



Urban Mobility
STRATEGY

Oregon Toll Program Equity and Mobility Advisory Committee

Wednesday, June 22, 2022



Welcome and technical info

What you say is part of the public record and open to public records requests through the Oregon Public Records and Meetings Law.

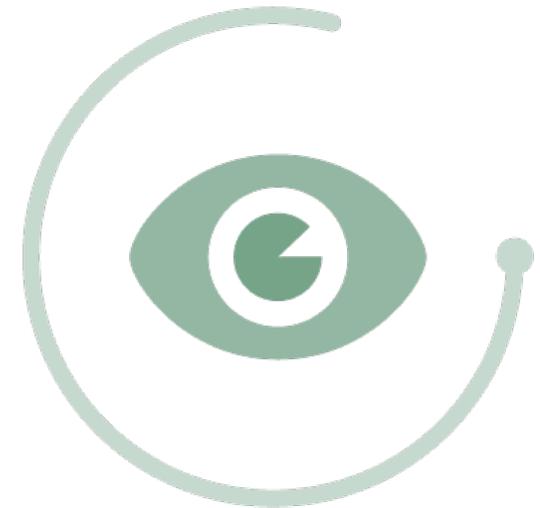
We will post the minutes on the Equity and Mobility Advisory Committee webpage at OregonTolling.org.

Tech help?

Contact Nick at:
505-870-4449

Nick.Fazio@wsp.com

Centering Exercise



Working together agreements



Our plan for today

- Discuss and reach committee-wide support on the Equity and Mobility Advisory Committee recommendations that will be communicated to the Oregon Transportation Commission at their July meeting.
- Receive the draft recommendations for the Low-Income Toll Report
- Receive an update on community engagement to understand what the public, and specifically Equity Framework communities, had to say.
- Listen to and discuss public feedback.
- Celebrate over two years of working as an Equity and Mobility Advisory Committee.

Agenda

- Welcome
- Overview
- Spring 2022 Engagement Results
- EMAC July 2022 Recommendations for the OTC and ODOT
- Low-Income Toll Report Update
- Community Engagement Update
- Public Comment
- Closing

Overview

Jessica Stanton, Facilitator

Equity and Mobility Advisory Committee & Oregon Transportation Commission



- Neighborhood health and safety
- Low-income
- Transit and multimodal

Overview

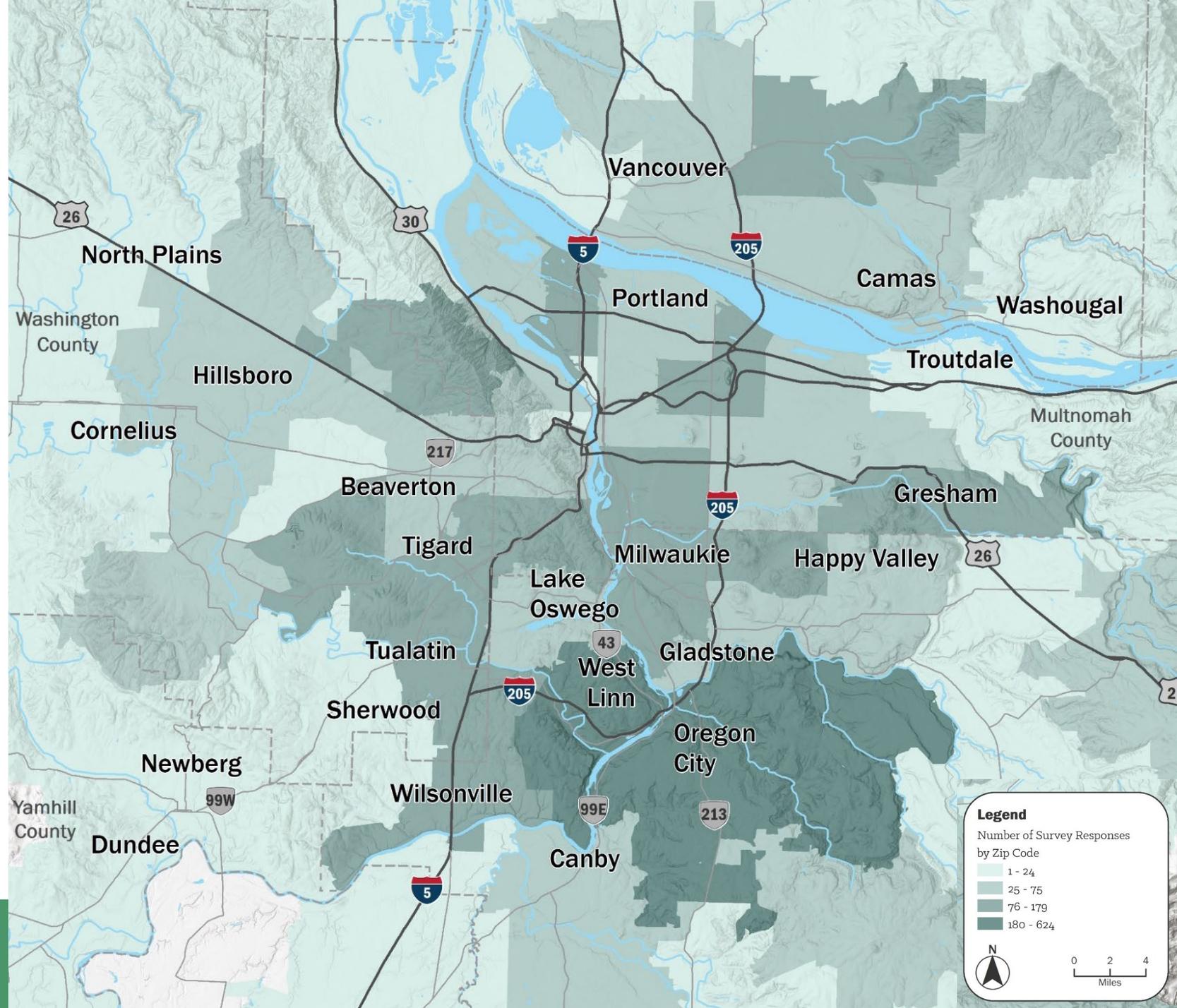
- What happened at the last meeting
- What we expect to happen today
- Key milestone

