

Oregon Toll Program

Equity and Mobility Advisory Committee Meeting #13 Summary



Subject	Equity and Mobility Advisory Committee Meeting #13
Date and Time	September 22, 2021 3:30-5:00 p.m.
Location	Online via Zoom
Recording	https://www.youtube.com/watch?v=fW0o9MkpcnY

EQUITY AND MOBILITY ADVISORY COMMITTEE MEMBERS

Attendees	Organization
Abe Moland	Clackamas County Health and Transportation
Amanda Garcia-Snell	Washington County Community Engagement
Bill Baumann	Community in Motion
Diana Avalos Leos	League of United Latin American Citizens; Latino Youth Conference
Dwight Brashear	SMART
Eduardo Ramos	At-large member
Germaine Flentroy	Beyond Black/Play, Grow, Learn
Ismael Armenta	At-large member; Oregon Walks
James Paulson	WorkSystems Inc. Board
John Gardner	TriMet
Kari Schlosshauer	At-large member; Safe Routes Partnership
Park Woodworth	Ride Connection
Dr. Philip Wu	Oregon Environmental Council
Sharon Smith	Oregon Transportation Commission

Absent: Fabian Hidalgo Guerrero - Causa; Michael Espinoza - Portland Bureau of Transportation

PROJECT TEAM

Name	Meeting Role	Name	Meeting Role
Jessica Stanton	Facilitator	Lucinda Broussard	Project team
Garet Prior	Project team	Chris Lepe	Project team
Hannah Williams	Project team	Nicole McDermott	Project team
Nick Fazio	Zoom host	Spiro Pappas	Meeting notes
Joy Agbugba	Project intern		

WELCOME

Jessica Stanton (meeting facilitator) welcomed the committee members and opened the meeting with a centering exercise. Jessica reiterated the importance of the Equity and Mobility Advisory Committee's (EMAC) work, reviewed the Working Together Agreements, and provided an

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overview of the meeting purpose – to further the development of a recommendation to the Oregon Transportation Commission. Jessica provided an overview of the proposed outcomes and the agenda. The proposed outcomes were to take the next step forward on EMAC recommendations to the OTC, and to provide feedback on the Regional Mobility Pricing Project (RMPP) Purpose and Need statement. The agenda included a public comment period and committee report out.

SETTING THE TABLE

Jessica provided an overview of the EMAC Game Plan to reorient committee members to the process for developing recommendations to the OTC. Jessica reiterated that previous meetings were focused on transit and multimodal, neighborhood health and safety, and affordability. The committee will now focus on furthering and finalizing the recommendations to the OTC. Jessica presented a word cloud to demonstrate everything that has gone into the recommendations and the partnership that exists between ODOT, the OTC, and EMAC in developing the recommendations. She reminded committee members that this is the final EMAC meeting to review all options before determining what the draft recommendations will be in October.

TODAY'S MEAL

Jessica identified “Today’s Meal” as moving toward EMAC recommendations and turned the meeting over to Lucinda Broussard (ODOT Toll Program Director) and Commissioner Sharon Smith (OTC) to provide an overview of the ODOT, OTC, and EMAC partnership (*see [Equity and Mobility Advisory Committee Meeting 13 presentation](#) [slides 15-18] and [meeting recording](#) [video; 11:10]*).

First, Lucinda highlighted that ODOT will support the OTC and EMAC to help refine and deliver policy and strategy commitments. Lucinda provided an overview of the process for determining a toll rate, determining the amount of money that will be expected, and determining how the funds will be used. She noted that equity is priceless and that ODOT would like to recommend reserving money to better understand what investments are needed once tolling is in place.

Committee Comment

- A committee member asked who at ODOT is doing the [Title VI](#) analysis, or if ODOT is waiting on the actual projected toll level? The member noted that although ODOT doesn’t know “how much” and “the resources that would be drawn” from tolling, is ODOT indexing other toll projects to get a sense of what the cost would be? Or, is someone doing the civil rights Title VI review for the ultimate toll process?
 - Garet Prior (project team) noted that the Title VI analysis will occur through the National Environmental Policy Act (NEPA) review. Garet also said he would confirm and get back to the committee member on the specifics.

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Commissioner Smith provided an overview of the legislative direction from House Bill 2017, directing tolling and the delivery of major highway projects. She also noted that the OTC has to abide by the constitutional restrictions of toll revenues, but can search for additional funding needed to deliver improvements outside of those limitations. Commissioner Smith highlighted that the OTC and ODOT Strategic Action plan centers equity, not just building highways.

Discussion: How can the Oregon Transportation Commission, ODOT, and EMAC form a successful, effective relationship to advance equity?

Jessica facilitated a discussion for any thoughts committee members had or any clarifying questions they would like to ask Lucinda and Commissioner Smith.

Committee Comments

- A committee member asked a question regarding the costs of maintaining the toll system and providing funding for additional projects. The member noted that although the project team cannot determine available funding for other equitable investments at this time, the member asked what the probability is that all the available funds will be used for the maintenance of the toll system.
 - Commissioner Sharon Smith answered that it is very unlikely that there would not be money remaining to fund projects that are important for equity. She mentioned that it is likely that not all of the EMAC recommended projects would be funded through the NEPA mitigation process. Over and above mitigation, there is a good possibility the OTC will direct money to fund equity projects.
 - Lucinda added that the toll system will likely not be “revenue neutral” to where available funding will only cover construction costs and operational costs of the toll system. She noted that there will very likely be revenue remaining and setting the priorities of equitable investments is imperative.
- This committee member also asked what percent of every dollar would need to go towards the cost of operating the toll system, the mitigation covered in the NEPA process, and whether this would model what can go back to community investments outside of NEPA efforts.
 - Lucinda noted there is no easy answer for this due to the unknowns at this time. Lucinda acknowledged that the exact cost of construction, operation, and maintenance of the toll system is currently unknown. Lucinda reiterated that there will be the availability of funds and prioritizing the recommendations for equitable investments will help achieve the outcomes desired.

