



Equity and Mobility Advisory Committee

Meeting #23

August 7, 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
- Introducing OTC Commissioner Alicia Chapman
- RMPP Options and Equity Performance Criteria
- Public Transportation Strategy Project Selection Equity Criteria
- Nexus Project Selection Equity Criteria
- Going Forward

Objectives

- Review and discuss tolling options for the Regional Mobility Pricing Project (RMPP) and provide input on equity performance criteria.
- Review the Public Transportation Strategy and provide input on equity criteria that will be used to identify and assess public transportation projects and supportive services.
- Review the nexus project selection framework and provide input on equity criteria.

Where We've Been and Where We're Going

Jessica Stanton, Facilitator

EMAC Members

Recent EMAC Meetings

- **April 26: EMAC Engagement Subcommittee**
 - Regional Mobility Pricing Project Public Involvement Plan
- **May 10: EMAC Accountability Subcommittee**
 - Overview of ODOT's progress to advance equity
- **June 21: EMAC Accountability Subcommittee**
 - Detailed progress report of ODOT's efforts to advance equity
- **July 10: ODOT-EMAC Accountability Workshop #1**
- **July 21: Joint STRAC-EMAC Meeting**

Member Introductions



- Name
- Affiliation
- Tenure on EMAC

Oregon Transportation Committee (OTC) Liaison to EMAC



Commissioner Sharon Smith,
outgoing OTC Liaison to EMAC



Commissioner Alicia Chapman,
incoming OTC Liaison to EMAC

RMPP Options and Considerations

Jessica Stanton, Facilitator

Zoie Wesenberg, ODOT

Josh Channell, Project Team

EMAC Members

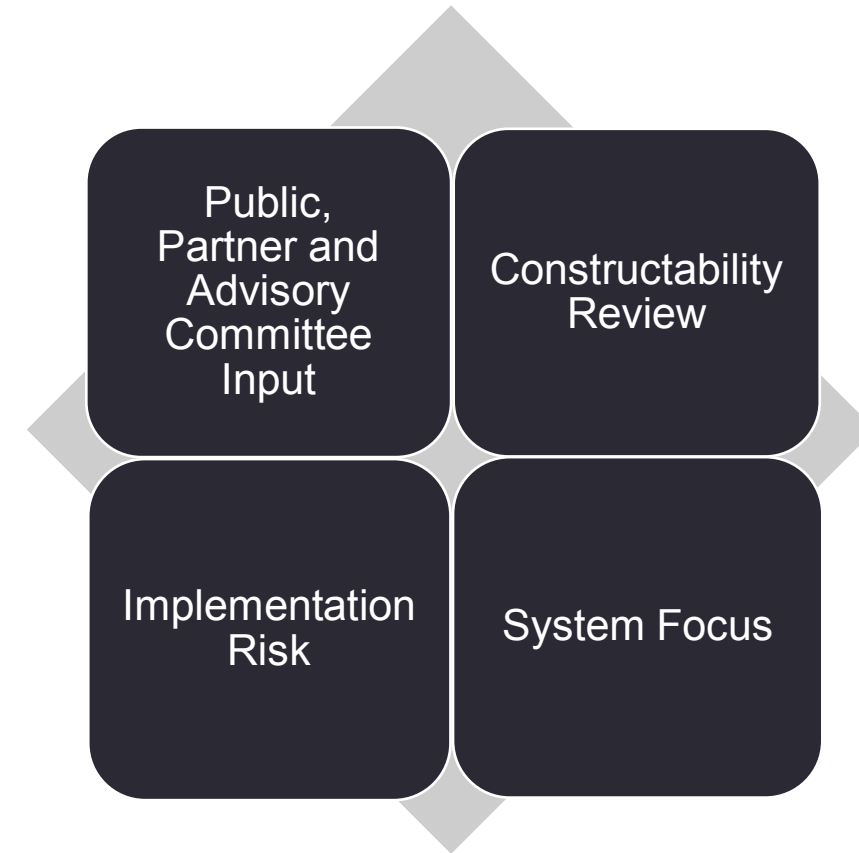
How we got here – RMPP Evolution



2018 Value Pricing Feasibility Assessment

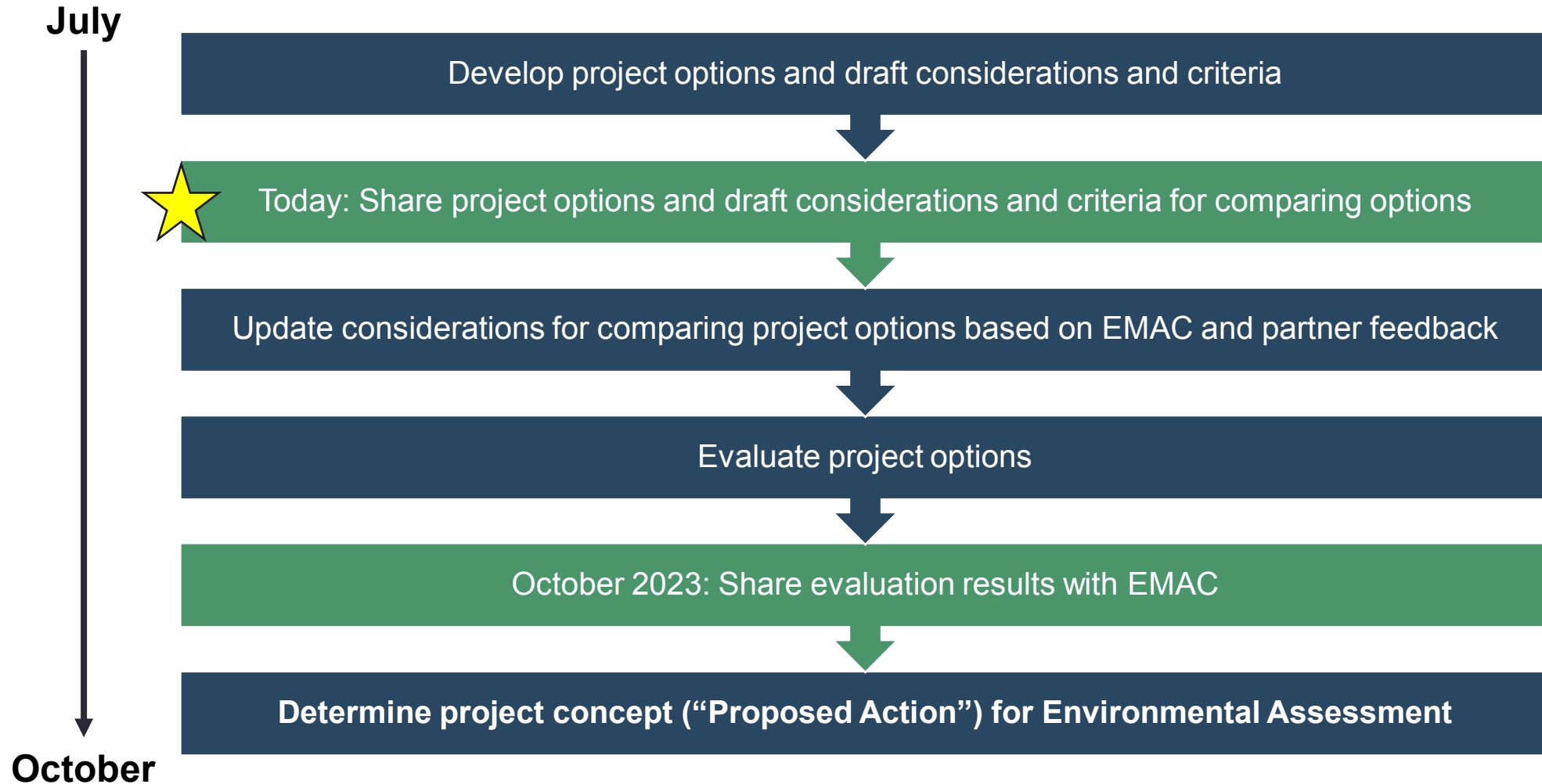


2022 NEPA Scoping - Proposed Action



Today – multiple influences

Screening-level evaluation to refine the project concept for the Environmental Assessment