Spring 2022 Engagement Results

Engagement overview

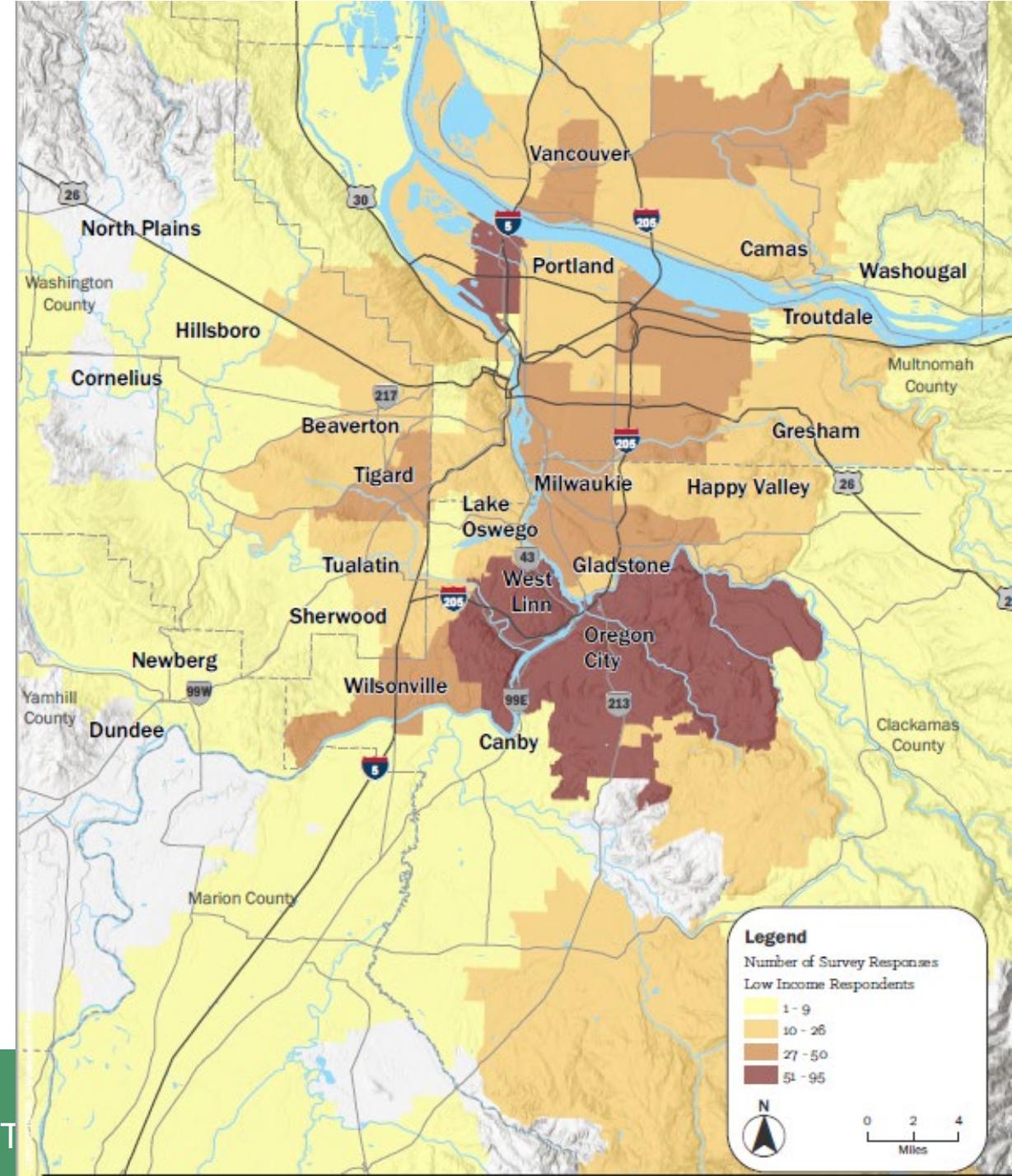
Invited feedback to shape congestion pricing and advance equity, including developing a toll discount or credit for people experiencing low incomes.

- ~12,000 survey responses
- 9 discussion groups
- 7 stakeholder interviews



Demographics

	Survey Respondents	Portland Metro Area
BIPOC	26%	25%
Low Income	23%	31%
Disability	18%	12%



Overall themes



- Keep tolls **as low as possible**.
- Use **generous eligibility thresholds** for a low-income program.
- Consider **impacts to working families and vulnerable groups** that may not qualify as low income.
- **Transit improvements are needed** before it can be considered a viable alternative to driving.
- Questions about **how the community feedback will make a difference** and how tolling will solve traffic problems.

Discussion group themes: Low-Income Toll Report

- **Use generous eligibility thresholds** for a low-income program. Some concern about fairness and considerations of other groups.
- **Preference** for ongoing discounts, toll credits, toll caps, and credits for toll trips. Some concern about transit credit.
- Provide **many options to demonstrate eligibility and apply**.
- Partner with low-income programs and CBOs and provide sufficient **staff and resource support**.
- **Address potential barriers** such as limited access to web and language barriers.
- Conduct **awareness and education** campaign.
- Provide support for those who can't make toll payment and **avoid impacts from fines or penalties**.

“If people qualify for another low-income program (such as SNAP), they should just automatically get the low-income toll discount. People feel down about themselves when they are constantly having to apply for programs due to their lack of income.”

Discussion group themes: Equity

- **Ensure equity goals** through convening an equity committee, providing progress reports, and frequent updates from ODOT.
- High priority goals for a toll program included: **benefits for communities of concern, community health and safety, and enhanced transit, bike and pedestrian choices.**
- Consider the **lack of viable alternatives to driving**, improving health and safety in nearby neighborhoods, and concern rerouting will lead to increased emissions on local roads.

“Lower income and BIPOC, immigrant/refugee communities are often pushed out and often can be located near highways. Air quality is important, but if there are impacts, what solutions are there too?”

Discussion group themes: Equity strategies

- Support **accessible transit** options.
- Provide **benefits and outreach** to people with disabilities, immigrant and refugee communities, LGBTQIA+ and BIPOC community members.
- Suggestions for **equitable tolling** and funding strategies.
- **Build trust first** and put community voices into action. Provide information about decision-process for tolling.
- Convey explicit **benefits of tolling**.
- Keep the **toll rates low to reduce harm to communities** and consider how large employers could contribute to community benefits.