Toll Engagement Update

Hannah Williams (project team) and Germaine Flentroy (EMAC member), provided an update of engagement efforts, upcoming workshops, and an overview of opportunities for committee members to be involved (*see [Equity and Mobility Advisory Committee Meeting 13 presentation \[slides 20-25\]](#) and [meeting recording \[video; 29:40\]](#)*). Hannah noted that engagement for the Regional

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Mobility Pricing Project (RMPP) began in May and is currently underway. So far, they have received over 6,500 responses to surveys and completed six discussion groups. Analysis of the survey results is currently underway and will be shared with EMAC in October.

Germaine Flentroy noted that many community members he engaged with were not aware of the toll projects and wanted to understand how the toll would affect them personally, including personal financial cost of the tolls. For example, one person in the discussion group shared that she lives in Portland and works in Vancouver while going to school and working a part-time job. This person expressed concerns that the toll would cost her the money earned from her part-time job.

Hannah also provided an update on the RMPP community and business briefings and the regional workshops, as well as the I-205 Toll Project engagement efforts planned for the fall. Hannah identified ways EMAC could participate in all the engagement activities.

Discussion: EMAC, what tools do you have to help us deepen our engagement? How can you help?

Jessica facilitated a discussion for any thoughts committee members had regarding engagement efforts or any clarifying questions they would like to ask Hannah and Germaine.

Committee Comments

- A committee member asked if community-based organizations in Washington are being contacted.
 - Hannah responded that yes, both community-based organizations and business groups in Washington are being contacted. Hannah also offered to send the committee member the list of community-based organizations and business groups in Washington that are being contacted so the committee member can review them.
- This committee member also asked how soon Hannah would like committee members to be involved in engagement. He added that he facilitates a group called the Accessible Transportation Coalition and would love to have them engaged.
 - Hannah noted the effort is ongoing and will continue through November. Hannah also coordinated following-up with the committee member regarding engagement with the Accessible Transportation Coalition.
- This committee member noted that due to the pandemic, it has been difficult to conduct outreach and engagement in-person. An organization they are involved with, Communities in Motion, recently had their first in-person outreach event in two years.

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EMAC NAVIGATORS UPDATE

Dr. Philip Wu (EMAC member), provided an update from the EMAC Navigators (EMAC sub-team focused on the development of the policy and strategy options) (*see [Equity and Mobility Advisory Committee Meeting 13 presentation](#) [slides 27-28] and [meeting recording](#) [video; 43:10]*). Phil noted that the EMAC Navigators discussed that instead of prioritization, what is really needed is a sequencing of the policies and strategies to determine what comes first, second, etc. The Navigators felt they do not have enough information currently to undertake that sequencing and it will be important to continue to share information fluidly between ODOT and EMAC. The Navigators would also like to make sure that ODOT, OTC, and EMAC work as partners and make shared decisions. Phil noted the Navigators wanted the historical barriers referenced in the policies and strategies explained so they are clear and not repeated.

POLICY AND STRATEGY SURVEY RESULTS

Chris Lepe (project team), shared the results from the survey distributed to EMAC members related to the policy and strategy options (*see [Equity and Mobility Advisory Committee Meeting 13 presentation](#) [slides 29-32] and [meeting recording](#) [video; 48:00]*). Chris reviewed the key takeaways from the survey responses and noted areas where survey responses indicated that more information was needed or a policy/strategy needs to be rewritten. Areas that 90% of survey respondents felt were ready to go included exemptions for public transit vehicles, providing a cash-based option, and offering additional time to pay a toll bill without incurring fines.

Pulse Poll:

Jessica facilitated a poll for committee members. The poll was intended to assess how committee members felt about the EMAC recommendations to the OTC.

12 EMAC members responded.

Question	0-20%	20-40%	40-60%	60-80%	80-100%
How close are we to a recommendation on neighborhood health and safety policies and strategies?	0	1	5	6	0

Jessica followed-up the poll with a discussion, asking EMAC members if they had any clarifying questions for Chris about the survey results before discussing the pulse poll.

Committee Comments

- A committee member asked how many committee members participated in the survey, and how many committee members participated in the pulse poll.
 - Chris noted that eight members from the entire committee participated in the survey.
 - Nick Fazio (zoom host) noted that 12 committee members participated in the pulse poll survey during the meeting.

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- The committee member noted the length of the survey indicating that it took a long time to complete. He suggested reaching out to committee members who did not fill out the survey to gain a sense of where they stand. He mentioned that although it was a long survey to complete, it was a good opportunity to provide input.
 - Chris noted that the survey was initially intended to serve as a prioritization exercise, but based on input from the Navigators, the project team elected to take a qualitative approach with the survey. Chris acknowledged that although the survey may have been too extensive, the project team received excellent input from those who took the time to complete the survey.
 - Jessica added that the EMAC Navigators provided excellent direction on the content of the survey and the project team will make an effort to reach out to committee members who did not complete the survey to ensure their voices are heard.

Discussion: What is needed between now and our next meeting (October 27) to craft EMAC's message for the OTC?

Jessica facilitated a discussion for committee members to share their thoughts, and invited committee members to ask questions they may have held during the first discussion question.

Committee Comments

- A committee member made a comment regarding the first discussion question. The committee member noted that EMAC has emphasized the need to have mitigation projects in place before day one of tolling, including providing new transit services. The member noted that these efforts require funding and intergovernmental coordination and was caught off guard that the toll rates and potential revenue would not be established until six months before day one. The member asked how the mitigation projects would be implemented in time to ensure people in the communities are going to have options available to them.
 - Lucinda noted that mitigation projects that are identified through the NEPA process to address impacts would be put in place during the preparation and implementation of the toll system. Lucinda mentioned that if transit was identified as a need in a specific area during the NEPA process, it would be coordinated and established in parallel with the implementation of the toll system, not afterwards.
- The committee member also asked if those mitigation projects would receive funding from somewhere else and clarified if the mitigation projects were dependent on the setting of the toll rates.
 - Lucinda answered that some of the projects would be considered as capital costs of the toll project. Lucinda also clarified that the mitigation projects are considered capital costs, and as such, they will not be operational costs for the toll project, meaning they do not need to be included as costs that would be dependent on toll revenue..

