



Equity and Mobility Advisory Committee

Meeting #26

December 4, 2023



Welcome and Technical Info

- This meeting is being held via Zoom webinar and is also being live-streamed on YouTube.
- EMAC members are participating virtually.
- For all others watching virtually, video and chat are disabled, and attendees are muted.

What you say is part of the public record and open to public records requests through the Oregon Public Records and Meetings Law.

Centering Exercise



Working Together Agreements



EMAC Statement of Purpose



- Neighborhood health and safety
- Low-income
- Transit and multimodal

Providing input directly to the Oregon Transportation Commission, EMAC was convened in 2020 to ensure equitable toll project processes and outcomes.

Our Plan for Today

- Welcome and Objectives
- Low-Income Toll Program Discussion
- ODOT Implementation Plan
- Strategic Action Plan
- Public Comments
- Going Forward

Objectives

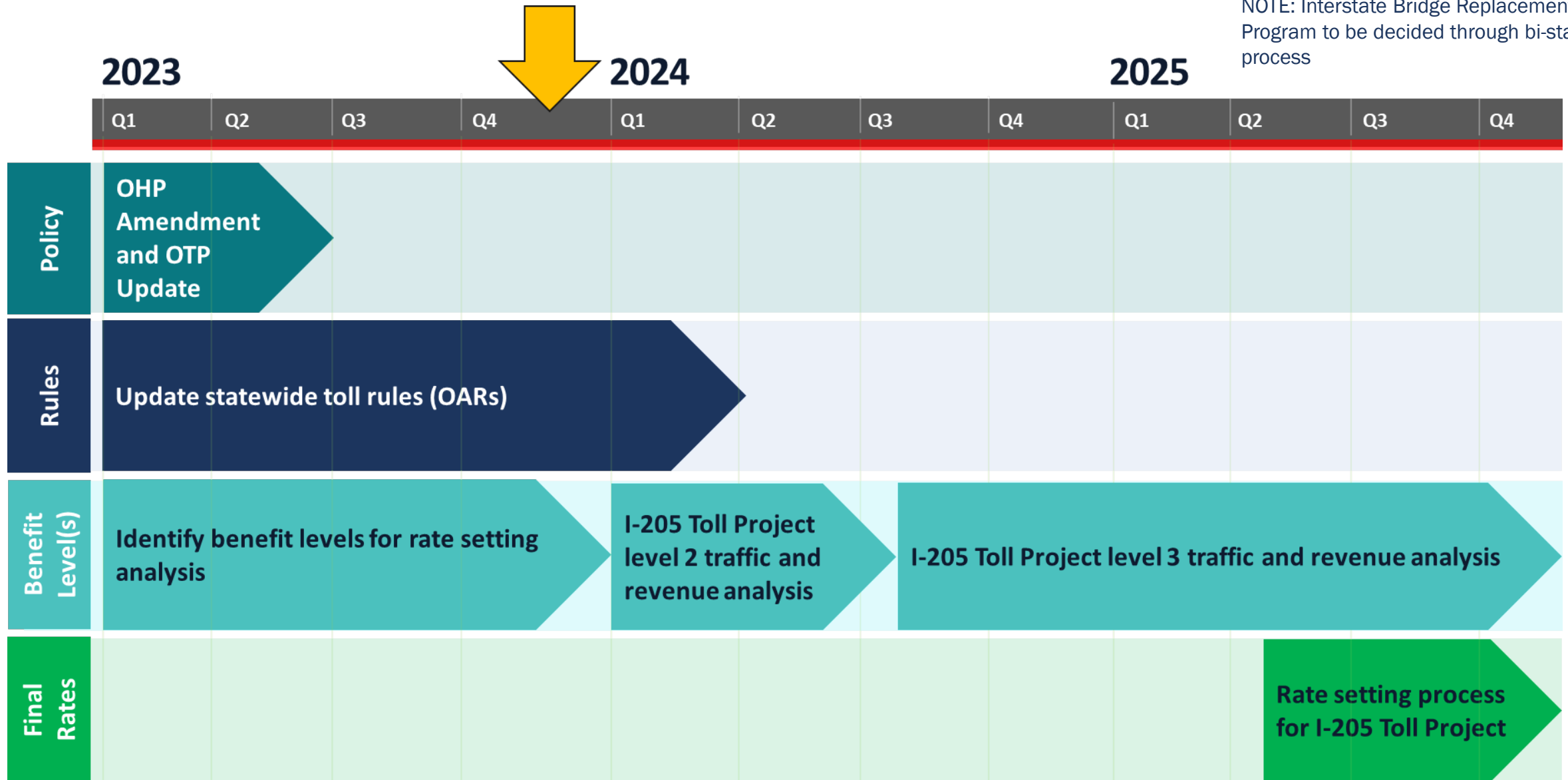
- Reach an understanding of the Low-Income Toll Program decisions and confirm alignment with EMAC on their input and further feedback to pass along to the OTC in December 2023
- Review ODOT's revised Implementation Plan materials related to the equity and diversion mitigation plans
- Share a high-level preview of the Priorities and Outcome Areas being developed for the 2024-2028 ODOT Strategic Action Plan.

