ideas for the Council's consideration.*

*Paul Edgar, resident of Oregon City, suggested that the Oregon Department of Transportation (ODOT) ought to offer road construction options to reduce I-205 bottleneck issues instead of rushing to a tolling project, and that input from regional residents and City governments ought to be included in a thorough Environmental Impact Assessment.*

*Dave Farmer, resident of Willamette, expressed concern about diverted traffic on an already-congested I-5, and argued that Oregon citizens ought to have the right to vote on tolling schemes. He also expressed concerns about ODOT's lack of response to citizen questions about tolling, about the lack of a time limit on the tolling scheme, about safety issues arising from traffic diversion, and about the expense of tolling for Oregon families.*

*Mayor McGriff expressed concerns about ODOT's lack of communication in response to questions about tolling from the Oregon City government. She observed that the tolling program was among the less visible elements of HB 2017, and that the cities of West Linn and Oregon City would be more affected by the tolling program than any other communities in Oregon. Mayor McGriff suggested discussing next steps to address the potential tolling program, including fostering collaboration with other local governments. She suggested collaborating with West Linn's lobbyist for assistance in communicating with the State government.*

*Councilor Relyea suggested forming an ad hoc coalition group with representatives from the communities affected by the tolling program. He suggested that this group could discuss tolling alternatives and solutions to traffic congestion, including creating a connection between McLoughlin Boulevard and Highway 213, and changing the Arch Bridge into a pedestrian and bicycle bridge and adding a new transit and vehicle bridge.*

*Mayor Bialostosky observed that no ODOT policies seemed to address any input received from local communities about the tolling program. He also expressed support for Councilor Relyea's coalition group suggestion, and for Mayor McGriff's suggestion to draw on the aid of West Linn's lobbyist. Mayor McGriff and Commissioner Marl suggested that the aims of Councilor Relyea's proposed group were appropriate and could be implemented by the preexisting C4 Group and the C4 I-205 Diversion Subcommittee.*

*Commissioner Marl addressed those who had offered public comments, telling them that since testifying virtually is now allowed at State government sessions in Salem, they ought also to share their concerns with the State government whenever these issues are being addressed there.*

*Council President Baumgardner emphasized that the tolling program originated with the State government, not with ODOT, and agreed that both individual citizens and City governments ought to focus on addressing their concerns to the State.*

*Doug Riggs, lobbyist with Northwest Policy Advocates, reported that he was currently en route from a meeting of the Joint Committee on Transportation in Salem, and that several members of that committee, including Senator Aaron Woods, Senator Lew Frederick, Senator Jeff Helfrich and others, had expressed concern about the lack of communication from ODOT to local communities affected by the tolling program.*

*Mayor Bialostosky asked Mr. Riggs to describe the Tolling Relief Act, a piece of legislation for which the City of West Linn is lobbying. This act would cap tolls for local residents at \$2.00 per day or \$10.00 per month and would reserve a specific amount of tolling revenue for traffic diversionary projects in local communities.*

*Mayor McGriff observed that other allies against the tolling program could be found in the Metropolitan Mayors' Consortium, the Oregon Mayors' Association, and the Oregon Metro Council. She reiterated that these organizations were concerned about ODOT's failure to answer questions about the tolling program.*

*Commissioner O'Donnell expressed concerns about the efficacy of proposed traffic mitigation projects, citing the current level of traffic between West Linn and Oregon City. He also expressed concerns about the impact of the tolling project on the local real estate market and community livability. He voiced the possibility of pursuing legal action against ODOT through the League of Oregon Cities.*

*Mayor McGriff invited Councilor Relyea to discuss the impact of the tolling project on the South Fork Water Board. Councilor Relyea asked the Oregon City Commission for a letter of support for legislation that would require ODOT to recognize the fact that the City of West Linn has lost 50% of the life cycle of its existing water line as a result of ODOT's need to replace the Abernathy Bridge and that ODOT should compensate the City of West Linn for this loss. Councilor Relyea said that he would ask the South Fork Water Board to request a letter of support from the Regional Water Providers Consortium. Mayor McGriff said that she had no objection to this and suggested that the item be added to both the South Fork Water Board's next meeting agenda and to the next Oregon City Commission meeting agenda. Mayor Bialostosky observed that the City of West Linn was facing a cost of \$13 million to replace their water line on the Abernathy Bridge as a result of the I-205 project, and that the City's total budget is about \$100 million.*

*Commissioner Smith expressed his support for Councilor Relyea's proposal. He expressed support for collaboration with more local governments and for exploring more traffic mitigation ideas (though he was not ready to support closing the Arch Bridge to vehicular traffic).*

*Commissioner O'Donnell expressed support for Mr. Relyea's suggestion, adding that since ODOT required the expense, ODOT should help pay for it.*