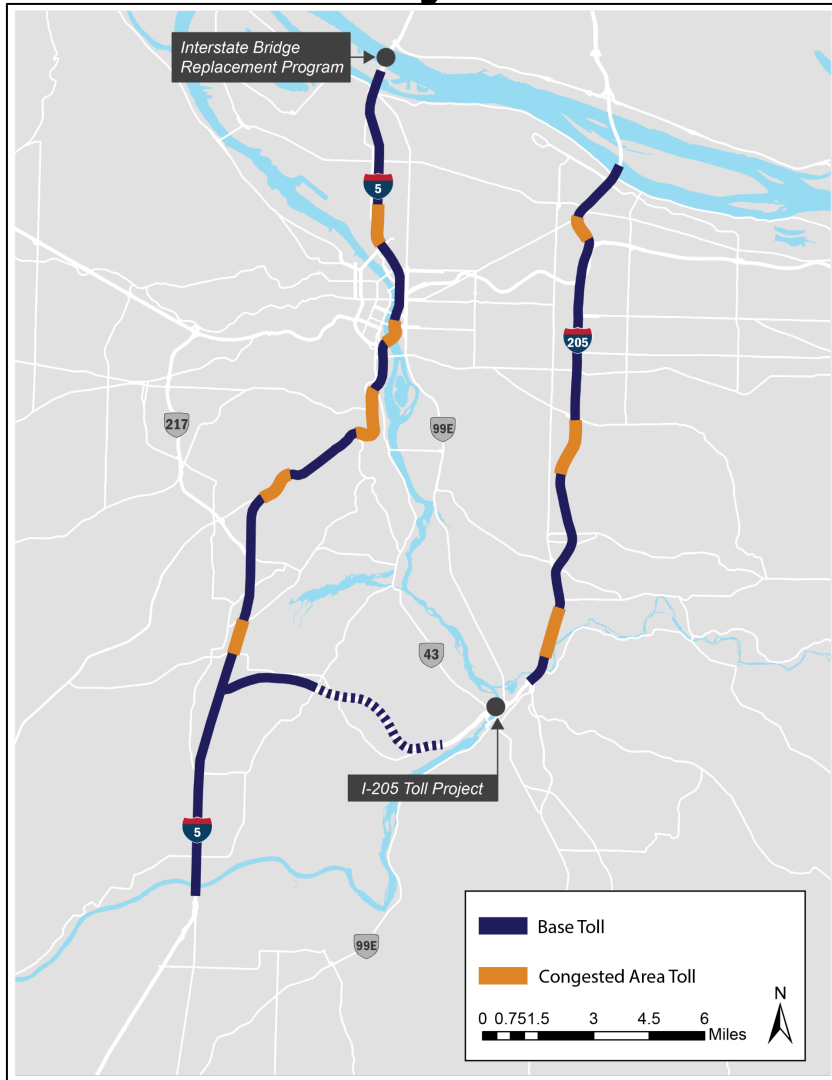
RMPP Concept

- **Purpose and Need:** manage congestion and travel demand; generate revenue for future transportation system investments
- **Value Pricing Pilot Program** requirements
 - Variable rates to manage congestion
- **Project fundamentals:**
 - Congestion pricing applied to all lanes of I-5 and I-205
 - Study area extents on I-5 and I-205 from Columbia River to I-5 Boone Bridge
 - Toll rates will be on a set schedule (not dynamic pricing) based on congestion and traffic patterns
 - All electronic tolling
- **Ability to implement**

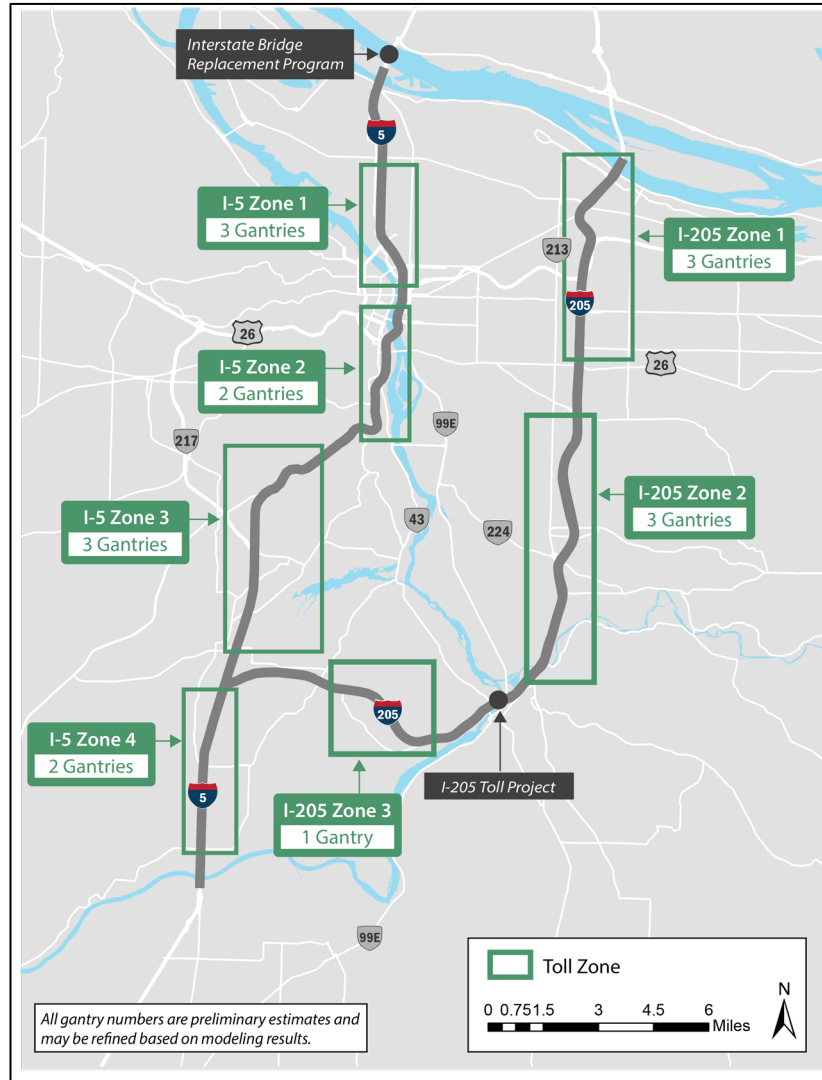
Developing a project that can be implemented