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- The committee member asked if it would be possible for EMAC to have more information regarding what the amount of funds available for mitigation projects identified in the NEPA process would look like, so that EMAC can have more informed discussions regarding what they can prioritize as recommendations for equitable investments prior to day one.
 - Lucinda noted that we do not yet know what mitigation is required, as we are not yet there in the NEPA process.
 - Garet added that mitigation will be identified in the draft Environmental Assessment that will be released for public comment in Spring 2022. This is one of the first areas where you will see ODOT's commitments. The assumed toll rates and revenue assumptions used in the NEPA analysis will also be included in the draft Environmental Assessment. Garet noted that there will be an approximately 1-to-1.5-year gap where the OTC will undergo a process for identifying additional strategic investments and setting the toll rates. The final toll rates won't be established until six months prior to day one of the toll system.
- The committee member asked for further clarification regarding how the EMAC recommendations to the OTC will intersect with the mitigation projects identified in the NEPA process, expressing concerns over the timeline of making recommendations prior to understanding funding amounts.
 - Garet acknowledged that the tough part about this process is that ODOT is starting to talk about equity earlier than other congestion pricing projects. Garet explained that typically, equity would be addressed after environmental impacts are identified during the NEPA process. He noted the importance of establishing a list of prioritizations in terms of what would advance equity the most, regardless of funding, so that commitments would be married as information is received regarding toll rates and revenues.
 - Lucinda emphasized that ODOT is pursuing equitable investments much earlier than what is typically done. She also added that the list of prioritizations should focus on what needs to be funded, 'no matter what'. She suggested that the list of prioritizations should begin with what is widely understood as imperative, and as equitable investments are made and revenues are identified, additional mitigation projects can be funded.
 - Sharon acknowledged the frustration expressed by the committee member, and also feels the frustration in committing to do something prior to receiving all of the information. Sharon mentioned that this hasn't been done before, and the uncertainty comes with the uncharted territory. She added that it would be important to have EMAC continue to meet beyond a certain point, so that once toll rates and revenues are determined, EMAC can re-engage.

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- Garet added that ODOT is looking to extend EMAC or establish a similar equity committee through 2024, so that as information is received as part of the environmental review and the toll rate setting process, committee members can continue to work on recommendations and see how ODOT's commitments are made. He added that committees typically have one meeting with decision makers, but ODOT intentionally created time on the original timeline to meet after receiving feedback from the OTC to develop EMAC recommendations further.
- Jessica noted that the recommendations to the OTC in November are the first round of recommendations, and more opportunities to provide recommendations will occur.
- A committee member asked if there are considerations to research equitable funding formula models to aid considerations. The member acknowledged the earlier conversation regarding how much funding will be available and asked how other scopes of work found ways to fund equity initiatives by using certain formulas or criteria to make difficult decisions in the absence of funding amounts. The member expressed concerns for equity projects being funded as an afterthought.
 - Garet answered that there aren't perfect examples from the project examples they've researched regarding equitable formulas, as equitable investments for other projects have largely varied based on location. Presenting information on what other agencies have done was the intent of the research documents, and the work that EMAC has done in drafting preferred policies and strategy options serve as ODOT's equity formula. Garet noted that ODOT would also bring the committee information on toll rate indicators and how to measure and track if equity intentions are being addressed, and whether toll rates should be adjusted in the future.
 - Lucinda added that equity is not something ODOT is attempting to put in a bucket, rather, equity is incorporated into the entire toll system. She noted that the EMAC recommendations presented to the OTC will not go away, and the goal is to have tangible assets in equity.

NEPA SCUBA TEAM UPDATE

James Paulson (EMAC member) provided an update on the NEPA Scuba Team's (EMAC subteam focused on performance measures) meeting on the RMPP Draft Purpose and Need Statement (see [Equity and Mobility Advisory Committee Meeting 13 presentation](#) [slides 36-38] and [meeting recording](#) [video; 1:19:40]). James noted that equity is at the heart of the work the committee is doing and the NEPA Scuba team is digging into what equity means within the purpose of our work. James mentioned that moving equity into goals and objectives and ensuring investments are distributed to all communities will help avoid a situation where one community is disproportionately impacted. He added that the team needs to identify what ODOT is required to provide for federal funding, as well as answer questions to communities with statements that can be understood by a wider audience.

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Jessica thanked James and asked committee members to review the comments and questions raised by the NEPA Scuba Team and to contact Garet with additional feedback by September 30th.

PUBLIC COMMENT

Jessica welcomed members of the public for the verbal comment period. Jessica outlined the process and noted each person would have up to 2 minutes to speak. One individual provided verbal public comments.

- Sam Churchill from Hayden Island expressed concern regarding the personal financial impact the toll may have on residents leaving and returning to Hayden Island, and whether there would be passes or discounts for Hayden Island residents who lack an alternative route. *See Equity ad Mobility Advisory Committee Meeting #13 [[video](#)]; 1:28:50.*

Jessica thanked the member of the public for providing their verbal comments as she concluded the public comment period. Jessica reminded members of the public that comments can be sent to ODOT's website at any time, comments can be submitted via email at oregontolling@odot.state.or.us, and verbal comments can be submitted by calling 503-837-3536 and leaving a voicemail.

NEXT STEPS

Jessica reviewed next steps for the committee:

- At the next EMAC meeting on October 27, 2021, the committee will agree on what the EMAC recommendations to the OTC will be.

Jessica reminded members to fill out the meeting evaluations to help identify areas for improvement. She thanked the committee members for their time and input and adjourned the meeting.

Note: This document is only a summary of issues and actions from this meeting. It is not intended to be a transcript of the meeting, but rather an overview of points raised and responses from the Project Team. We have posted a full recording of the meeting on the [committee webpage](#).

The information in this document, and the public and agency input received, may be adopted or incorporated by reference into a future environmental review process to meet the requirements of the National Environmental Policy Act.

Please note that committee member and public comments during meetings are part of the public record and open to public records requests through the Oregon Public Records and Meetings Law.

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MEETING EVALUATION RESULTS

Three committee members completed the meeting evaluation. Results are outlined below.