Low-Income Toll Program Update

Garet Prior, Toll Policy Manager

Low-Income Toll Program: OTC Policy Decisions

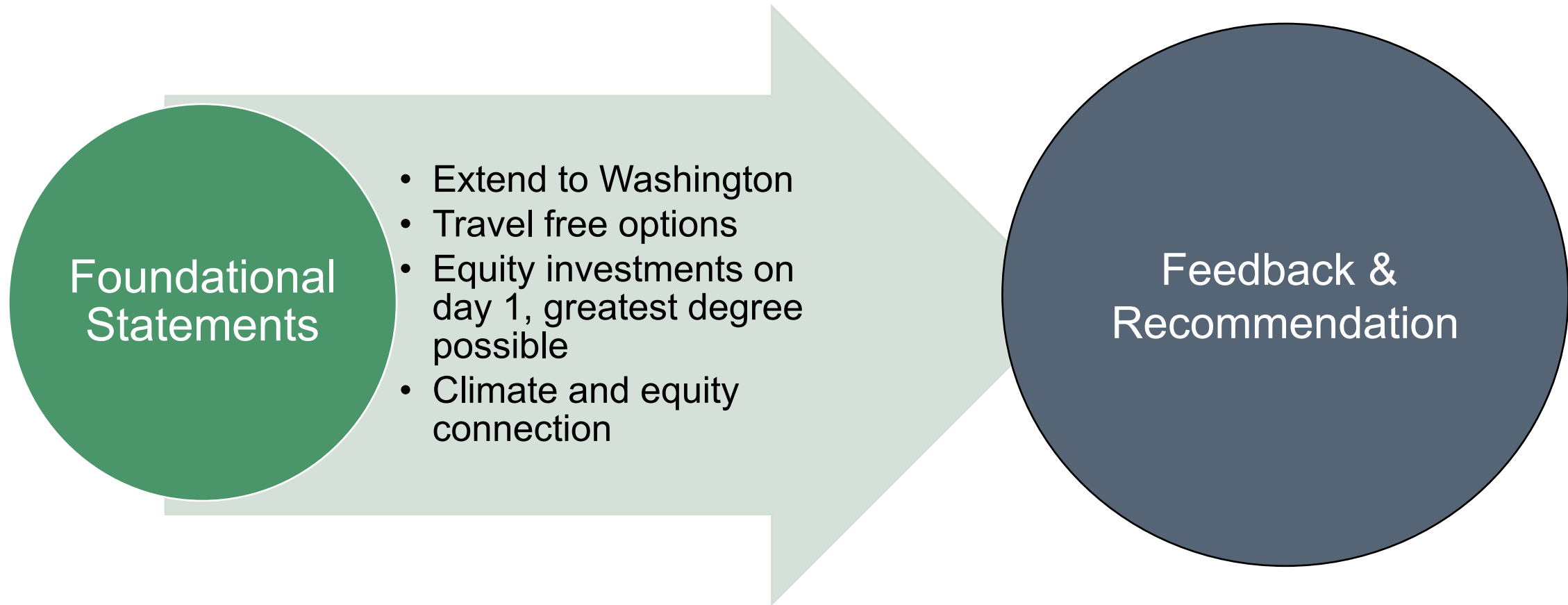
NOTE: Interstate Bridge Replacement Program to be decided through bi-state process



