

Meeting Summary

Subject	Equity and Mobility Advisory Committee – ODOT Accountability Workshop #1
Date and Time	July 10, 2023 / 11:00 a.m. to 2:00 p.m.
Location	Hybrid; recording available via YouTube livestream

Workshop Participants	Organization
Ismael Armenta	At-large member; Oregon Walks
Paul Burgess	Fourth Plain Forward
LaQuinta Daniels	Clark County Juvenile Court
Miles Pengilly (alternate for John Gardner)	TriMet
Olivia Holden	At-large member; City of Vancouver
Duana Johnson	At-large member
James Paulson	WorkSystems, Inc.
Adam Torres	Clackamas County Public Health
Dr. Philip Wu	Oregon Environmental Council
Commissioner Sharon Smith	OTC Liaison
Director Kris Strickler	Director, ODOT
Travis Brouwer	ODOT
Garet Prior	ODOT
Mandy Putney	ODOT
Della Mosier	ODOT
Diponker Mukherjee	ODOT
Vanessa Vissar	ODOT
Zoie Wesenberg	ODOT

Name	Meeting Role	Name	Meeting Role
Jessica Stanton	Facilitator	Logan Cullums	Project team
Nick Fazio	Zoom host	Anne Pressentin	Project team
Rochelle Brahalla	Project team	Jodi Mescher	Project team

1 Welcome, Introductions, and Objectives

Jessica Stanton, facilitator, welcomed the meeting participants, reviewed meeting logistics, and reminded EMAC members that the workshop is a public meeting. Jessica reviewed EMAC’s working agreements and the committee’s statement of purpose.

The workshop objectives included: to deepen EMAC’s understanding of how ODOT is advancing equity in the Toll Program, responsive to EMAC’s work and the mission to lead with equity, identify potential gaps and challenges and confirm next steps, and brainstorm and co-create successful solutions for achieving and prioritizing EMAC’s recommended actions for shaping an equitable toll program.

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Jessica invited the meeting participants to introduce themselves and share what a successful workshop means to them. Themes of success were collaboration, vulnerability, meeting community needs, representation, listening to understand, clarity, progress, and outcomes.

Director Strickler provided opening remarks, acknowledged EMAC's work in advancing equity, and reaffirmed ODOT's commitment to carrying out equitable processes and outcomes for the Toll Program. Director Strickler also recognized the work of EMAC liaisons for the Regional Toll Advisory Committee (RTAC) and the Statewide Toll Rulemaking Advisory Committee (STRAC).

Director Strickler said that as a result of Government Kotek's announcement to pause tolling implementation until 2026, there is an opportunity for ODOT to take a step back and take more time to listen. Through this phase of deepened engagement, ODOT aims to continue to respond thoughtfully and demonstrate commitment to the voices and experiences of equity communities through two-way conversations. Director Strickler acknowledged that it is not an easy task to set up a toll program and to continually contribute to an advisory committee.

2 Gallery Walk

EMAC members were invited to participate in a gallery walk to review a series of six informational boards, engage with ODOT staff, and record reflections and suggestions on each board. Each board focused on an EMAC recommended action, highlighted completed and active actions, next steps, and potential challenges to achieving equitable outcomes for that action.

Guiding questions: *What other opportunities exist to advance EMAC's recommended actions? What can ODOT do more or less of? What is missing? What would you change?*

Responses to the guiding questions and reactions to the recommendation actions are summarized in the conversation below. Comments shared on each board are recorded [here](#).

3 Workshop: Progressing Towards Sustainable Equitable Toll Program Outcomes and Processes

Discussion question: *What's one thing that stood out for you from the gallery walk?*

- Several EMAC members shared that there was a lot of added value in talking to ODOT staff and expressed appreciation for the in-person meeting format.
- An EMAC member said it was daunting to see the status of each action and realize how much work remains.

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- An EMAC member noted that there was a missing connection to domestic violence that should be considered, particularly the safety concern of license tracking. Also, DV victims should not have to worry about paying a toll as a barrier when they are fleeing for safety. The EMAC member said there should be more dialogue with urban indigenous centers because adding a toll would pose a barrier to accessing health services and because they shouldn't have to pay to use their land.
 - An EMAC member noted that sovereign nations have a different relationship with ODOT through specific government-to-government processes. The EMAC member agreed that the toll program needs to recognize the particular concern of traumatic events when discussing enforcement.
 - Garet responded that ODOT and the OTC are considering tribal government vehicles in the rule-making process and including exemptions for tribal governments to allow free passage. Travis added that EMAC and RTAC will not be engaged in the formal government to government consultation process, but ODOT could provide updates on rule-making and processes at future committee meetings.

