

# Regional Toll Advisory Committee: Charter Feedback Matrix

October 19, 2022

This document provides a summary of feedback received from RTAC members on the draft committee charter and additional information for discussion.

What We Heard	Person(s)	What We Are Thinking About Now
<p>[Reference to definition of variable tolling and dual goals in preamble on page 1] Could this read the primary <b>goal</b> is to reduce congestion and the secondary goal is to generate revenue for? I feel that with a level of priority it will make it easier to decide between competing options.</p>	<p>James Paulson, EMAC Liaison</p>	<p>The Oregon Toll Program has dual purposes, raising revenue for investments and managing congestion.</p> <p>Each project is a balance of these goals and the details occur at the project-level through the environmental analysis and rate setting processes. As information is available from the toll projects, we plan to provide it to inform this committee's discussions.</p>
<p>The <b>dual tolling purposes</b> don't capture other goals that have been discussed. While we acknowledge the dual purposes of managing congestion and raising revenue that have long been discussed for the pricing program, those are broad purposes, and they can be further defined. The recent draft of the RMPP Purpose and Need outlines 9 different goals for the project.</p> <p>The word <b>climate</b> doesn't appear anywhere in this Charter document. Congestion pricing, when designed correctly, is one of the most potentially effective tools in helping to reduce vehicle miles travelled and transportation-related carbon emissions. ODOT's Vision Eval modeling tool has recently demonstrated this in work done jointly by the City of Portland, Metro and ODOT's Climate Office, and ODOT often includes Climate goals in presentations about tolling. Yet, this document only contains a light reference to impacts on the environment listed among the things to be considered.</p> <p>[Reference factors on page 3] Should the goals include increasing speed to reduce lost time? To that extend adding lanes must be part of the solution.</p>	<p>Commissioner Jo Ann Hardesty, City of Portland</p> <p>Councilor Richard Rylander, Clark County</p>	<p>We can revise the charter to identify that addressing climate, funding, equity, and congestion are all goals included in the work of the toll projects.</p> <p>As part of Regional Toll Advisory Committee's work, we will bring information from the toll projects to inform the discussion on the key questions for the committee.</p>

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<p>How will <b>email feedback</b> be collected? I didn't see a process listed for having that information elevated to the committee.</p>	<p>Commissioner Nafisa Fai, Washington County</p> <p>Councilor Richard Rylander, Clark County</p>	<p>We are striving to be inclusive and center equity in our work. We can revise the charter to detail our process, which is that emails to the committee will be bundled and provided to members in advance of each meeting.</p>
<p>There is nothing listed about ASL, closed captioning, or Spanish translation for the meetings. I think if we are to make an attempt to be <b>inclusive</b>, that should be listed in the Charter.</p> <p>Please specify where records of meetings along with any documents can be found online and when, post meeting/pre meeting those will be available.</p>	<p>Commissioner Nafisa Fai, Washington County</p> <p>Councilor Richard Rylander, Clark County</p>	<p>Providing varied, diverse ways for people to access information of the committee is important to our work.</p> <p>We can revise the charter to detail our process, which is as follows:</p> <ul style="list-style-type: none"> <li>• With livestreaming on YouTube, English closed captions will be enabled. - Following public meeting access requirements, if people reach out to us before the meeting we will accommodate their access needs (physical ability, language, etc.).</li> <li>• All of the materials associated with these meetings and recordings will be hosted on an ODOT webpage.</li> <li>• Meeting materials are reviewed for compliance with ADA standards.</li> <li>• We are striving to have materials available a week before the meeting and recordings of the meeting soon after.</li> </ul>
<p>It is a conflict of interest for the advisee to serve as Chair because of the <b>Chair's role</b> of setting the agenda and having the authority (alongside the facilitator) to guide conversation and table issues. This structure would undermine the purposeful independence of an advisory committee that is intended to provide outside perspective to the agency. I recommend having the committee select a Chair and Vice Chair, or Co-Chairs, from among the voting membership and that the ODOT Director serve as an Ex Officio member.</p> <p>The ODOT leadership should not be in charge of the process. Rather, they should step back to assure they are not "guiding" the direction to achieve their desired outcome.</p>	<p>Commissioner Paul Savas, Clackamas County</p> <p>President Lynn Peterson Metro Council,</p> <p>Mayor Frank Bubenik, City of Tualatin</p> <p>Councilor Richard Rylander, Clark County Council</p>	<p>We have brought in a facilitator, David Kim, to provide a neutral, outside voice to help the committee navigate an aggressive work plan and achieve success for their desired outcome.</p> <p>The ODOT Director intends to serve as a quiet chair who is a non-voting member, and would welcome members reaching out to review and discuss upcoming committee agendas.</p>