Actions Since EMAC Meeting on Oct. 4

- ODOT took EMAC's input, conducted further analysis and developed recommendations for Oregon Transportation Commission (OTC)
- Early November small group discussions with EMAC members about low-income toll decisions
- November 9 OTC meeting where ODOT and EMAC members presented, and OTC provided feedback on decisions
- November 17 meeting of Statewide Toll Rule Advisory Committee input on draft toll rules

History: EMAC and Low-Income Toll Program



Existing Low-Income Toll Programs

Facility	Geographic extent	Income Level	Benefit
San Mateo 101 Express (San Francisco, CA)	San Mateo County residents	200% of FPL	\$100 credit (one-time)
Elizabeth River Bridge Crossings (Hampton Roads, VA)	Hampton Roads region residents (recently expanded, previously limited to a few local cities)	200% of FPL	50% discount; applicable only to the first 10 toll trips per month
I-10/I-110 Express Lanes (Los Angeles, CA)	Los Angeles County residents	200% of FPL	\$25 credit (one-time)
Central 70 Express Lane (Denver, CO)	Globeville and Elyria-Swansea neighborhood residents	200% of FPL	\$100 credit (one-time)

Low-Income Toll Program:

- Geographic extent
- Benefit type
- Benefit level up to 200% FPL
- Benefit level up to 400% FPL
- Statewide toll rules

Geographic Extent

OTC Direction: Residents of Oregon and Washington

Rationale:

- Needs to extend to all Oregonians; there is no easy geographic cutoff
- Program should extend into southwest Washington given large number of commuters
- Once a benefit is offered in Washington it's easier to extend to the whole state, rather than a handful of counties
- Feedback from discussion groups with future low-income toll customers and EMAC have recommended extension into Washington and Oregon statewide
- Limiting to Oregon residents could be challenged under federal law and dormant commerce clause

Benefit Type: Monthly credit vs. Percentage discount on each transaction

OTC Direction: Percentage discount on each transaction

Rationale:

- Feedback from discussion groups with future low-income toll customers were ambivalent on discount v. credit
- Provides consistent level of benefit across different customer use levels
- No need to adjust benefit level as new facilities are brought online
- With a credit many trips are free, which runs counter to demand management and greenhouse gas reduction goals
- Easier to allocate revenue to correct project



Discussion

- Do you support ODOT's direction for the following Low-Income Toll Program components?
 - Geographic scope
 - Benefit type
- Do you have any additional feedback to pass along to the OTC?

Benefit Level: 0-200% of Federal Poverty Level (FPL)

OTC Direction: Commit to a 50% discount

Rationale:

- 50% offers an acceptable traffic impact and loss of net revenue; 75% is less clear
- Larger discount would limit tolling's demand management and greenhouse gas reduction effects
- Larger discount would lead to limited or no net revenue from these customers— or even a net cost to collect

Federal Poverty Level (FPL) and Median Income by Household Size

Household Size	200% Federal Poverty Level (2023)	400% Federal Poverty Level (2023)	Portland Metro Region Median Household Income (2022)
1	\$29,160	\$58,320	\$74,550
2	\$39,440	\$78,880	\$85,200
3	\$49,720	\$99,440	\$95,850
4	\$60,000	\$120,000	\$106,500
5	\$70,280	\$140,560	\$115,020
6	\$80,560	\$161,120	\$123,540

Traffic & Revenue Analysis for I-205 Toll Project

	Value	Enrollment*	Gross Revenue*	Traffic*
0-200% of Federal Poverty Level Options				
100% discount	\$115	23.2%	-6.9%	+5.0%
90% discount	\$80	15.0%	-4.1%	+3.2%
75% discount	\$65	11.0%	-2.1%	+1.9%
50% discount	\$45	6.0%	-0.6%	+0.7%

*Medium outcome in analysis

Benefit Level: 200-400% of Federal Poverty Level (FPL)

OTC Direction: Analyze 10% and 25% discounts in the Level 3 Traffic and Revenue analysis for both 300% of FPL and 400% of FPL, with decision in 2025 after analysis completed

Rationale:

- Analysis will provide better understanding of impacts
- Analyzing discount that extends only to 300% of FPL would focus benefit on those who need it most while minimizing revenue loss
- Additional traffic and revenue analysis will allow Commission to make decision in early 2025 for implementation (or not) in 2028



Discussion

- Do you support ODOT's direction for the following Low-Income Toll Program components?
 - Benefit level up to 200% FPL
 - Benefit level up to 400% FPL
- Do you have any additional feedback to pass along to the OTC?