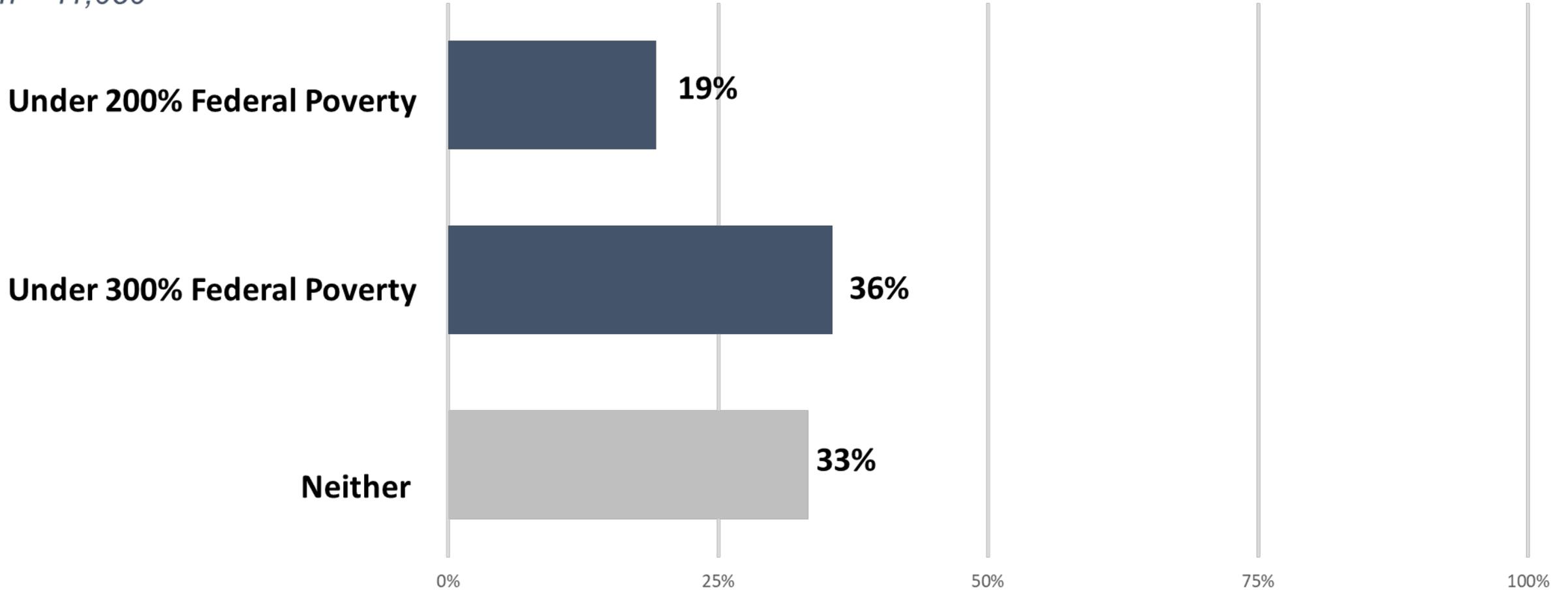
“Alternative options must be accessible and well supported to allow people to have a real choice of how they can get from one place to the other.”

Survey results: Who should be eligible for a low-income discount or credit?

All Respondents

n = 11,050

Total Responses

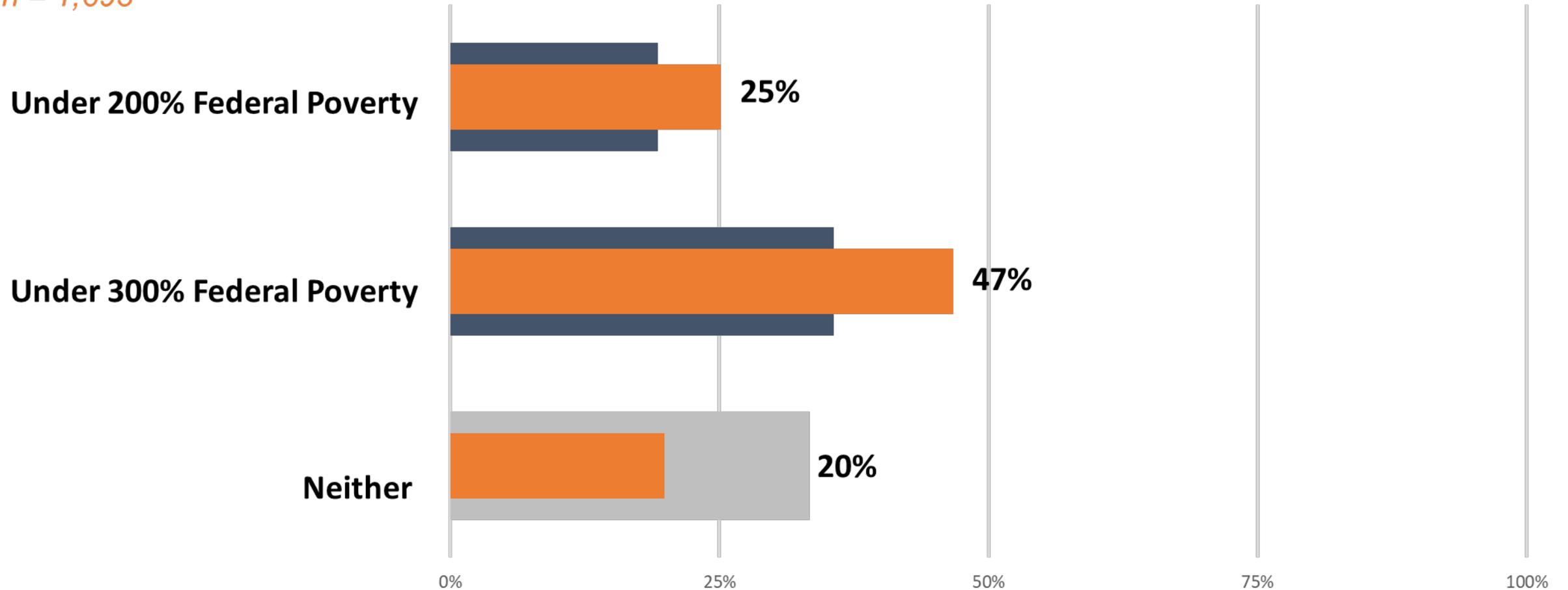


I don't have a preference/prefer not to answer generated 12% of responses

Survey results: Who should be eligible for a low-income discount or credit?