- Implementation capital costs
- Design constraints
- Ongoing operating costs
- Compatibility and ease of integration with I-205 and IBR
- Schedule and cost risks

Option 1: Full System



Option 2a: Toll Zones



Option 2b: Toll Zones



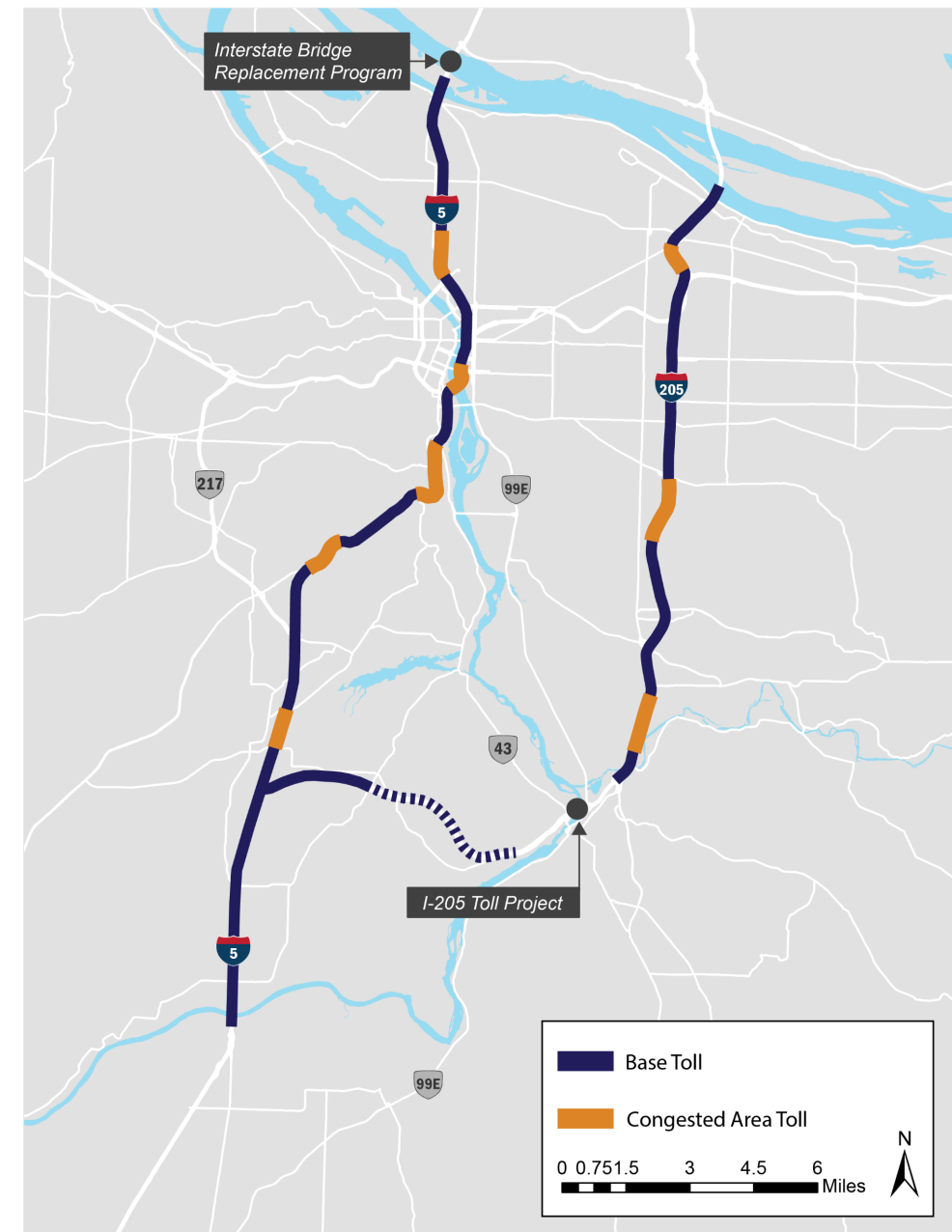
Option 1: Full system

Key Elements and Expected Outcomes

- All trips using I-5 and I-205 pay a toll during daytime hours (5 AM to 9 PM)
- Reduces incentive to divert to avoid specific gantries
- Reduces number of short trips on I-5 and I-205

How it works

- Trips charged a base toll for demand management, plus a variable toll in congested areas during peak hours; no charges (\$0) overnight
- Cameras on ramps collect “base toll”
- Mainline gantries collect “congestion area tolls”



Option 1: Design and cost constraints

- Greater uncertainty about capital, operations, maintenance, and administrative costs
- Requires substantial infrastructure to toll all trips
 - Approximately 12 mainline gantries
 - Over 50 cameras on ramps within project extents
- Experimental design approach has not been done before
- Less cohesive system
 - Complex for customer, design and back-office
 - Less compatible with other toll projects