Question	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree	Skipped
1. The meeting met my expectations for equitable involvement and treatment of committee members, consistent with the guiding principles in the Committee Charter.	2	1	0	0	0
2. The presentation and speakers were engaging and encouraged dialog.	2	1	0	0	0
3. I clearly understood the meeting objectives and knew what we were trying to accomplish.	2	1	0	0	0
4. The communications and materials sent in advance of the meeting were relevant, advanced my learning, and contributed to my ability to meaningfully participate.	2	1	0	0	0
5. I had the opportunity to speak, be heard, and contribute to decisions under consideration.	1	2	0	0	0

Open-Ended Questions

Question 6: Were there any aspects of today's meeting that you particularly liked or disliked? (1 answered, 3 skipped)

- No responses

Question 7: What topics or issues do we need to address or revisit in future meetings? (2 answered, 2 skipped)

- We need more coordination/conversation around the development of mitigation strategies through NEPA and EMAC recs. Both aim to reduce negative impacts to vulnerable groups. In my mind, the NEPA strategies have more guarantee because of federal requirements, and hearing they are being worked on in isolation of EMAC coordination undermines the concept that EMAC is the leader. Keeping EMAC better informed of this work will improve the recommendations developed for both OTC meetings.

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MEETING CHAT BOX RECORD FROM ZOOM

15:29:17 From Bill Baumann to Hosts and panelists: looking good!

15:58:59 From Diana Avalos Leos to Hosts and panelists: are their considerations to research equitable funding formula models to aid the considerations

16:00:25 From Ismael Armenta to Hosts and panelists: What the process is after the recommendations are presented to OTC? Can OTC approve/accept some or all, or reject and if so is there a process that we are included after?

16:01:49 From Kari Schlosshauer to Hosts and panelists: You're cutting in and out, Germaine.

16:04:40 From Bill Baumann to Hosts and panelists: Are Community Based Orgs in Washington being contacted?

16:06:17 From Jessica Stanton to Hosts and panelists: Thank you Diana and Izzy. We'll circle back to Kari, Diana and Izzy for their questions after reviewing the survey results.

16:09:45 From James Paulson to Hosts and panelists: Bill, just wait for the ferry from Vancouver.

16:13:07 From Hannah Williams to Hosts and panelists: Bill, we are going to our first in person outreach event this Saturday at the Oregon City Farmers Market.

17:01:07 From John Gardner to Hosts and panelists: Can we get staff to provide an update for our transit equity advisory committee in October - please email me if that's a possiblity

17:01:22 From John Gardner to Hosts and panelists: thanks

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WRITTEN PUBLIC COMMENT

Date received	8/21/2021
Source	Project inbox
From	Sheila Marshall

Subject: Committee Public Comment

To everyone of concern,

I-5 and I-205 around the Portland area have needed repairs and upgrades for the 20 years I've lived here. The Abernathy Bridge is one of my greatest concerns. With the Infrastructure Bill passed, I hope ODOT has put in a request for funding for our area. The Interstate Bridge over the Columbia should be able to get underway with WA as well.

Tolling hurts the locals, who have no alternative routes to take to alleviate traffic to cross our rivers. Traffic in the Oregon City area has been jammed because of too few bridges crossing the rivers in all directions. The span on the Willamette River from 205 to the Selwood bridge should have multiple bridges in between to allow traffic to ease. Lake Oswego may not like that access, but the mobility issues in our area have dire need for more crossings from SE to SW Portland Metro. Additional access for Tri-met as well. Hwy 99 from 205 to I-5 in Aurora need additional bridges. How can the city of rivers have so few bridges? Portland is bigger than just Portland, and the Metro Area cities need to be included. Until the people who live here have alternative options. I-205 and I-5 tolls for daily driving will greatly hurt the residents and local businesses. Especially in a crisis time with our people and economy trying to endure the pandemic recovery.

The federal funding for infrastructure should alleviate the need for tolls on our existing roads. Build new roads, for example, another freeway from I-5 at Wilsonville to Hillsboro may need a toll until it's paid for. Permanent tolls are not an option for public use.

Thank you for hearing what we the residents have to say about our community. We are all in this together,

Sheila Marshall

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Date received 8/25/2021
Source Project inbox
From Robinson Foster
Subject: Committee Public Comment

Good Morning Hannah,

I missed the 48-hour advance deadline to submit Committee Public Comment.
Is there any way you can please give this to each committee member for today's meeting?

Best Regards,

Robinson Foster, Outreach Team
Climate Rail Alliance
2375 Falcon Dr.
West Linn, OR 97068
503-781-9339

Attachment provided on subsequent pages

Equity and Mobility Advisory Committee
Committee Public Comment
oregontolling@odot.state.or.us
c/o Hannah Williams, Toll Program Community Engagement Coordinator
Hannah.Williams@odot.state.or.us
503-894-4173

Dear Equity and Mobility Advisory Committee:

I have browsed through your [Draft Policy and Strategy Recommendations to the Oregon Transportation Commission](#), due to be completed in October 2021.

It clearly lacks specific plans to “improve public transportation and other transportation options.” Four highway competitive, market based, robust, lower cost solutions, discussed below, could *divert travel and shipping from highways*. They need to be added to the draft if you are to fulfill your [mission](#) that toll revenue, to be collected by the Oregon Department of Transportation starting in 2024, will be used to improve transportation options for everyone.

The [Willamette Falls Locks Commission](#) is already working to do this. If the [Willamette Falls Locks](#), (read the economic impact report), in West Linn are successfully rebuilt, then barges may haul bulk commodities, (e.g., agricultural, quarry), along the entire river, to/from as far upstream as Corvallis. This service will be quick enough for these commodities, and at a lower cost by barge on the river than via truck on the highway, *diverting travel and shipping from the highways*. Locks user fees may be used to repay a construction bond needed to rebuild the locks, maintain the river to navigable standards, and leverage investment in assets needed to initiate operation of [Frog Ferry](#) passenger service both downstream/upstream of the locks, too.