Low Income Respondents

n = 1,693



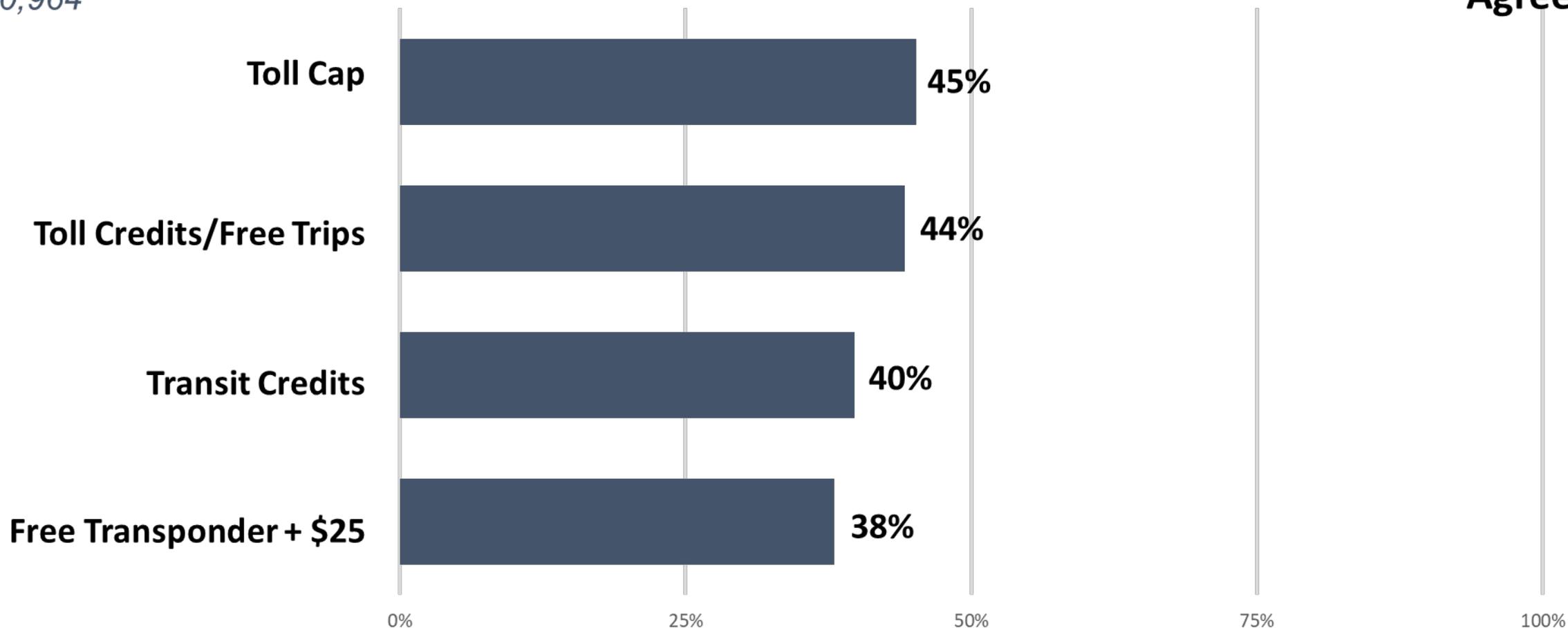
I don't have a preference/prefer not to answer generated 8% of responses from respondents with HH income < \$50K and 12% of all respondents.

Survey results: Do you agree with the following options for a low-income toll program?

All Respondents

n = 10,964

Strongly Agree +
Agree



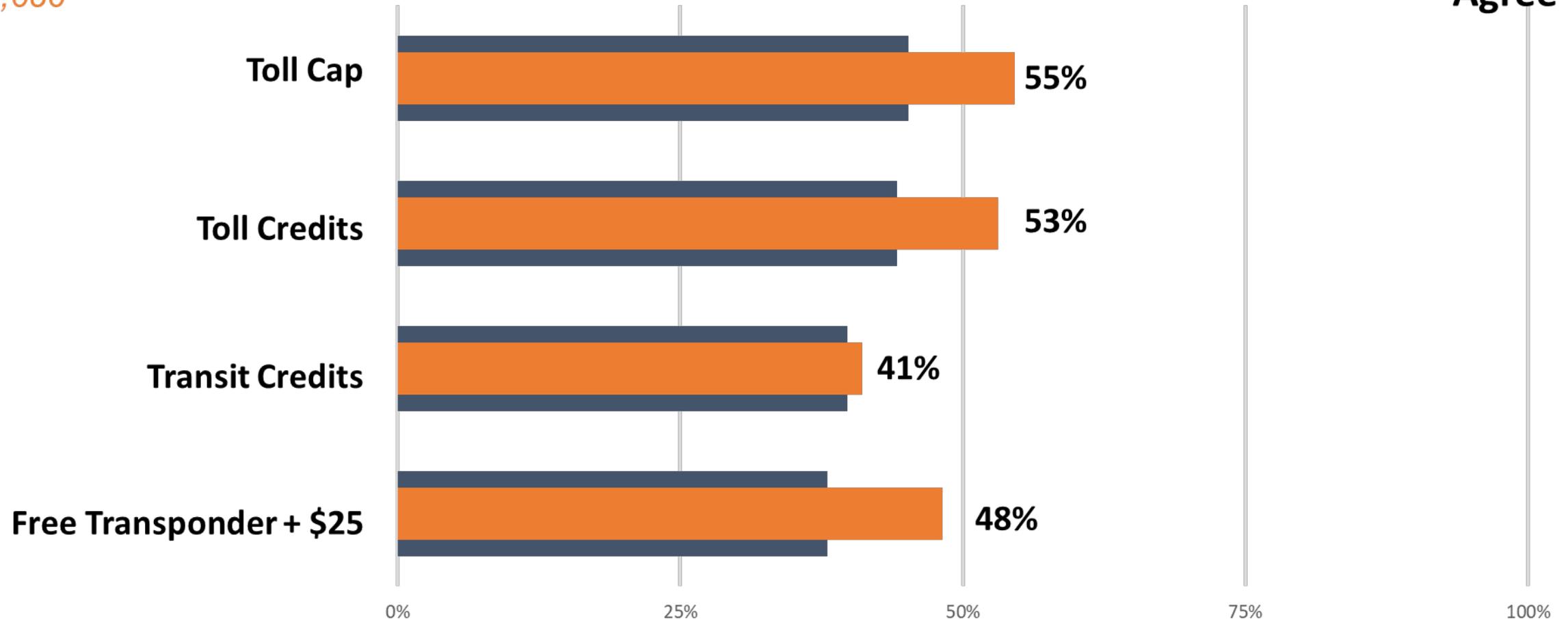
"I don't know" was selected by 7-8% of respondents.

Survey results: Do you agree with the following options for a low-income toll program?