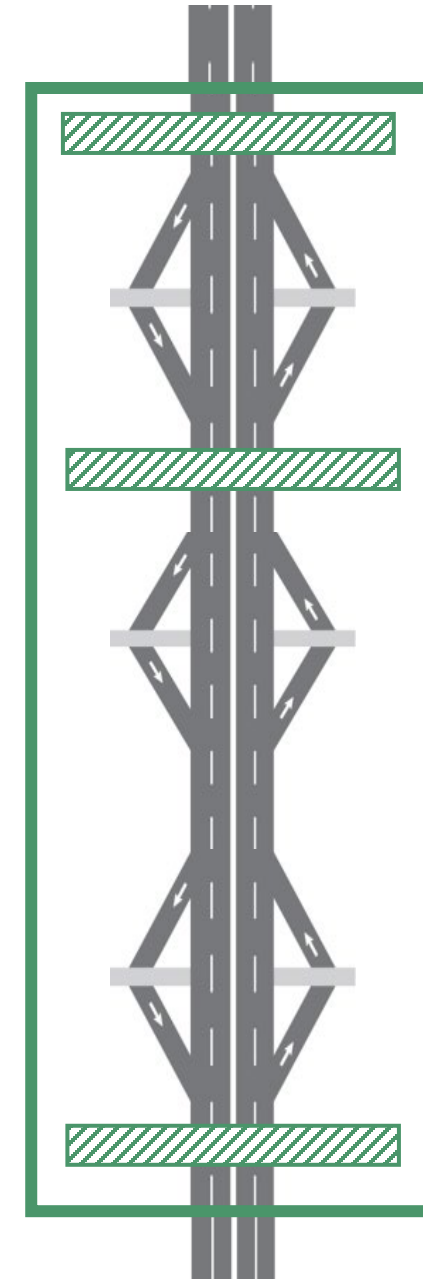
Options 2a and 2b: Toll Zones

Key Elements and Expected Outcomes

- Zone locations identified to manage congestion and limit diversion
- Manages congestion on most used segments of I-5 and I-205
- Less infrastructure needed
- Reduces incentives to reroute around specific gantries
- More opportunities for \$0 trip

How it works

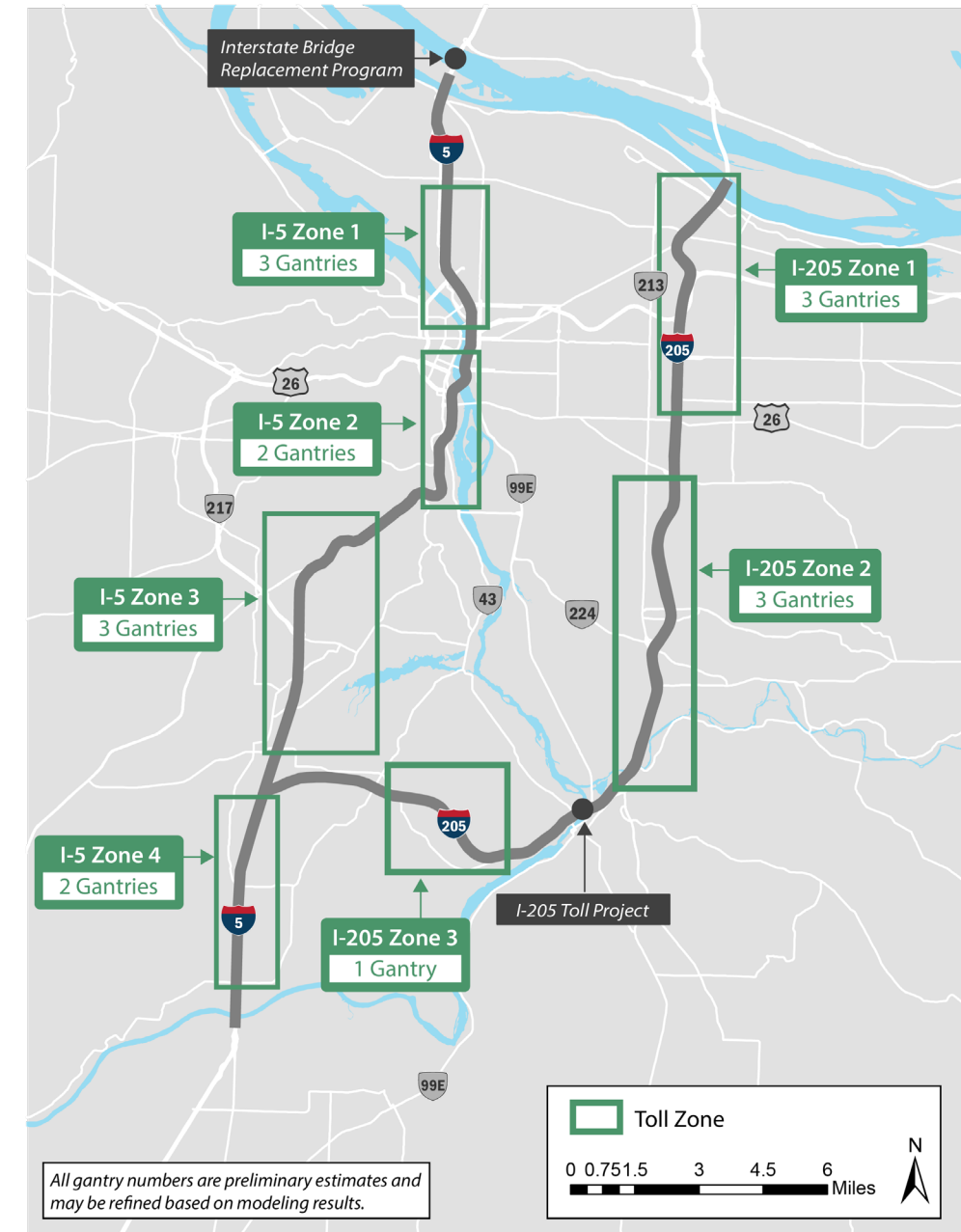
- One fee paid per zone
- Zone fees vary by time of day; off-peak may be \$0 and no charges (0\$) overnight



