

Regional Toll Advisory Committee Charter Feedback Matrix

This memorandum provides a summary of comments received from members on the draft committee Charter at the December 5th meeting of the Regional Toll Advisory Committee.

Comment received during Charter discussion	ODOT Response and/or edit to the Charter
<p>Add clarity about addressing congestion from diversion/rerouting to local roads.</p>	<p>The RTAC will discuss diversion and rerouting to local roads when discussing the key question related to mitigation strategies to address negative impacts from diversion. These discussions are scheduled to occur in meetings 5, 6, 7, and 8.</p> <p>Charter Edits:</p> <ul style="list-style-type: none"> Page 4: Edit the factor to: To what extent the option will improve the traffic operations of the priced facility and associated travel corridors, including but not limited to increasing reliability and mitigating congestion.
<p>Add text to highlight the importance of addressing climate change.</p>	<p>Addressing climate change is a priority for ODOT and congestion pricing is one of the essential tools needed to address the climate crisis.</p> <p>Climate has been added to the revised charter and would be considered in all RTAC discussions. Specifically, addressing climate change would occur when discussing diversion (see above), Public Transportation Strategy (meetings 5, 7, 8) and alignment between RMPP and the RTP and OTP (meetings 10 and 11).</p> <p>Charter Edits:</p> <ul style="list-style-type: none"> Page 4: Edit the factor to: Whether and how the option will impact the surrounding community, economy, greenhouse gas emissions and/or the environment, as well as the freight movement and economy of Oregon and Southwest Washington.

Error! No text of specified style in document. / Error! No text of specified style in document.

Comment received during Charter discussion	ODOT Response and/or edit to the Charter
Increase focus on safety.	<p>Safety is a priority for ODOT and revisions to the charter have been made to clarify this intention. Safety will be considered in RTAC discussions about diversion (see above) and alignment between RMPP and the RTP and OTP (meetings 10 and 11).</p> <p>Charter Edits:</p> <ul style="list-style-type: none"> Page 4: Edit the factor to: To what extent the option may cause diversion to other routes and modes that will impact the safety, performance and operations of other transportation facilities, including both roads and public transportation service.
Add focus on improving reliability of biking, walking and transit.	<p>Improving multimodal travel is a priority for ODOT. This goal has been added to the revised charter and would be considered in many RTAC discussions. Specifically, multimodal travel would be discussed related to the Public Transportation Strategy (meetings 5, 7, 8) and meetings about alignment between RMPP and the RTP and OHP (meetings 10 and 11).</p> <p>Charter Edits:</p> <ul style="list-style-type: none"> Page 4: Edit the factor to: To what extent public transportation service and active transportation (biking, walking and rolling) is available to serve as an alternative, non-tolled mode of travel.
Include prioritization of goals in the committee's work, including those related to VMT reduction, greenhouse gas reduction, raising revenue, reducing diversion, reducing congestion, improving safety, reducing community impacts and improving reliability of biking/walking/transit.	<p>Given the complexity of this work, we foresee discussion on RTAC key questions leading to a prioritization within the committee's deliberation and recommendation formation.</p>
Add toll revenue allocation, including funding of diversion mitigation, as part of the committee's work.	<p>The criteria associated with toll revenue allocation will be discussed in meetings 5, 9, 10 and 11.</p>
Ensure committee can discuss NEPA analysis.	<p>The RTAC will have access to NEPA analysis and will discuss results during RTAC meetings as they are available.</p>