

EMAC: Low-Income Toll Program

Subject	Low-Income Toll Program – Small Group Discussion
Date	November 30, 2023
EMAC Members In Attendance	Olivia Kahn, John Gardner, Duana Johnson, Tangerine Behere, James Paulson, Philip Wu

The Equity and Mobility Advisory Committee, or EMAC, input on affordability strategies has informed the Low-Income Toll Program since its inception. Through a series of committee meetings, EMAC has come to an understanding around the following comments on the Low-Income Toll Program’s direction. To be clear, the Low-Income Toll Program decisions being made now would first be applied through the I-205 Toll Project but would shape the development of the Oregon Toll Program’s back-office system. As new projects come online, such as the Regional Mobility Pricing Project, impacts to low-income customers would be evaluated with that project now in mind. Policy decision for the Interstate Bridge Replacement will be made as part of a future, separate bi-state process. The final direction for items 1-3 in the table below will be determined by the Oregon Transportation Commission in December 2023.

Low-Income Toll Program Components	OTC Direction	EMAC Comments
1. Geographic Extent	Residents of Oregon and Washington	General consensus for support.
2. Benefit Type	Percentage discount on each transaction	<p>General consensus for support.</p> <ul style="list-style-type: none"> To meet the spirit of the intent of the OTC and EMAC’s prior support for toll-free travel, continue to study the feasibility of one-time loading of free trips for low-income customers as an additional benefit beyond the 50% discount.

Low-Income Toll Program Components	OTC Direction	EMAC Comments
<p>3. Benefit Level – 0-200% FPL</p>	<p>Commit to a 50% discount</p>	<p>General consensus for support, with more work needed to support EMAC core values. Work needed:</p> <ul style="list-style-type: none"> – Thoroughly explore potential partnerships with other agencies and organizations inside and outside the transportation sector to increase ease of enrollment in the LITP and ensure enrollment in the LITP automatically qualifies participants for other programs directed at people experiencing low incomes that will subsidize toll expenses. – Develop communications materials tailored to specific equity priority populations and their needs (e.g., travel to OHSU or social service centers) – Monitor the effectiveness, benefits, and impacts of the LITP for the I-205 project to inform the approach for the RMPP LITP.
<p>4. Benefit Level - 200%-400% FPL</p>	<p>Analyze 10 and 20% discounts in the Level 3 Traffic and Revenue analysis for both 300% and 400% of FPL, with decision in 2025 after analysis is completed.</p>	<p>More clarity needed on the intention of this benefit and opportunity to support workforce, avoid “cliffs,” and continue to explore creative solutions. Gain clarity about the following:</p> <ul style="list-style-type: none"> – Who would benefit – How to reach those who need the benefit – Delivery of the 200% - 400% FPL program