Only pay toll
at 1 gantry
within each
zone

Option 2a: Toll Zones

- 4 toll zones on I-5
- 3 toll zones on I-205
- Requires 17 to 19 mainline gantries (*preliminary estimate*)
 - Some trips may not be charged (between zones, some short trips within zones)



Option 2b: Toll Zones

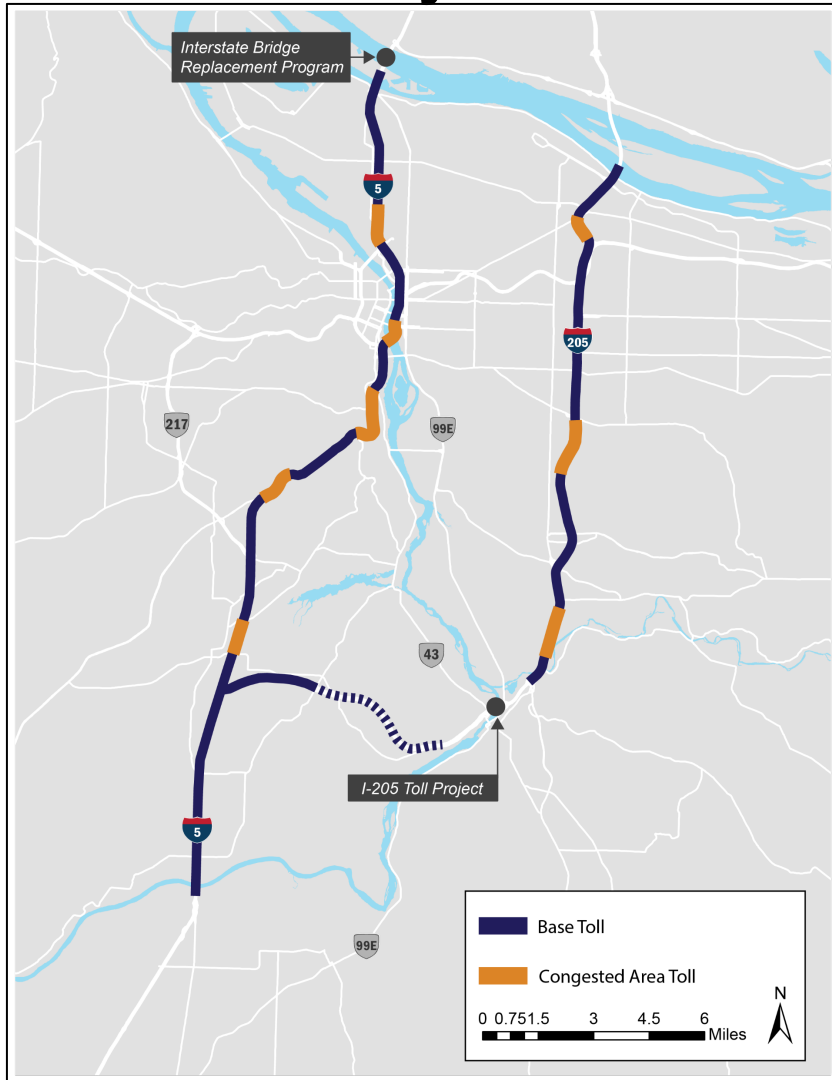
- 3 toll zones on I-5
- 3 toll zones on I-205
- **1 “interchange zone”**
- Requires 17 to 19 mainline gantries (*preliminary estimate*)
 - Some trips may not be charged (between zones, some short trips within zones)