The Equity and Mobility Advisory Committee needs to show the same initiative as the Willamette Falls Locks Commission by recommending to the Oregon Transportation Commission that funding be provided to plan and implement the four following solutions to create highway competitive, market based, robust, lower cost, services to *divert travel and shipping from highways*:

1. Redesign transit and rideshare into a 24/7/365 regional express transit-rideshare network to *divert single occupant vehicle travel from highways*:

1. Riders would take rideshare to/from an express bus/light rail station, see the short video [How On Demand Transit can co-exist with Fixed Routes](#).
2. The service would connect 100% of origins and destinations in the Portland Metro, (both OR and WA), which cannot be said about transit as we know it.
3. Fast, frequent, fixed route express buses/light rail would operate between widely spaced stops, connecting zones served by rideshare.
4. Rideshare would operate in a zone around each transit stop to provide relatively short rides to/from fixed route transit.

5. Transit-rideshare would complement passenger rail, (e.g., Cascades and other new passenger trains), and intercity buses, (e.g., Greyhound), with virtual door-to-door service, via reliable, safe, convenient connections.
 6. Rideshare drivers, and staff on duty at fewer, better maintained, fixed route stops would serve as Neighborhood Watch centers.
2. **Rebuild the freight railroads we have to accommodate creative new services to *divert* high value, time sensitive, high revenue *shipping from highways*:**
1. Examples of the freight railroads we have include the Union Pacific Railroad, BNSF Railway, and the Portland & Western Railroad
 2. Numerous new rail freight services may be innovated, for example, “rolling highway,” watch the short [RALpin](#) video explaining its operation in Europe:
 1. Rolling highway may *divert* 100% of the trucks that daily drive through the Portland Metro, on their way between California, Washington State, British Columbia, and Alberta *from highway to railway*.
 2. Why truck through the Portland Metro by highway when it may be bypassed via rolling highway in less time, at less cost, and the driver rested, too?
 3. Answering how many, and what types of trucks define the market for rolling highway service is one of many questions posed in the [RAIL Solution application to the Oregon Department of Transportation](#).
3. **Expand freight on transit to *divert shipping from highways*:**
1. Two operating scenarios:
 1. Conventional technology for movement of totes, pods, and containers, read [Urban freight movement by rail](#).
 2. Autonomous technology for vans, straight trucks, and tractor-trailers to be entrained behind express/local buses. These vehicles are driven at origin/destination to load/unload, then driven to connect with an express/local bus.
 2. Freight on transit cross finances transit-rideshare for travel.
4. **Expand passenger rail to *divert travel from highways*:**

1. Conventional railroad passenger trains, (e.g., Cascades and other new passenger trains), require the same track infrastructure that innovative new rail freight services will use.
2. Passenger trains would carry volumes of high value, time sensitive freight, (e.g., US Postal Service, UPS), that is not carried by the freight railroads we have, to cross finance passenger service.

The four solutions described above, (i.e., transit-rideshare, freight railroad, freight on transit, and passenger rail), may create significant cost savings over the highway mode. While a large

percentage of the forecast savings may go to reduced cost to travel and ship, a small percentage of the savings may be used for long-term financing of the assets needed to operate each of the four solutions, while covering their operating and maintenance cost, too, from the fare/rate revenue.

The lack of highway options in the planning for tolls specified under HR 2017 highlights unsustainable, highway centric Portland Metro transportation planning. Without the four solutions described above, “the number of highway vehicles will continue to increase, unless there is a fundamental transportation policy change,” (White, T. The Climate Emergency: Trains-An Effective Response p. 93). Without this policy change, the tolls will simply fund significant highway projects, (e.g., add a third lane I-205 both directions Stafford Road to Abernathy Bridge, rebuild and add a fourth lane to the Abernathy Bridge, rebuild and add lanes to the I-5/I-84 Rose Quarter interchange), that will be full to capacity upon completion.

Good government reduces the cost and increases the efficiency for everyone. For example, most individuals and businesses greatly benefited from interstate highways largely built by the federal government. Suburban land was developed and shipping costs plummeted. However, in their construction neighborhoods were devastated by eminent domain. In their operation, negative externalities persist. These range from health degraded by air pollution, to a national average of 100 people/day killed, and hundreds more injured. Highway transportation accounts for 23% of US greenhouse gas emissions, an existential threat.

There is substantial lost productivity in a never ending cycle to build more capacity to relieve congestion, like a dog chasing its tail. Nevertheless, the heavily subsidized Interstate highway system, promoted the trucking and automobile industries and marginalized transit and railroads to the point of destruction. Transit and freight railroads are now maintained at minimal levels of life support. Transit is completely dependent on federal subsidy, and freight railroads generate less than ten percent, and declining, of the revenue that truckers generate. We urgently need transit-rideshare, freight railroad, freight on transit, and passenger rail solutions to give individuals and businesses an alternative to tolled highways in the Portland Metro, to *divert travel and shipping from highways*.

Toll promotional material published by the Oregon Department of Transportation states that, ["If the driver instead decided to take transit, they wouldn't pay the toll."](#) To expect drivers to ride transit as we know it is not credible. If the department was to be consistent, one would expect promotional material suggesting freight rail if truckers think the toll is too high. This would not be credible, either. After all, railroads substitute trucking no better than transit substitutes automobiles, and truckers in Oregon agreed to higher taxes starting immediately if the Oregon Legislature committed to toll everyone using I-5/I-205 to pay for capacity expansion projects specified under [HR 2017](#).

The toll program currently being discussed simply increases dependence on the highway mode, and increases cost, to travel and ship. I believe from anecdotal interviews that few Portland Metro residents are cognizant of the plan to toll Portland Metro highways. Without the four solutions described, above, they are pigs in a poke. A political movement to pass a measure in the

2022 Election simply banning the tolls will become likely, popular in the same way that Portland Metro voters resoundingly defeated [Metro Measure 26-218](#) in the 2020 Election.

The transit-rideshare, freight railroad, freight on transit, and passenger rail solutions described above each create significant secondary benefits from increased safety, to reduced public expenditures on highways, increased economic opportunity, and decreased global warming. They give everyone great projects and services to work on and use together. Let's show other states what good government looks like when we *divert travel and shipping from highways*.