Low Income Respondents

n = 1,686

Strongly Agree +
Agree



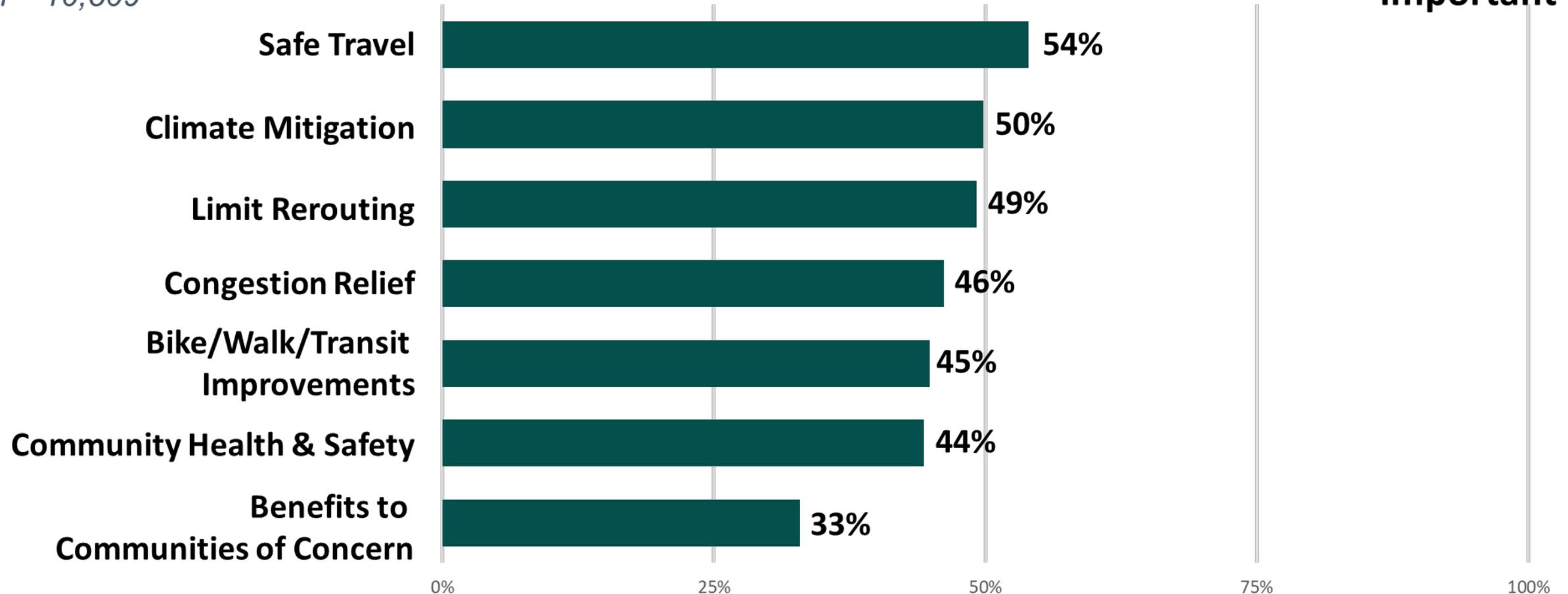
"I don't know" was selected by 6-9% of respondents experiencing low incomes.

Is it important that tolling revenue contribute to the following?

All Respondents

n = 10,509

Very Important + Important



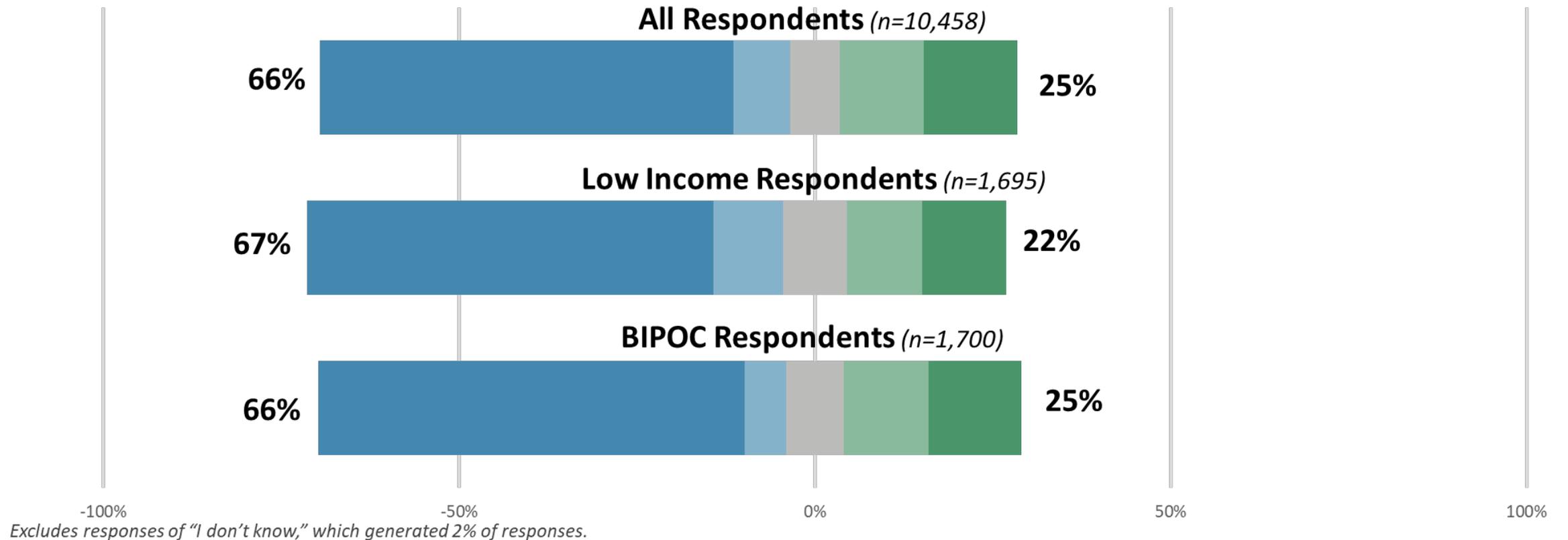
"I don't know" was selected by 5-9% of all respondents.

Survey results: Would you support a slightly higher toll rate for community-identified priorities, such as improved sidewalks or transit facilities near the tolled highways?