ODOT staff summarized conversations they had about each recommended action:

- Recommended action #1: EMAC members asked questions about the process and timelines for the public transportation strategy (PTS), RTAC and STRAC, and determining how revenue will be used. There was also a conversation around how revenue will be used across state lines. Most items for action #1 are still in progress for detailed technical analysis and process conversations.
- Recommended action #2: There were a lot of conversations about implementation of tolls and an acknowledgement that to be equity focused, the project needs to think about implementation now to reduce barriers and understand what enforcement will look like. Revenue generation needs to consider the big-picture to understand the costs that individuals will incur and to consider that that tolling is not the only source of revenue.
- Recommended action #3: EMAC members expressed interest in the DBE program. ODOT needs the scope of work finalized prior to setting the DBE goal for the Toll Program. ODOT needs to address barriers to help support minority businesses to increase DBE participation.
- Recommended action #4: There is a lot of connection between the recommendation and the implementation phase. Some the challenges include creating another system for people to use and having potentially onerous reporting requirements for community-based organizations (CBOs). Any conversation with CBOs needs to also benefit that organization. EMAC members noted that there are already CBOs providing social services, so the toll program should collaborate with those services. Additionally, EMAC members discussed reciprocity for implementation and whether people that qualify for one type of support service would also qualify for the low-income toll program.
- Recommended action #5: EMAC members expressed a desire to move towards conversations about trade-offs in the rate-setting process. The project will need to map out what decisions will

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impact I-205/I-5 and what decisions will impact the interstate bridge. There is a desire to know the specifics of the rate-setting plans that state rules don't include.

- Recommended action #6: EMAC members discussed how to look at the toll program performance long-term. ODOT recognizes a need to set a base now for future monitoring and analysis. There was also a conversation about the low-income toll program and how to ensure the enrollment process is seamless across multiple services from TriMet, ODOT, and PBOT.

Discussion question: What are the most pressing issues that require work? How can ODOT and EMAC work together prioritize and co-create solutions? What are our shared actions moving forward?

- An EMAC member noted that diversion is a pressing issue to consider. The project needs to consider how to monitor the application in the NEPA process.
- An EMAC member said that there is a need to provide multimodal solutions as an alternative at the time that tolls are implemented, but this is a challenge to find funding to implement transit alternatives without a revenue source.
 - Travis recognized that this is a challenge and noted that some multimodal investments may not be eligible for toll revenue considering constitutional limitations.
- An EMAC member asked what long-term accountability will look like. They also asked if there will be additional accountability workshops.
 - There will likely be more accountability workshops in the future. There will be some performance requirements agreed to with FHWA that will set a baseline for monitoring, but ODOT recognizes that there is interest in other forms of monitoring.
- An EMAC member commented that there are communities that have not been involved yet, but there are individuals and groups that have been involved in the project from the beginning and offer a level of continuity to the project that is useful.
 - Travis commented that ODOT is building up knowledge and expertise around the project. Ultimately, the OTC will determine the framework for the system.
 - Commissioner Smith agreed that the OTC is engaged and dedicated to having ongoing representation and accountability for the toll program.
 - Della noted that there are comments on each board about moving towards implementation and reflected that the project is starting to focus on outcomes. There is a lot of energy around understanding the implementation and monitoring.

Jessica reviewed a list of themes that EMAC members have expressed as pressing issues: diversion, partnering with CBOs, impacts to sovereign nations, transit, leveraging existing models, and long-term accountability.

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- An EMAC member added that impacts to SW Washington should also be considered as a pressing issue.
 - Gareth discussed the need for clearer transparency around the rule-making and what that looks like for SW Washington residents. Travis shared that ODOT can set rules and rates for any system in Oregon, but the policies for the Interstate Bridge Replacement project will be set through a bi-state process. He noted that WSDOT does not have a low-income program set in place.
 - An EMAC member asked how native Americans in Washington traveling to Oregon for services would be considered in the rate-setting process.
 - Travis responded that if exemptions are approved for tribal members, they likely would not be exclusive to Oregon-based tribal governments.
- An EMAC member shared that they are concerned about the trade-offs. They noted that coming up with funds need for transportation projects will require trade-offs that could impact EMAC's recommended actions.
 - Mandy agreed that trade-offs will be a challenge and said there is a strong commitment from ODOT and the OTC to keep equity as a focus.
- An EMAC member asked if the toll program should include community education and engagement because people don't seem to have enough information.
 - Mandy recognized that the low-level of understanding about tolling and congestion pricing in Oregon. ODOT will increase engagement efforts for tolling and there will be a marketing contract in the future to conduct broad outreach for enrollment in the toll program.
 - Anne shared that project team is attending 2 events a week for engagement, such as tabling events and community walks. Effective engagement meets community members where they are and engages in one-on-one conversations.
 - An EMAC member recommended a tabling event in SW Washington.
- An EMAC member discussed an existing model that OHA used to fund outreach with CBOs and hold regular orientation meetings. They suggested this model could be applicable to conducting outreach for toll program enrollment.
 - Gareth commented that a lot of the details for enrollment aren't determined by state rules. He added that the September STRAC meeting will focus on the process flows for low-income program enrollment. Work is still needed to determine the details of how enrollment will occur.

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4 Wrap Up & Next Steps

There will be a joint EMAC and STRAC meeting on July 21 to discuss how to keep equity centered in the rule-making process. EMAC will meet in early August to discuss options and draft performance criteria for the Regional Mobility Pricing Project. Additionally, EMAC will meet in fall 2023 for a briefing on the PTS.

Commissioner Smith shared her appreciation for the conversations between EMAC and ODOT and developing a deeper understanding of EMAC's vision and ODOT's actions. The OTC appreciates EMAC's work and will continue to do so going forward. She said that EMAC has given the OTC great advice and continues to deliver on the promise of the committee's name.

5 Action Items

The project team heard requests for additional information during the workshop. Action items for the project team are:

- Provide a progress report on community education and outreach
- Send EMAC members a list of where tabling events have been held/planned
- Schedule a tabling event in SW Washington
- Share PTS materials and committee information