In preparation for your October deadline, I would appreciate your questions and feedback as soon as possible. We need to insert into your Draft Policy and Strategy Recommendations to the Oregon Transportation Commission these four solutions to *divert travel and shipping from highways*.

Best Regards,

Robinson Foster, Outreach Team

[Climate Rail Alliance](#)

2375 Falcon Dr.

West Linn, OR 97068

503-781-9339

Cc: State Rep. Rachel Prusak; State Sen. Robert Wagner

[The Climate Emergency: Trains-An Effective Response](#), Thomas White, 2021, read the promo, watch the video, and buy the book.



Equity and Mobility Advisory Committee Meeting #13 Summary
September 22, 2021

Date received	8/25/2021
Source	Project inbox
From	Roberta Schwarz

Subject: Committee Public Comment

Dear Committee,

I have given my feedback to the proposed tolling on I 205 previously. I have sent the Barcelona study link. The lack of transparency during this process has been nothing short of alarming. The most current example is my having received the email notifying me of your meeting today at 10 am this morning. Because of the late notice this comment will not reach you before the meeting nor will it be included in public record meeting notes.

We are in the middle of a pandemic which is having a devastating effect on many people in the Portland Metro area where you are proposing to put in toll booths. On top of that, people in cities like West Linn will carry the additional burden of having our local streets used as a diversion route to take motorists around the tolls. As the Barcelona study shows, this diversion will create congestion, pollution, increased costs for the maintenance of our local streets, and negatively impact the quality of life in West Linn. And what new infrastructure are we getting for all these costs? No new highway is being planned. Nothing new is being added.

If the citizens had been asked to vote on this tolling the results would have been an overwhelming NO. Your own polling results have shown that the majority of people are opposed.

You are not really listening to the citizens. You never have listened.

Roberta Schwarz
West Linn

Date received	8/25/2021
Source	Project inbox
From	Robbie

Subject: Committee Public Comment

Put this entire initiative on the ballot. No tolls, period.

MF Roberts

Equity and Mobility Advisory Committee Meeting #13 Summary
September 22, 2021

Date received	8/25/2021
Source	Project inbox
From	Marti Moody

Subject: Committee Public Comment

Please address the decision that was made that the roads will be tolled! Many many of us did not know about it until the governor had already passed the bill. We are very angry about it and the consequence of having a toll on our roads. In addition, the survey that was sent out I did not complete. The survey assumes that the toll is wanted so answering it didn't apply. I feel that applies to many other people that would not have returned it for the same reason. Please comment today on both of these issues. Please!! I am strongly against tolling at all and am convinced it wouldn't solve any traffic problem at all. Please consider seriously other remedies. Thank you for your attention.

Marti Moody
Oaktree Terrace
Oregon City

Date received	8/25/2021
Source	Project inbox
From	Paul Edgar

Subject: Questions we need answers to from ODOT's Equity and Mobility Advisory Committee

Please make this available to the ODOT Equity and Mobility Advisory Committee, where a group of people have asked me questions, that I need help on!!

What is ODOT's definition of 'underserved'? Those of us in the immediate area of the proposed I-205 Tolling want to know (within 5 miles) would like to have identification of who and where these 'underserved' are that are within this ODOT definition?

1. How many people fall into the "needing help with transportation" category?
2. How were they identified?
3. Where do they live?
4. How will tolling help them?
5. Are specific plans being presented for consideration, i.e. more buses/MAX lines/etc.?
6. What are the different geographic area's is the E&M Advisory Committee is looking at?
7. Within improving transportation options and future application of service to "underserved" residents, what might they be?
8. List off the projects (separating transportation from non transportation) that could be funded for helping the 'underserved' in the I-205 Tolling area?

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9. Has the E&M Advisory Committee received documentation concerning the studies of negative impacts on surrounding communities, and list them?
10. ODOT documents use wording that toll revenues "may" be used for improving transportation through projects like widening the I-205 Corridor, please explain "may" and explain 205, etc.
11. "How do we hold ODOT's feet to the fire" within the promise that toll revenues WILL/SHALL be used for improving transportation in the I-205 Corridor Tolling area?
12. Critical Thinking benefit analysis of the use of Tolling Revenue, and it's "Control" needs to be vested in the hands of local Certified Governments in balance with elected Public Citizens to a specific committee, much like a Urban Renewal Commission, is that possible?
13. What, 'Alternative Multi-Mode Mobility Projects' are being prioritized and envisioned for funding from the Tolling Revenue?
14. Does ODOT have plans where they are looking down the road to the time when internal combustion engines vehicles are no-longer allowed?
15. Does ODOT have plans to address contingencies with shortages of electricity, batteries, adequate charging stations, electric vehicles; cars, trucks and buses? What then?
16. TriMet operating a fleet of environmentally and problematically obsolete vehicles in our region that in the marketplace haven very low ridership and have very little or NO justification, in a cost to benefit analysis, and should Tolling Revenue be prevented from funding Transit Projects under those circumstances and please describe what can be done to prevent the miss-use of Tolling Revenue?

The citizens of this region and within this I-205 Corridor Tolling Area need an Equity and Mobility Advisory Committee Statement, with the advise to the Oregon Transportation Commission and ODOT Tolling Group of the needs for reasonable and effective checks and their balances over all Tolling Revenue collected in this area, to stay in this area, with area oversight from the Public "Citizenry" on it's prioritizations and us, is that possible?

Equity and Mobility Advisory Committee Meeting #13 Summary
September 22, 2021

Date received 8/27/2021
Source Project inbox
From Eileen

Subject: ODOT mobility project for tolling I-205

I live in Oregon City and commute every day, 5 days a week, to Tigard via I-205 and I-5 during commute hours. The MAJORITY of users on this freeway are TRUCKS, and in particular, Landscape and small business vehicles (box trucks and other pick-up trucks with company logos on them, along with a good percentage of heavy haul trucks. While I agree that people who are aged, disabled could be granted special rates for user fees, I am in total disagreement with giving those that are "marginalized", of color, or low income a break in tolls because you would be giving a break to everyone except for white people, and most of those who live in our area and/ or who route through can align with being black, brown, Hispanic, Asian , Middle Eastern, native persons (either in America or Pacific Islander, Hawaiian, Samoan, Haiti.) I can see all the fellow drivers when I am stuck in the same traffic jam everyday at 5PM between Stafford and the Abernethy Bridge. All that tells me is , let's tax the white working folks ONLY! You'd save yourself a lot of time if you just do it that way and you had better hope those people pay since you will have now limited the amount of revenue you can collect.