Strongly Opposed
Somewhat Opposed

Neutral

Strongly Supportive
Somewhat Supportive

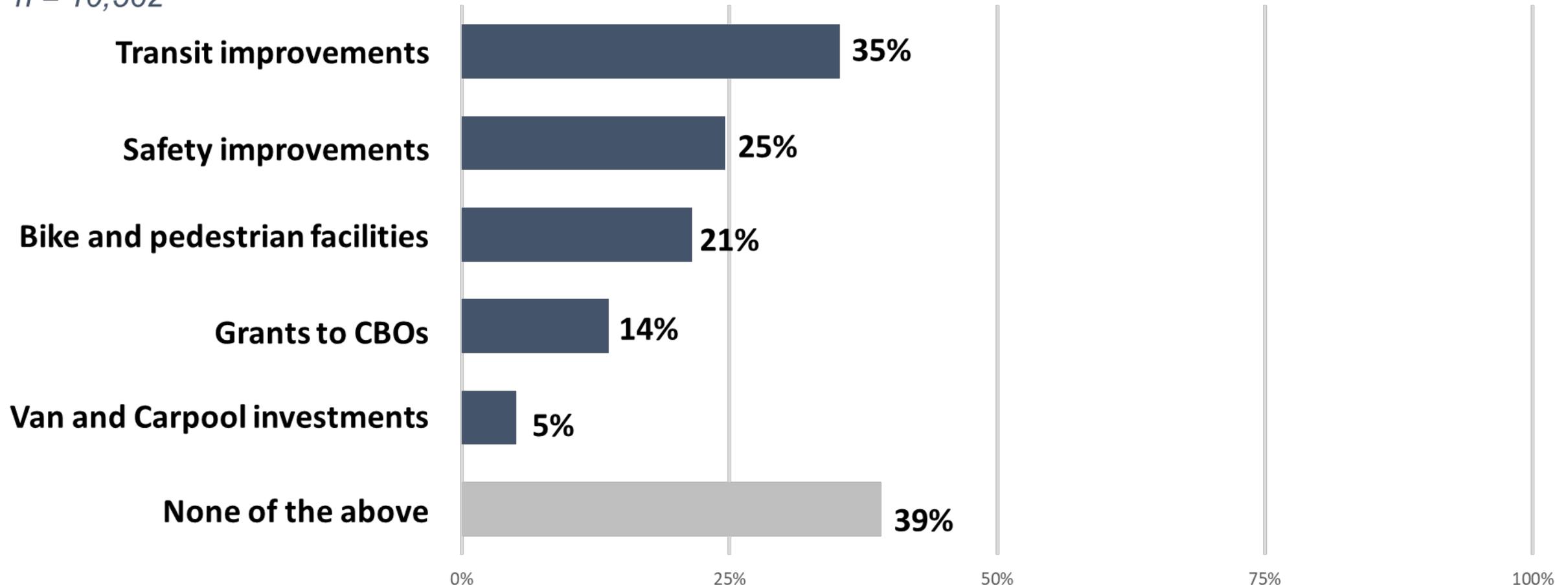


Survey results: How do you prefer to allocate toll revenues for non-highway improvements?

All Respondents

n = 10,562

Total Responses



Respondents could choose two options.

Next steps

- **Late June:** High-level summary of key results summarized in published draft of Low-Income Toll Report.
- **Early August:** Finalize Spring 2022 Engagement Report for the Regional Mobility Pricing Project and share with public and partners.



EMAC July 2022 Recommendations for OTC and ODOT

Jessica Stanton, Facilitator

Chris Lepe, Project Team

Dr. Philip Wu, EMAC

James Paulson, EMAC

Michael Espinoza, EMAC

Eduardo Ramos, EMAC

Ismael Armenta, EMAC

Recommended Actions

- EMAC Navigators describe the journey to finalizing the recommendations. What were some pain points and triumphs? What has this process meant to you?
- EMAC review and discuss each recommended action
- Feedback from Commissioner Smith and ODOT

Recommended Action: How we got here



- EMAC Navigators describe the journey to finalizing the recommended actions.
- What were some pain points and triumphs?
- What has this process meant to you?

Recommended Action #1

Congestion Management

The following goals should guide ODOT's decisions on tolling related to congestion management, including design, setting rates, monitoring, and adjusting tolls, with an emphasis on avoiding disproportionate burdens and focusing on benefits among Equity Framework communities:

- Price the system to maximize efficiency of the toll corridors, emphasizing moving as many people as possible in the existing lanes, coupled with robust investments by ODOT and regional partners in reliable, emissions-reducing, and a competitive range of transportation options (bike, walk, bus, carpool, vanpool, etc.) to advance climate, safety, and mobility.
- Limit freight and longer-trips diverting into local communities.
- Improve access to jobs, healthcare services, education, recreation and natural spaces.
- Improve air quality and reduce Greenhouse Gas (GHG) emissions.
- Reduce vehicle miles traveled (VMT) per capita.
- Increase mode shift from single-occupancy vehicles to higher-occupancy vehicles or transit.
- Price the system so that lower-income households pay a lower percentage of household income than middle and upper-income households pay.

Discussion

Do we have 80% agreement? Any dissenting opinions?

Recommended Action: How we got here



- EMAC Navigators describe the journey to finalizing the recommended actions.
- What were some pain points and triumphs?
- What has this process meant to you?

Recommended Action #2

Revenue Generation

For the approach to revenue generation, the Oregon Transportation Commission should pursue the following strategy:

- Pursue a large carve-out to provide the low-income discounts, credits, or exemptions to address affordability impacts.
- To inform the strategy for what is left over after bond-financed multimodal capital investments, which includes mitigation, select a rate schedule that is optimal for managing demand.

Discussion

Do we have 80% agreement? Any dissenting opinions?

Recommended Action: How we got here



- EMAC Navigators describe the journey to finalizing the recommended actions.
- What were some pain points and triumphs?
- What has this process meant to you?

Recommended Action #5

Business Investment

Identify and commit to a plan for increasing the number of small, minority, and women-owned businesses that are awarded contracts for designing, building, and operating the toll system and projects supported by toll revenues.

Discussion

Do we have 80% agreement? Any dissenting opinions?

Recommended Action: How we got here



- EMAC Navigators describe the journey to finalizing the recommended actions.
- What were some pain points and triumphs?
- What has this process meant to you?

Recommended Action #6

Business Investment

Provide ongoing funding for community-based organizations (CBOs) that serve communities identified in the Oregon Toll Program's Equity Framework and that are impacted by tolling to support the following types of activities:

- CBO transportation services for carpool, vanpool, and other transportation programs building upon the concept of ODOT's newly created Innovative Mobility Program.
- Compensation for community members to participate in tolling-related transportation planning activities, projects, or committees.
- Toll education programs and ongoing engagement to inform the toll program.
- Increase enrollment in the Oregon Toll Program account holders and access to the low-income toll program.
- Include CBOs in the monitoring process to identify and help prioritize actions to address neighborhood health and safety issues caused by increased diversion of freight or longer-trips from tolling.