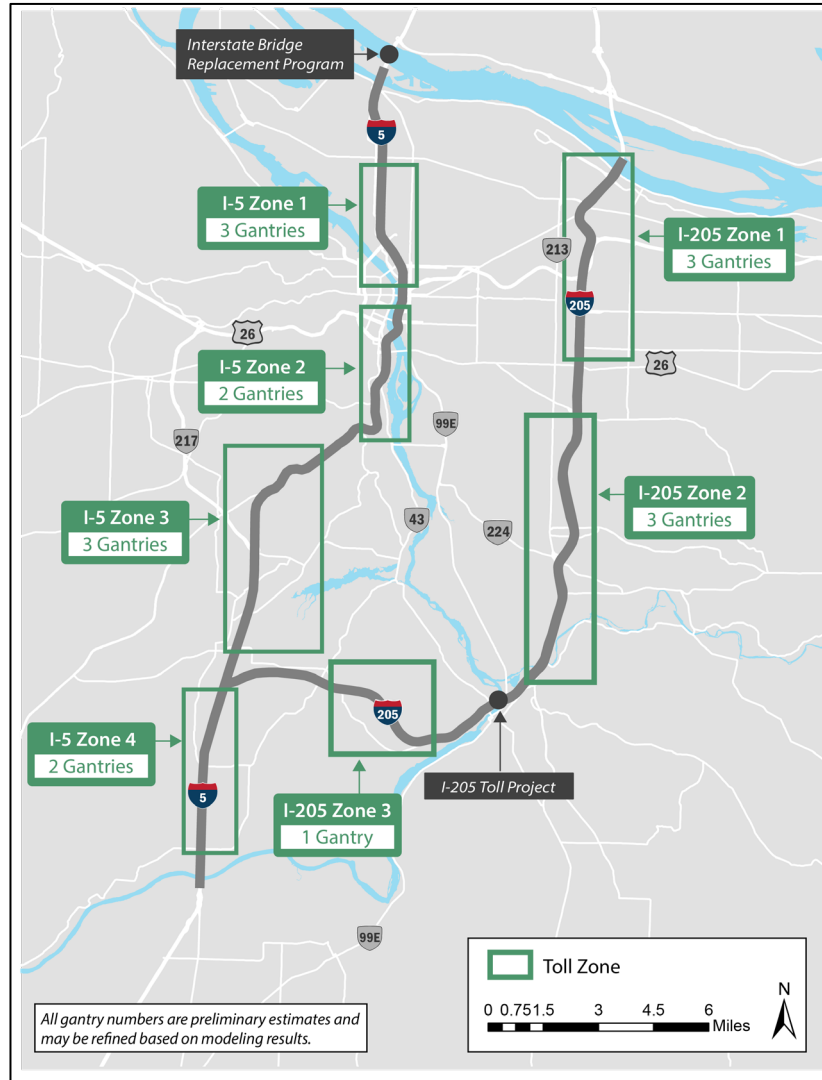
Option 2a and 2b: Design and cost considerations

- May require more mainline toll gantry construction but less overall infrastructure
 - Does not require toll infrastructure at ramps
- Greater certainty about schedule and capital, operations, maintenance, and administrative costs
 - More vendors with proven experience acquiring, constructing, and maintaining infrastructure
- Greater compatibility and ease of integration with other toll projects

Option 1: Full System



Option 2a: Toll Zones



Option 2b: Toll Zones



Questions

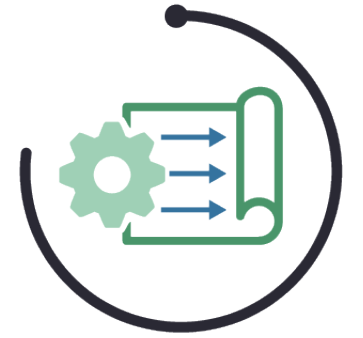


- Do you have clarifying questions?
- What are your initial thoughts about the Project Options?

Draft Considerations for Comparing Project Options

Model Performance Considerations	Other Considerations
Can be modeled	May be supported by modeling data
<ul style="list-style-type: none">• Congestion and Demand Management on I-5 and I-205• Regional System Performance• Diversion to Non-Tolled Facilities• Multi-modal Travel	<ul style="list-style-type: none">• Equity• Non-toll and multi-modal alternatives• Revenue potential• Customer experience• Compatibility and ease of integration• Constructability, risk, and schedule

EMAC Inputs to the RMPP Equity Considerations



- Equity Framework
 - Process Equity
 - Outcome Equity
- I-205 Performance Measures
- RMPP Indicators
 - Transportation Affordability
 - Access to Opportunity
 - Community Health and Safety
- EMAC's Recommended Actions
 - Congestion management