Rulemaking Balancing Act



Statewide Toll Rules: Low–Income Tolls

Toll applications

- Address process and outcome equity in the design and implementation of road pricing

Toll rate setting

- Consider impacts to low-income customers and investment to support enrollment

Toll rate adjustments

- Groups identified in “process equity” plan need to be engaged

Low-Income Toll Enrollment

- 200% FPL, connected to a registered account, and bi-annual recertification

Statewide Toll Rules: Equity Other

Toll bill payment / compliance

- Additional timing before fees added on unpaid tolls
- Financial hardship identified as factor to forgive unpaid tolls

Exemptions

- Defined “transit” to include paratransit, demand-response, and shuttles

Data privacy

- Statement about not sharing personal information
- Cannot take photos of people
- Information only shared with law enforcement through court order



Discussion

- Do you have any additional feedback to pass along to the OTC?

Low-Income Toll Program: Next Steps

Next Steps: Next 6 Months

- December 11 Oregon Transportation Commission (OTC) meeting to ratify direction on low-income toll program and provide feedback on draft toll rules
- Early 2024 public comment period on toll rules and mid-2024 adoption at OTC
- I-205 Toll Project Level 2 Traffic and Revenue Analysis

Next Steps: 6 – 12 Months

- Working on operational details – interaction with existing programs to verify income
- I-205 Toll Project Level 3 Traffic and Revenue Analysis begins
- Contract for marketing underway and begin selection of community-based organizations to help inform enrollment

ODOT Implementation Plan

Mandy Putney, ODOT

Implementation Report Overview

- Requested of ODOT by Governor Kotek
- Due to the Governor on December 15
- **Documents future decision-making process and milestones**
 - Equity
 - Diversion mitigation
- Connects to RTAC charter with diversion mitigation
- Will be reader friendly, action-oriented
- Lists decisions already made

Timeline for input:

- Oct. 23 – Nov. 13: RTAC Staff
- November 8: EMAC (Outline)
- November 9: OTC (Overview)
- November 27: RTAC (Outline)
- December 11: OTC (Final Draft)

Equitable Toll Program Development Plan

Purpose: Describe ODOT's efforts to center the voices of historically excluded and underserved communities and individuals in decision-making processes

Topic areas include:

- Understanding equity and the needs of our community
- Establishing a low-income toll program
- Developing toll rules for an accessible and equitable toll program
- Long-term equity commitments and accountability