Discussion

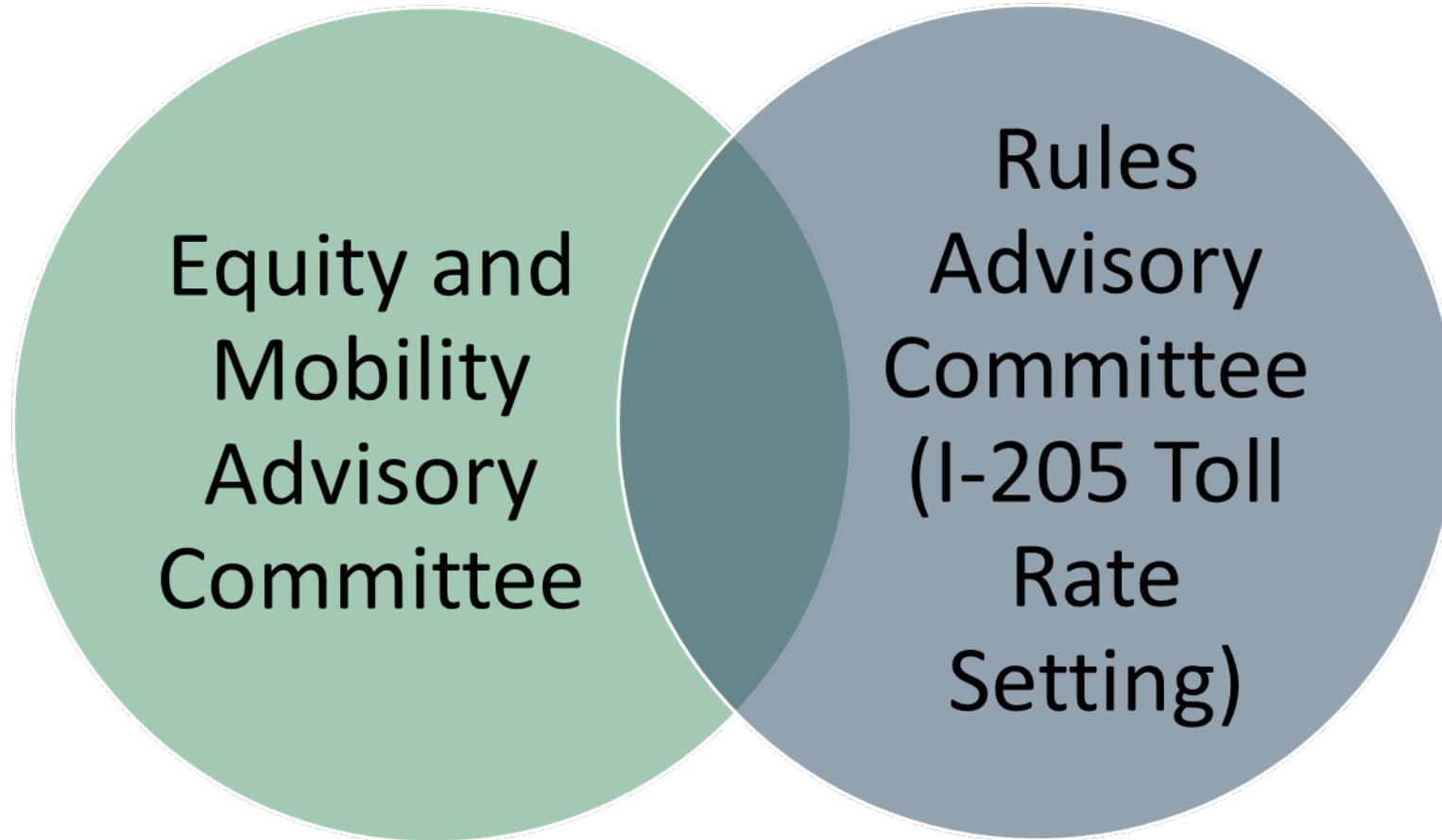
Do we have 80% agreement? Any dissenting opinions?

Recommended Action: How we got here



- EMAC Navigators describe the journey to finalizing the recommended actions.
- What were some pain points and triumphs?
- What has this process meant to you?

Recommended Action – Accountability



Recommended Action #3

Accountability

To center equity in the important rulemaking and I-205 Toll Project rate setting process, the following elements should be included:

- Include an EMAC member on the Rules Advisory Committee.
- The Rules Advisory Committee should include enough people with lived or professional experience with equity, as defined in the Oregon Toll Program's Equity Framework, to avoid "tokenism" and marginalizing their voices.
- EMAC should be provided with the investment-grade traffic and revenue analysis information and be given the opportunity to give feedback directly to the Rules Advisory Committee before they make a recommendation to the Oregon Transportation Commission.