Draft Considerations: Equity

Consideration	Possible Criteria	Potential Impacts to Outcome Equity
Equity* <i>*Proposed criteria; looking for input</i>	Location and number of non-tolled trips on I-5 and I-205 in equity focus areas	Transportation Affordability Access to Opportunity
	Comparison of rates and costs for several representative trips on I-5 and I-205	Transportation Affordability
	Travel times for several representative trips on I-5 and I-205	Access to Opportunity
	Traffic volume roadway changes on local streets in equity focus areas	Access to Opportunity Community Health and Safety
	Change in number of trips on I-5 and I-205 that start in equity focus areas	Access to Opportunity Community Health and Safety

Future NEPA Analysis

At the end of this process, we will have identified the project that will be studied in the NEPA Environmental Assessment (EA). The EA will evaluate effects to equity communities:

- Transportation Affordability
- Access to Opportunity
- Community Health and Safety

Effects to equity communities will be studied in the Environmental Justice (EJ) and the Communities and Social Resources (CSR) technical reports.

Questions



- Do you feel the equity considerations for comparing options provide the information we need to make the comparison?
- Should any criterion be added or removed to improve your understanding of the equity benefits and impacts from each of the options?

BREAK

Public Transportation Strategy and Nexus Project Selection Equity Criteria

Jessica Stanton, Facilitator

Perla Solis, Project Team

Mandy Putney, ODOT

EMAC Members

Public Transportation Strategy

Purpose

Establish an equitable Public Transportation Strategy for the Portland Metropolitan and SW Washington area that is developed by regional partners and ODOT. The Strategy will identify near- and long-term public transportation projects and supportive services that are complementary to a congestion pricing system on I-5 and I-205.

Goal

Increase public transportation options other than driving alone on or near tolled highways while advancing a more equitable and climate-friendly transportation system to help meet regional and state policy goals.

PTS Committee Approach

Project Management Group

- **Members:** Clackamas County, City of Portland, C-TRAN, Metro, ODOT, TriMet, Washington County
- **Responsibilities:** Inform and provide guidance on the overall workplan to develop the Strategy.

Workgroup

- **Members:** Canby Area Transit, City of Portland, City of Vancouver, Clackamas County, C-TRAN, Interstate Bridge Replacement, Metro, ODOT, Ride Connection, SMART, SCTD, SW WA RTC, TriMet, Washington County
- **Responsibilities:** Develop the initial project list comprised of short-term and long-term projects and supportive services.

Public Transportation Strategy Screening Criteria

Project Type

- Public transportation project or supportive service

Relationship to Congestion

- Provides options for people who would otherwise drive alone on or near tolled highways
- Addresses concern on existing congested roadway near highway proposed for tolling

Equity

- Serves historically excluded and underserved communities

Public Transportation Strategy Selection Equity Criteria

Screening Questions	Assessment Criteria
<p>Questions to guide partners when submitting project/supportive service for the PTS.</p> <ol style="list-style-type: none">1. Does the project/supportive service serve historically and currently underrepresented and under-served communities?2. Does the project/supportive service address transportation-related disparities and barriers experienced by historically and currently underrepresented and under-served communities?3. Does the project/supportive service provide access to opportunity for historically and currently underrepresented and underserved communities?	<p>Criteria used to assess project or supportive service submitted.</p> <ul style="list-style-type: none">• Equity Travel Demand on the Tolled Facilities• Access to jobs (low-wage and all job centers)• Access to community and social resources (schools, hospitals, parks, daycare, etc.)

Nexus Project Revised Definition

Nexus projects are pedestrian, bicycle, roadway, or other mobility projects that would complement a tolling system on I-5 and I-205 in the Portland metropolitan area by:

- Supporting congestion relief on a currently congested corridor that may become more congested with the implementation of tolling, **OR** improving access to public transportation, **OR** improving mobility options on a toll highway traffic diversion corridor, **AND**
- Providing access to opportunity **OR** addressing transportation-related disparities and barriers experienced by the Toll Projects' Equity Framework communities



Nexus Project Selection Equity Criteria

Project Location

- Project serves Equity Framework communities

Benefits

- Project reduces travel times or adds modal options for Equity Framework communities

Access to Job Centers

- Project increases accessibility to job centers for Equity Framework communities

Climate

- Provides opportunities for reduced greenhouse gas emissions (or could contribute to improved air quality) or encourages multimodal transportation use

Questions



- What input do you have on the PTS and nexus projects' equity lens and criteria?
- What equity considerations should be considered when prioritizing the projects moving forward?

Public Comment

Thank you for your comments.

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.

Next Steps

- Future EMAC meetings
 - **TBD September (virtual):** EMAC Meeting #24 – Tribal government and indigenous community engagement and proposed updates to the ODOT Toll Project Equity Framework.
 - **October 4 (in-person at EcoTrust):** EMAC Meeting #25 – Updates on ODOT's progress to advancing equity and other project updates.
- Meeting evaluation
- Closing



Urban Mobility
STRATEGY

THANK YOU!