*Commissioner Mitchell expressed agreement with Commissioner O'Donnell's suggestion to consider legal action against ODOT. He suggested that ODOT may be failing to answer questions about traffic diversion because ODOT has no workable solution. Mayor McGriff observed that traffic diversion is already an issue in Oregon City and West Linn and that ODOT has not responded to that observation when presented with it.*

*Mayor McGriff offered to open communications with the League of Oregon Cities regarding the possibility of a lawsuit against ODOT.*

*Commissioner Marl expressed support for exploring the possibility of a lawsuit but reminded the Councilors and Commissioners that the Oregon legislature had already twice voted in favor of tolling, and that efforts should be directed toward interventions that would address legislators. He also reiterated that the C4 Group and the C4 I-205 Diversion Subcommittee were the proper organizations for cross-community collaboration on the tolling issue.*

*Council President Baumgardner observed that the League of Oregon Cities would be hosting City Day in Salem the following week, an event which she and Mayor Bialostosky would attend, and that this would be a valuable opportunity to express the united concerns of West Linn and Oregon City.*

## 2. Houseless Strategy

*Mayor McGriff observed that the State of Oregon had declared a state of emergency regarding houselessness, and that she was concerned that land use planning for implementing houselessness mitigation might fall to the cities without help from the State. She shared that the Oregon Mayors' Association (OMA) is making houselessness a legislative priority and that they want the Oregon legislature to fund cities directly for addressing houselessness. Mayor McGriff discussed the "Crisis Focus" document she had drafted with the Oregon City Planner regarding what Oregon City would do if they were to receive direct State funding for addressing local houselessness. She encouraged the City of West Linn to create a Crisis Focus document.*

*Councilor Relyea suggested working with school districts to identify facilities that could be used as shelters in the case of inclement weather. He suggested this could be a valuable first step for connecting people with resources.*

*Mayor Bialostosky said that the City of West Linn had not yet been contacted by OMA regarding addressing houselessness as a legislative priority but that he would work with City staff to pursue this.*

*Councilor Baumgardner observed that though houselessness might not be occurring in a significantly visible way in West Linn, it was important to be proactive in addressing the issue.*

*Paul Edgar, resident of Oregon City, reported that he is a member of the Clackamas County Community Action Board and the Veterans Advisory Council. He discussed the success of the Veteran Village that recently created in Clackamas. He discussed the need for more professionals trained in outreach intervention, and the need for dedicated facilities to bring people in crisis and suggested addressing these needs proactively.*

*Mayor McGriff reported that the Oregon City Commission would be discussing the placement of a downtown public bathroom at their next meeting. She reported that previous such facilities had unfortunately been destroyed by users. She also mentioned that the County had opened a few cooling shelters during the previous summer and suggested exploring which facilities had been used for this purpose. Mayor McGriff also mentioned that people facing houselessness in other jurisdictions continued to be brought to Oregon City for aid and that she hoped additional cities would help address this need.*

*Commissioner Marl expressed a need for better regional collaboration about housing needs. He reemphasized Mayor McGriff's point that Oregon City is being asked to provide a disproportionate amount of social services and that neighboring communities ought to share the burden. He observed that the location of the county jail places more burden on Oregon City as well.*

*Mayor McGriff remarked that the OMA's proposed funding package would allocate \$40.00 per resident to reach its funding goal. There was a question about whether this was one-time funding or not, and Mayor McGriff offered to check with OMA to find out.*

## 3. Mental Health

*Mayor Bialostosky invited discussion about how the West Linn and Oregon City could obtain more mental health care resources for their residents. Mayor McGriff observed that veterans had recently become entitled to mental health care at any hospital regardless of insurance. Council President Baumgardner added that veterans could access this service even if not enrolled in the VA (Veterans Affairs) program.*

*Mayor McGriff emphasized the need for more mental health care providers. Council President Baumgardner suggested that the CTE (Career and Technical Education) Programs in high schools might have a role to play in encouraging more people to enter the mental health care field. She also asked Commissioner Marl if he had particular suggestions regarding how West Linn or other neighboring jurisdictions could help share some of the social services burden with Oregon City. Commissioner Marl*



*replied that he did not have a comment specific to West Linn but that he felt people in crisis need to have access to resources within their own communities, instead of being transported to some other community before they can receive help.*

*Mayor McGriff asked whether any interest had been expressed in opening a day shelter in West Linn. Mayor Bialostosky replied that, to his knowledge, no such interest had been expressed, but that he was willing to bring the matter back as a discussion topic for the West Linn City Council.*

*Councilor Relyea agreed with Mayor McGriff's comments about mental health care workers' case overload. He also remarked on untreated mental health conditions in the incarcerated population and spoke in favor of redirecting funding from the prison system toward mental health care.*

*There was discussion about scheduling a follow-up joint meeting to discuss progress on the items from today's meeting.*

## **ADJOURN JOINT MEETING**

*Mayor Bialostosky adjourned the joint meeting at 8:32 P.M.*