Toll everybody, or toll no one at all!

How about a better idea to pay for your earthquake retrofit? Why don't you install automatic speed ticket cameras on the freeway? Since I commute every day, I feel I am as good of a judge as any to say the speeding is rampant on 205, especially motorcycles! Some days I am doing 70 and I get passed as if I am standing still (Stafford Road Northbound lanes are where speeding tends to occur most on my commute). I understand there are no troopers and the ones you do have only care to ticket truck drivers who have one clearance light out at the viewpoint on I-205 every morning, and don't pay much attention to the dangerous speed demons on our freeways. If we could get the ticket revenue on those speeders, it would pay for your bridge and you would not be burdened giving all sorts of discounts and dispensations to every person who identifies as marginalized.

Eileen Morgan
Oregon City Resident

Equity and Mobility Advisory Committee Meeting #13 Summary
September 22, 2021

Date received 9/10/2021
Source Project inbox
From Lisa O'Brien
Subject: tolling I205 public comment

To whom it may concern:

It appears your team is concerned with equity which is wonderful. In that vein, why have you not put the question of tolling to a vote of the people? Wouldn't that be the most equitable thing you could do so every voice gets an opportunity to be heard? I would like a response please.

Sincerely,
Lisa O'Brien

Date received 9/13/2021
Source Project inbox
From Robinson Foster
Subject: Committee Public Comment

Hello Hannah,

[...]

Third, I neglected to include in my August letter to the committee a link to an excellent ten-minute YouTube video summarizing The Climate Emergency: Trains-An Effective Response, ([The Climate Emergency: Trains-An Effective Response - YouTube](#)). It really sets up my August letter to the committee about what we have an opportunity to address in the Portland Metro.

Best Regards,

Robinson Foster, Outreach Team
Climate Rail Alliance
2375 Falcon Dr.
West Linn, OR 97068
503-781-9339

Equity and Mobility Advisory Committee Meeting #13 Summary
September 22, 2021

Date received 9/15/2021
Source Project inbox
From Richard Kim
Subject: Committee Public Comment

Dear Equity and Mobility Advisory Committee,

I am a resident of West Linn and have concerns about the I-205 toll project. There are alternative solutions that can deliver the same desired results like the one Mr. Robinson has drafted which I've attached to this email. I would like to request that the committee review the attached letter and carefully consider the proposals Mr. Robinson laid out. Thank you.

Kindest Regards,
Richard Kim

Reference attachment from Robinson Foster included above.

Date received 9/17/2021
Source Project inbox
From Dave Farmer
Subject: Committee public coment

Tolling is an unfair and inefficient plan. Middle and lower income families will be harmed financially. Most of these people don't have other forms of transportation available to them. Work commutes and family transportation can not be met by bus, light rail, or bike, or walking. Especially if you have small children. A lot of people can't physically ride a bike. I am 67. I have a balance problem, so even though I rode a bike for 60 years I can't do it safely now. I can't afford a good bike, especially considering how many are stolen. The extreme weather we had this last year would be very difficult for people getting to mass transit or from there to final destination. I could get around OK in ice with four wheel drive and chains. I don't feel safe on light rail or bus after knife attack on train. I don't want to buy and carry a gun to go somewhere. A toll program could be hacked, even the US government has been hacked. I don't want my bank acct. attached to a vulnerable system. Set up costs will be very expensive. Out of state and local tourism will be hurt, it is just unfriendly to toll WA drivers and burden them with the collection process. The state spends our taxes to promote tourism and this will hurt it a lot. The out of state tolling company usually takes at least 30%. This is totally wasted money. Look at Pennsylvania system, it has been running for 80 years and it is a fiasco---- 13 billion in debt, tolls have increased 13 years in a row, felony charges and arrests against non payers. Lawsuit all the way to the US Supreme Court. This is not what Oregon should do. Please don't implement tolling. Also the current plan will break federal law.

Thanks
Davedarmer15362@gmail.com

Equity and Mobility Advisory Committee Meeting #13 Summary
September 22, 2021

Date received	9/17/2021
Source	Project inbox
From	Michael Lightbourne
Subject: Committee Public Comment	

I have a serious problem with tolling I-205. All of the materials that I have read by the Toll Equity Advisory Committee indicate that tolling will lessen the traffic jam between Rt 213 and Stafford roads. I don't believe it, but even if you convinced me it would, where will that traffic go? It will go to Rt 43 or Willamette Falls Drive/Borland/Elk Roads or Salamo/Rosemont Roads through West Linn or Lake Oswego to get to Stafford road, or up Rt 43 or Rt 99 to the Sellwood Bridge to get to Tacoma/Taylors Ferry to I-5. The traffic jam on those roads will be unbelievable inasmuch as those are roads not conducive to high volumes of traffic (2 lane, stop signs, stop lights, etc.). Can you imagine the dissatisfaction of those community's with the increased traffic?! Home owners trying to get home, or customers that cannot get to businesses on those routes will be devastated.

Personally I think everyone will stay on I-205; both directions. Which means that the traffic jam will stay the same, except, the state will be collecting a toll that it is not collecting now. A new tax! To make my point, why is most of the I-205 traffic not taking those routes now? Drivers currently have the option to avoid the I-205 traffic jam by using the routes indicated above.

All of the surveys that I have received have NOT asked me if I OPPOSE the tolling proposal. Instead it asks questions like: Do you agree that tolling will lessen the traffic jam on I-205? These questions were written by folks who have already made up their mind on tolling, or have been paid to get the results that the Advisory Committee needs to go forward with its tolling initiative. My question is: why is this proposal NOT ON THE BALLOT!!!! It seems to me that those traveling I-205 should have the opportunity to vote as to whether or not they agree to being tolled. Lastly, the Federal Infrastructure Bill now in Congress addresses the issue of money for construction costs to make the Rt 213 to Stafford Road section of I-205 a six plus lane Interstate road.