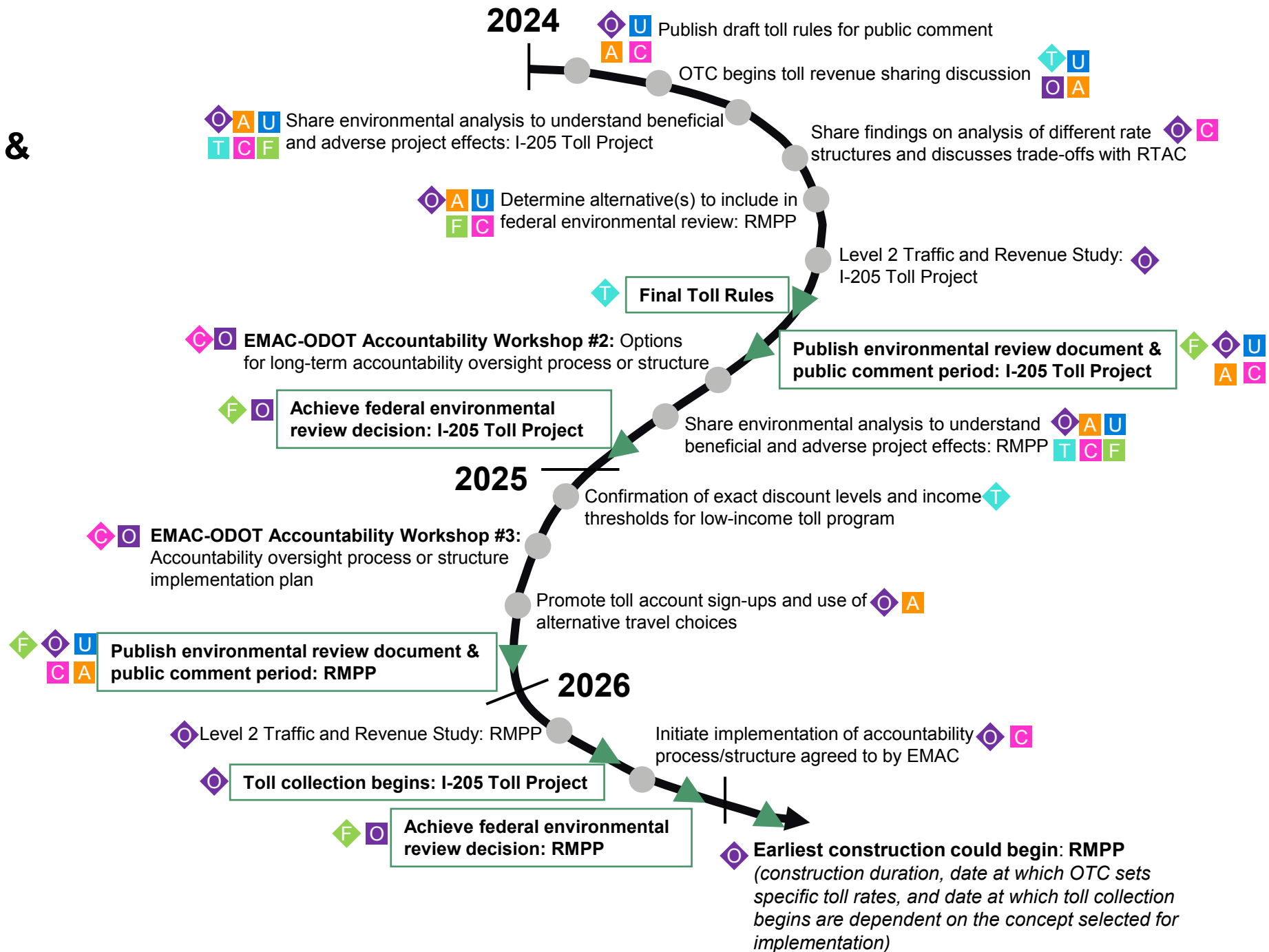
Primarily covers topics within the scope of the equity framework and equity recommendations developed by EMAC

DRAFT

Equitable Toll Program Development Plan: Sequence of Decisions & Milestones

Involvement

- X Lead or Decision Maker
- ▲ Toll Program Milestones
- C Committees/workgroups
- A Partner Agencies
- U Public
- T Oregon Transportation Commission
- O ODOT
- F FHWA



Diversion Management and Mitigation Plan

Purpose: Present ODOT's approach to limiting vehicle diversion from the tolled highways onto the local road network