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<p>I am concerned that ODOT's Urban Mobility Office Director appears to have been given a voting role on this committee. Having ODOT <b>staff as a voting member</b> of this body is a clear conflict of interest and erodes the intention of this committee as a venue for local, impacted jurisdictions and community representatives to advise on the process and outcomes.</p> <p>ODOT staff should be a resource to RTAC only.</p>	<p>Commissioner Paul Savas, Clackamas County</p> <p>President Lynn Peterson Metro Council,</p> <p>Mayor Frank Bubenik, City of Tualatin</p>	<p>It is our desire to support this group as an important gathering place for local communities to review, discuss, and advise on the development processes and outcomes.</p> <p>We want members to have ready access to information. ODOT's Urban Mobility Office Director Brendan Finn and Deputy Director Della Mosier will continue to attend meetings, but as non-voting members of the committee.</p>
<p><b>Request to expand the committee scope and range of meeting topics.</b></p> <p>ODOT has artificially limited the committee's scope by including a list of so-called "project decisions." The draft charter itself is unclear on whether these "decisions" are points of discussion within the committee's purview. For example, on page 2, "integration of the I-205 Toll Project with the Regional Mobility Pricing Project" and other concurrent projects is listed as one of several "key issues and project-level decisions" that the committee should focus its time on.</p> <p>I will not be ready to engage in a conversation about how to move the RMPP along faster to close the gap between the I-205 Toll Project and the RMPP until and unless it is clear that the RMPP is being designed to manage demand on the system and help to advance systemwide mobility, equity, climate and safety goals. This committee should be involved with finalizing the RMPP Purpose and Need and other key project design decision points to ensure its alignment with regional goals.</p> <p>The process comes across as being a "rubber stamp" and dressing it up with bows to sell the need (and details) of tolling to the public rather than being a true collaboration. Telling us what's on the table and what's not does not have a positive connotation.</p>	<p>Commissioner Paul Savas, Clackamas County</p> <p>President Lynn Peterson Metro Council</p> <p>Mayor Frank Bubenik, City of Tualatin</p> <p>Commissioner Jo Ann Hardesty, City of Portland</p> <p>Councilor Richard Rylander, Clark County Council</p>	<p>As part of the Regional Toll Advisory Committee's work, we will bring information from the toll projects to inform the discussion on the key questions for the committee.</p> <p>There are other venues where local cities and counties, as well as businesses, non-profits, and community members are involved with toll project level decisions. For the Regional Mobility Pricing Project there are 33 participating agencies that will be a part of the National Environmental Policy Act (NEPA) review process.</p> <p>At the Regional Toll Advisory Committee's first meeting we did not walk through the work plan in detail. In the October meeting we plan to take time to review and discuss the work plan and key questions to clarify scope and meeting topics.</p>

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<p><b>Toll revenue allocation</b> is critical to achieving project goals and creating a more equitable system. This committee must be able to be meaningfully involved with toll revenue considerations.... The charter states that this committee is supposed to provide, “local input on criteria for allocation of net toll revenue.” What is considered the “net” toll revenue? After the congestion pricing system is paid for? After the highway projects are paid for? This committee should have more influence over revenue allocation than just local input on criteria. The OTC can remain the final decision maker around revenue decisions, while still allowing this local committee to provide a clear recommendation for allocation decisions.</p>	<p>Commissioner Jo Ann Hardesty, City of Portland</p>	<p>We will revise the charter to remove “net” from the revenue allocation question to help provide greater clarity on the intent for this committee to have input into this decision.</p>
<p>How will the feedback of this committee meaningfully influence the toll projects in this region and be <b>coordinated with, rather than duplicative of, the other committees</b> like the new Statewide Toll Rulemaking Advisory Committee? ... How will this new group be informed by the feedback that we have already given to you (via JPACT, IBR ESG, ACT, EMAC)? Why is a statewide group having a conversation about toll rates in the Portland region? And, finally, what is the purpose of so many committees and how can you ensure that the time that all of us are spending on these committees is time well spent and will have a meaningful impact on the toll program details?</p>	<p>Commissioner Jo Ann Hardesty, City of Portland</p>	<p>To improve our communication of the work between the different toll advisory committees, we are planning to bring information to the October meeting on our approach to coordinating the work of these groups. We look forward to your feedback on how to improve this process.</p>
<p>There were a lot of people in the room. Is everyone on the AC? If not, <b>will there be opportunities for closed door meetings with just the AC?</b> I would like an opportunity to openly discuss the plans and fully understand how we intend to engage the public. It was not clear at the meeting how this would happen.</p>	<p>Kasi Woidyla, Virginia Garcia Memorial Health Center</p>	<p>Regional Toll Advisory Committee meetings will follow public meeting laws for transparency and communication. We can work with members before and after meetings so that members feel included and prepared. We will work to use different meeting formats to ensure that all voices are heard.</p>

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What if we don't accept the resolutions? What if some of the assumptions and actions were incorrect and need to be corrected?	Councilor Richard Rylander, Clark County Council	For members who want to work on the committee, we are asking for a commitment to start from where ODOT is today, which is to build on direction from past decisions and input (e.g. Oregon Legislature, Oregon Transportation Commission, Federal Highway Administration, and Value Pricing Feasibility Analysis, etc.).

**Attachments**

- Commissioner Paul Savas email and attachment of Clackamas County Tolling Values Statement
- Commissioner Jo Ann Hardesty comment letter
- Metro President Lynn Peterson comment letter
- Commissioner Nafisa Fai comment email
- Mayor Frank Bubenik email
- James Paulson email
- Councilor Richard Rylander email
- Kasi Woidyla email
- Carley Francis email