If you love the idea of a Toll Road, why not put on the Ballot a new road; a 4/6 lane highway that extends Rt 212 to the I-5. That would really lessen the traffic on the Rt 213 to Stafford Roads section of I-205.

I vote NO on a I-205 Toll Tax!

Michael Lightbourne
Oregon City, Oregon

Equity and Mobility Advisory Committee Meeting #13 Summary
September 22, 2021

Date received	9/20/2021
Source	Project inbox
From	Tyler Mac Innis

Subject: Re: Thank you & follow-up: Welcome Home Coalition – ODOT Regional Mobility Pricing Project Briefing

Email sent in response to a request from Hannah Williams to provide Welcome Home Coalition Steering Committee Comments to be sent to the Equity and Mobility Advisory Committee. Comments originally provided during a Regional Mobility Pricing Project briefing.

Hi Hannah,

Sure thing -- resharing those notes below.

High Level Issues

There is an urgent need to address current challenges with the transportation system. Our transportation system today is inequitable, contributes to the climate crisis, exacerbates poor health outcomes, costs our economy, and presents safety risks to users from traffic crashes and personal threats on our streets. There is an urgent need to improve the transportation system to address these challenges. Existing strategies are not making enough progress on any of these fronts and therefore require a stronger and more intersectional approach.

We are in a climate crisis. The transportation sector contributes more than 40% of greenhouse gas emissions in the Portland region. Reducing transportation emissions will take a three pronged Approach, by order of implementation effectiveness:

- Reducing driving by providing additional options such as transit, and making walking and bicycling access safer and more attractive.
- Shifting the trips that remain on the road to zero emission vehicles (including cars, buses and freight).
- Planning and building connected, inclusive, and complete neighborhoods to reduce the need for long trips.

We must acknowledge our history of disinvestment and harm to the community through transportation policy and projects. Past transportation decisions and historic disinvestment have disproportionately harmed Black, Indigenous, Latine, Asian and Pacific Islander communities, individuals living on low incomes, and persons with disabilities. This has resulted in demolition of neighborhoods, gentrification, longer travel times, unequal access to transportation options and increased traffic, and personal safety risks. In order to achieve a more equitable system, we must prioritize improving outcomes for these communities first. This includes outcomes related to not only multimodal mobility, but also climate, health, safety,

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and economic opportunity. We also must make our transportation planning processes more inclusive and accountable.

Our transportation system today over-prioritizes cars. The current transportation system prioritizes drivers of private vehicles and deprioritizes the mobility and access of people who do not have the physical or legal ability to drive, and/or who do not have reliable use of a functioning private vehicle. Furthermore, in the US more than a third of driving trips are shorter than two miles; frequently this is due to a lack of affordable, reliable, and safe travel options.

Priorities for ODOT Tolling Program

Prioritize the goal of reducing traffic demand and create a transportation system that moves people and goods in a more climate-friendly and equitable way. While pricing generates revenue and the reinvestment of revenue is a critical way to make pricing strategies equitable, revenue generation should never be the top priority.

Recognize that a pricing policy [tolling/congestion pricing/other pricing such as parking] is only effective if it reduces traffic demand and raises enough revenue to fund effective demand management or multimodal improvements. Setting rates or surcharges too low to affect demand or fund improvements is inequitable. Programs should be designed to be data driven and regularly reviewed for impact. Rates and surcharges should be set to meet policy goals.

Provide exemptions for households living on low-incomes.

- Policies should develop one set of income-based policy standards that can be applied to current and future pricing programs to limit administrative costs and complexity.
- Exempting households living on low incomes should be the highest priority to avoid exacerbating current inequities.
- When exemptions are not possible, cash rebates or payments to households living on low-incomes is preferred as it allows individuals to make the best transportation decisions for their personal situation.
- More evaluation and community engagement are needed to determine what specific design would be most equitable and would minimize overall burdens, while still achieving demand management outcomes.
- Pricing programs should build off existing means-testing systems wherever possible to not add additional program access burdens.

Center climate and equity outcomes (e.g., reducing greenhouse gas emissions, reducing transportation cost burdens, expanding job access, etc.) throughout pricing program design.

- This includes evaluating how different variable-rate designs -- where prices change based on factors like income, time of day, congestion levels, occupancy, geography, and fuel

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efficiency -- may further advance climate and equity goals, with a bias toward equitable outcomes.

- Evaluation should not unnecessarily delay implementation but should be thorough and focused on understanding impacts to Black, Indigenous, Latine, Asian and Pacific Islander community members, individuals living on low incomes, and persons with disabilities. Policies should also commit to ongoing evaluation of equity implications of .once implemented.
- To move with the urgency required by the climate crisis, pricing policies that focus on managing demand for people with the most options should be prioritized. As stated above, exemptions for drivers with low incomes are critical.

Reinvest the maximum amount of revenue generated from pricing in strategies that further expand equitable mobility [at least 75% of all funds + at least 50% to local government].

- Pricing revenue should be reinvested to support frequent, competitive and high-quality multimodal access to areas where pricing is implemented and to mitigate potential negative impacts of traffic diversion.
- High priority complementary investment areas include transit service, operations and infrastructure; biking and walking infrastructure; affordable housing near transportation options; and multimodal discounts and financial incentives, including driving options for those without access who need it. Additional investment areas include electrification infrastructure and rebates as well as maintaining the existing infrastructure necessary for multimodal mobility.
- Community stakeholders should always be involved in revenue allocation decisions.

Reduce unequal burdens of technology and enforcement.

- Technology and payment systems must be designed to reduce barriers for individuals with limited access to bank accounts (e.g. by allowing use of prepaid debit cards).
- Technology and payment systems should include strong privacy protections.
- The location of pricing infrastructure should be considered so it doesn't overtly impact Black, Indigenous, Latine, Asian and Pacific Islander or low-income communities.
- Automated enforcement mechanisms should be used to reduce the potential for enforcement bias, but only if the cameras are equitably distributed.
- Tickets and fines for non-compliance should be means-based (i.e. structured by income level) to mitigate disproportionate impacts.