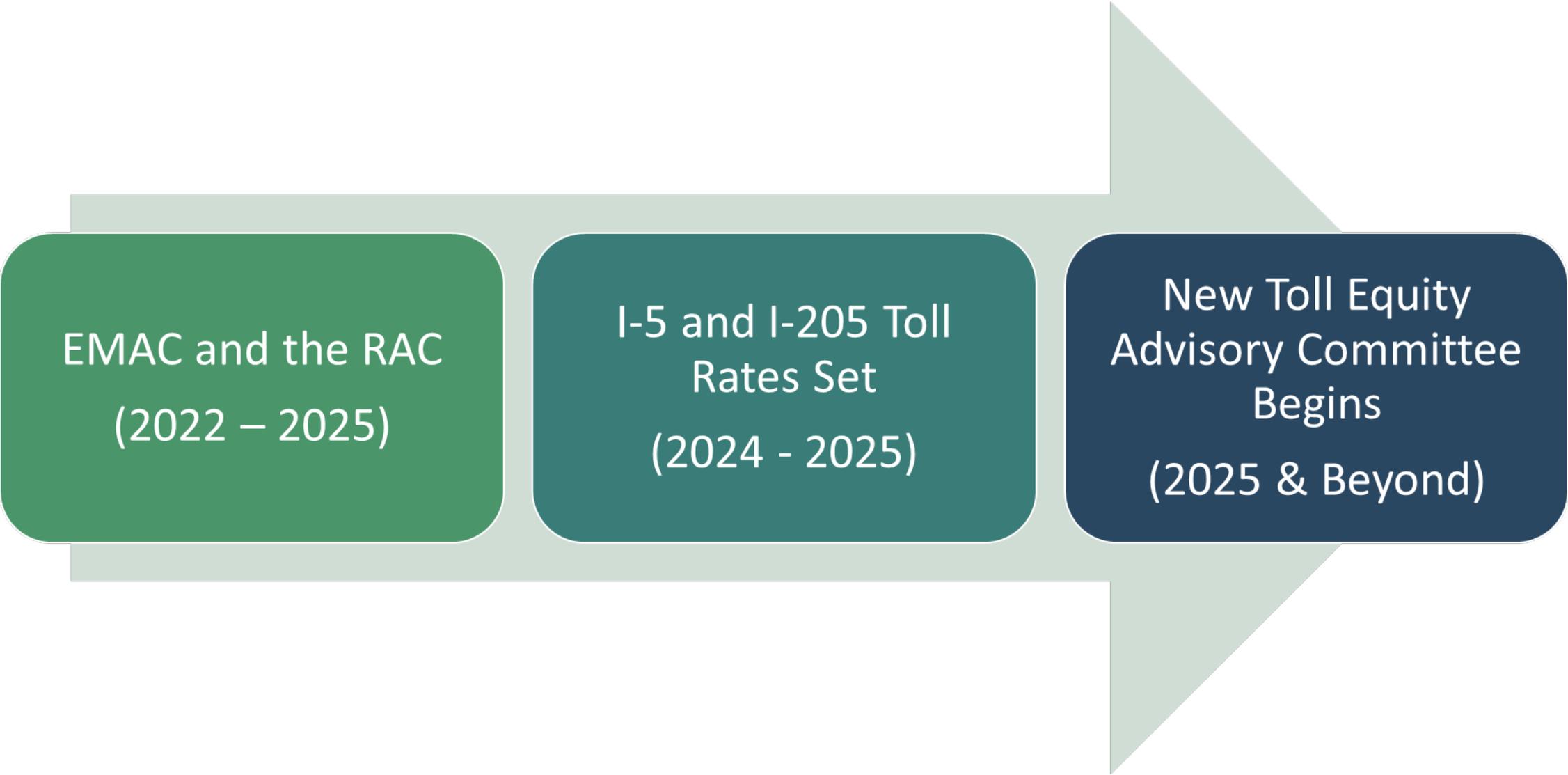
Discussion

Do we have 80% agreement? Any dissenting opinions?

Recommended Action: How we got here



- EMAC Navigators describe the journey to finalizing the recommended actions.
- What were some pain points and triumphs?
- What has this process meant to you?



EMAC and the RAC
(2022 – 2025)

I-5 and I-205 Toll
Rates Set
(2024 - 2025)

New Toll Equity
Advisory Committee
Begins
(2025 & Beyond)

Recommended Action #4

Accountability

Once tolls are in place and EMAC's work is complete, ODOT and the OTC should continue to support a toll equity accountability committee (that is separate and complementary to the Rules Advisory Committee) or establish another structure where equity voices are at the table in a consistent, transparent, and resource-supported way to ensure long-term accountability. Either the committee or another structure will review progress of the toll program over time to provide feedback and guidance to ODOT and the OTC to help advance equity processes and outcomes with tolling on I-5 and I-205.

The committee (or other entity) would monitor, evaluate, and provide feedback on the following:

- Equity commitments made to address EMAC's core intent: addressing issues of affordability, and the impact of diversion on neighborhood health and safety, and transit and multimodal transportation options.
- Equity commitments made as a part of mitigation in the I-205 and RMPP toll projects.
- Enrollment in and economic impacts of the low-income toll program over time.
- DBE commitments for workforce development and contracting of toll operations and projects funded by tolling.
- Improving ODOT's approach to equitable engagement and customer service practices.

Discussion

Do we have 80% agreement? Any dissenting opinions?

EMAC's Recommended Actions



**Strategic Direction for OTC &
ODOT Decision-Making
Processes**

EMAC Recommended Action

- Future decision-making process

Congestion management

- Informs the toll projects and Oregon Highway Plan Toll Amendment

Revenue generation

- Informs the RAC, Low Income Toll Report, and Oregon Highway Plan Toll Amendment

EMAC Recommended Action

- Future decision-making process

Accountability (RAC and Rate Setting)

- Informs the RAC membership
- Informs the interaction between EMAC and the RAC

Accountability (2025 & Beyond)

- Informs ODOT's for long-term monitoring and adjustments

Business Investment

- Informs the toll program-level contracting approach

BREAK



10 minutes

Low-Income Toll Report Update

Jessica Stanton, Facilitator

Garet Prior, Project Team

EMAC Scuba Team

Document Overview

- Introduction
- EMAC – Recommendations and feedback
- Stakeholder engagement summary
- Technical analysis
 - Sensitivity tests
 - Income threshold considerations
 - Value-of-time considerations
- Regional analysis
 - Income levels by geography
 - Eligibility for the Portland region
- Case study findings
- Evaluation framework
- Options for consideration
- Best practices

Options and Best Practices

Options for Consideration

- Income threshold
- Discount type
- Income verification

Best Practices

- Implementation considerations for:
 - Transponders
 - Payment options
 - Communications & outreach
 - Enrollment
 - Program monitoring and adjustment

Community Engagement Update

Jessica Stanton, Facilitator

Anne Presentin, Project Team

Restarting in-person engagement

- Information tables
 - Farmer's Markets, Sunday Parkways
 - 3 completed
 - Take-aways:
 - Appreciation for conversations
 - Many questions about logistics; some worries about negative effects
- I-205 Improvements Project open houses
 - June 28 and June 30
 - Toll Program will staff a station



Public Comment & Discussion

Public Comment

1

Welcome! You have up to 2 minutes to speak.

2

Please raise your virtual hand so the Project Team can unmute you when they call on you.

To provide comments at any time:



Email OregonTolling@odot.state.or.us with “Committee Public Comment” in subject line to provide written comments.



Call 503-837-3536 and state “Committee Public Comment” in your message to provide verbal comments.
Thank you for your participation.

Public Comment Discussion

- Is there anything you are hearing in your communities or in the public comments that you want to discuss?
- Do you have any questions for ODOT about toll project status updates?

Reflection, Celebration: Two Years of EMAC

Next Steps

- Reflection on two years of EMAC
- Future EMAC meetings and sub team meetings
- Meeting evaluation
- Closing



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THANK YOU!