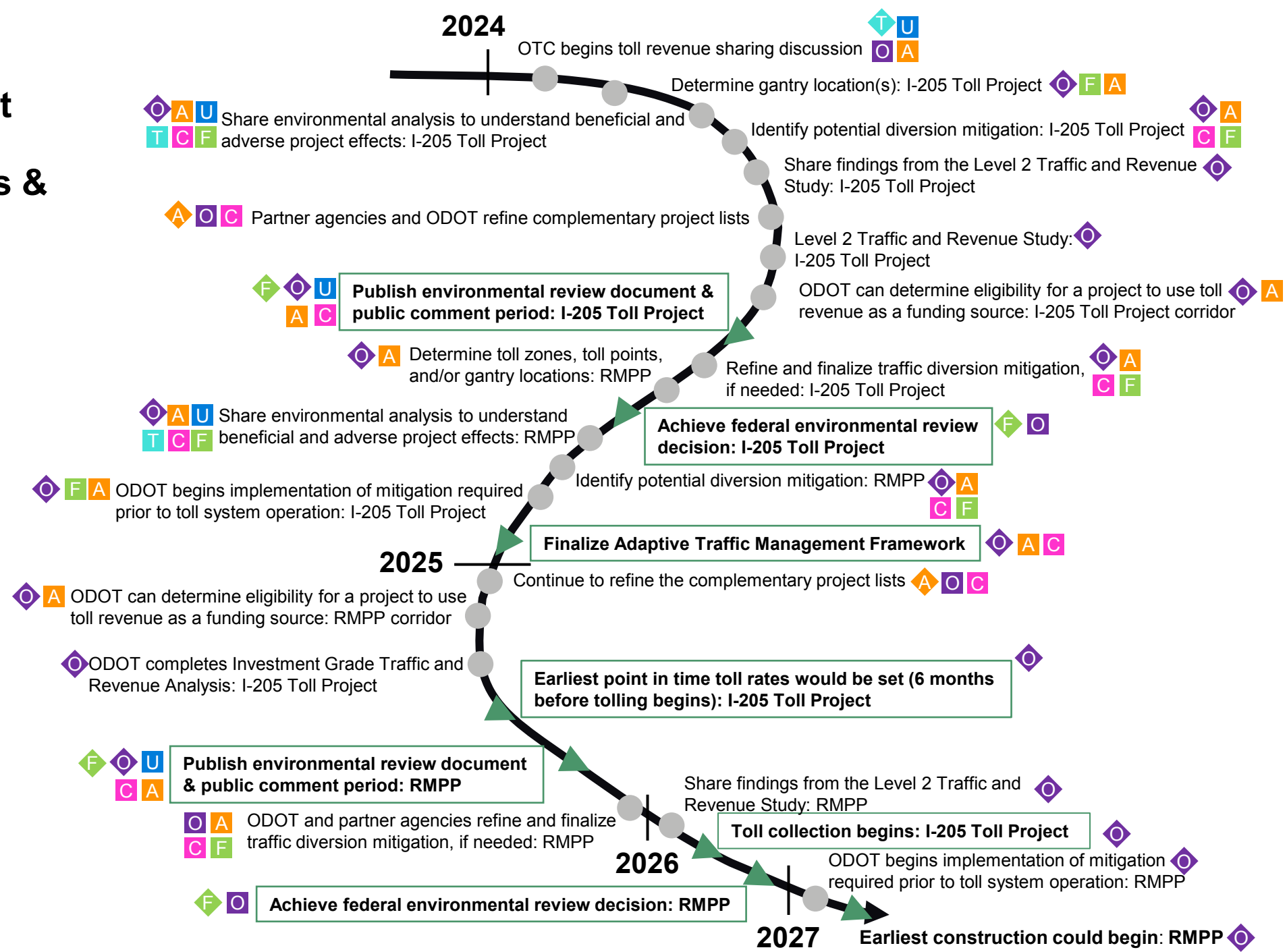
Topic areas include:

- Toll program and project design
- Oregon Toll Program Adaptive Traffic Management Framework
- Projects that complement the Oregon Toll Program

Covers some topics within the scope of RTAC

DRAFT

Diversions Management and Mitigation Plan: Sequence of Decisions & Milestones



Legend

- ◆ Lead or Decision Maker
- ▲ Toll Program Milestones

Involvement

- C Committees/workgroups
- A Partner Agencies
- U Public
- T Oregon Transportation Commission
- O ODOT
- F FHWA



Discussion

- Do you have any questions or concerns on the draft ?

ODOT's Strategic Action Plan Update

Mary McGowan, SAP Update Project Manager

Jacob Easter, SAP Update Project Deputy

What is the Strategic Action Plan?

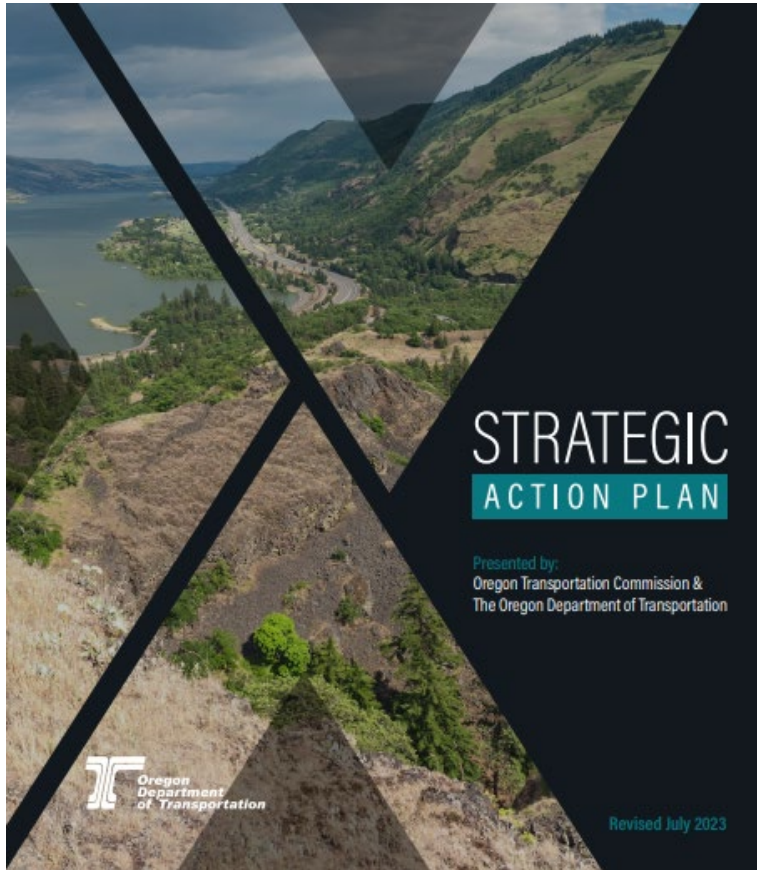
What it is:

- OTC and ODOT document describing ODOT's priorities
- Covers near term actions (3-5 years)
- Identifies measurable outcomes

What it is not:

- Long-term policy
- Comprehensive list of all agency programs, activities and investments

Why was the Strategic Action Plan created?



- Operationalizes long term policy/plans with short term actions
- Communicates priorities with external partners, such as the Governor's Office, Legislators and the public to see how we are doing business
- Demonstrates ODOT is forward-leaning (e.g., climate and equity)
- Increases transparency and accountability (short-term performance metrics)

Key Accomplishments from 2021 & 2022

Increase our Workforce Diversity

- Strengthened training and intern programs to reduce employment barriers and improve opportunity
- Establish baseline for belonging in the Employee Engagement survey
 - Survey will be conducted regularly
 - Launched tools to create a more equitable hiring process
 - Documented best practices for interviews and launched Interview Training



Key Accomplishments from 2021 & 2022

More Dollars to Historically Underutilized Businesses

- Delivered a 5-year action plan outlining how we propose to embed equity into procurement processes and diversify the workforce on projects (fulfilling Executive Order 22-15)
- FY 2022 22.44% of federally funded contracting went to DBEs, equaling \$199 million.



2024 – 2028 SAP Strategic Priorities



Sufficient and Reliable Funding

Seek sufficient and reliable funding to support a modern transportation system and a fiscally sound ODOT.



Equity

Prioritize diversity, equity, and inclusion by identifying and addressing systemic barriers to ensure all Oregonians benefit from transportation services and investments.



Modern Transportation System

Build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.

2024 – 2028 SAP Strategic Priorities and Outcome Areas

- Promote Sustainable, Resilient and Reliable Funding
- Improve Safety to Reduce Persons Killed or Seriously injured
- Provide Excellent Customer Service
- Preserve Transportation Assets
- Maximize Value & use of ODOT's Data Assets to Inform People, Processes & Programs
- Build and Equip a Diverse and Inclusive Workforce
- Implement Decision-Making Processes to Improve Equitable Outcomes
- Reduce Emissions and Electrify Oregon's Transportation System
- Improve Access to Active and Public Transportation
- Reduce Congestion in the Portland Region



Discussion

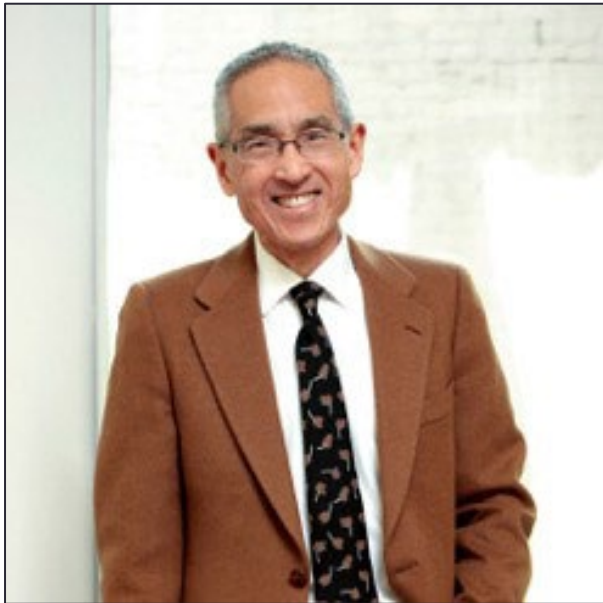
- Do you have feedback on the 2024-2028 Priorities and Outcome Areas?
- Are you interested in participating in a small group discussion to provide input on the draft Strategic Plan?

Next Steps

- Partner Review Period for Draft SAP: Dec.11 to Jan.12th (tentative)
 - During the partner review period, comments can be submitted to SAP@odot.Oregon.gov
- OTC Workshops
- Early 2024 – OTC approval

**Toll Program Committee Updates
&
Public Comment**

Toll Program Committee Updates



Dr. Philip Wu
Statewide Toll Rulemaking Advisory
Committee (STRAC)

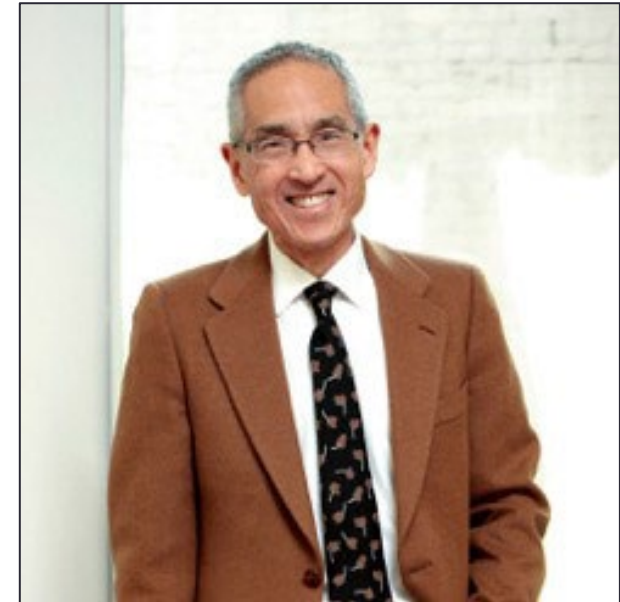


James Paulson
Regional Toll Advisory Committee
(RTAC)

Toll Program Committee Updates

Statewide Toll Rulemaking Advisory Committee (STRAC)

- Held final meeting on Nov.17
- Reviewed and provided feedback on draft rules and fiscal-equity impact statements



Dr. Philip Wu

Toll Program Committee Updates

Regional Toll Advisory Committee

- November 27 meeting update
 - Discussed Abernethy Bridge toll financial planning scenarios
 - Reviewed the Implementation Plan outlines for equity and mitigation
- Upcoming meetings
 - Jan. 22, 2024



James Paulson

Public Comment



We will call on you when it is your turn to speak. Please **raise your virtual hand** so the Project Team can unmute you when they call on you.

To provide comments at any time:

Email oregontolling@odot.oregon.gov with “EMAC Public Comment” in subject line to provide written comments.

Call 503-837-3536 and state “EMAC Public Comment” in your message to provide verbal comments.

Thank you for your participation.

Public Comment Discussion



Is there anything you are hearing in your communities or in the public comments that you want to discuss?

Do you have any questions for ODOT about toll project status updates?

Next Steps

- **Future EMAC Meetings**
 - Meeting #27: January 31, 2024, in-person at Ecotrust
- **Low-Income Toll Program Updates**
 - OTC Meeting: December 11, 2023
- **Meeting evaluation**
- **Closing**



Urban Mobility
STRATEGY

THANK YOU!