

Oregon Toll Program

Equity and Mobility Advisory Committee Meeting #14 Summary



Subject	Equity and Mobility Advisory Committee Meeting #14
Date and Time	October 27, 2021 3:30-5:00 p.m.
Location	Online via Zoom
Recording	https://www.youtube.com/watch?v=E5cn4fKFHfk

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
Fabian Hidalgo Guerrero	Causa
Ismael Armenta	At-large member; Oregon Walks
James Paulson	WorkSystems Inc. Board
John Gardner	TriMet
Kari Schlosshauer	At-large member; Safe Routes Partnership
Michael Espinoza	Portland Bureau of Transportation
Park Woodworth	Ride Connection
Dr. Philip Wu	Oregon Environmental Council
Sharon Smith	Oregon Transportation Commission

Absent: Germaine Flentroy - Beyond Black/Play, Grow, Learn

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	Emily Benoit	Project team
Nick Fazio	Zoom host	Anne Pressentin	Project team
Joy Agbugba	Project intern	Spiro Pappas	Meeting notes

WELCOME

Jessica Stanton (meeting facilitator) welcomed the committee members and opened the meeting with a centering exercise. Jessica reviewed the Working Together Agreements, provided an

overview of the meeting purpose – to continue work on EMAC’s Foundational Statements to advance equity and the proposed outcomes and the agenda. The proposed outcomes were to gain EMAC and ODOT agreement on the Foundational Statements and next steps in building recommendations, prepare for the Oregon Transportation Commission meeting on November 18, discuss the December EMAC meeting, and provide an update on toll projects and upcoming engagement opportunities.

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. Previous meetings were focused on transit and multimodal, neighborhood health and safety, and affordability. The committee is focusing on equitable policies and continuing to prepare recommendations. Jessica highlighted how the Foundational Statements will serve as a building block for recommendations, and how the revised approach provides ODOT with more time to provide information to EMAC to develop their recommendations.

TODAY’S MEAL

Garet Prior (ODOT) talked about the opening section of the Foundational Statements. Chris Lepe (project team) and Jessica discussed the Foundational Statements, showing where revisions were made from committee comments.

Garet added that ODOT is committed to having EMAC meet through 2024, and will continue to engage with EMAC to formulate what membership would look like as EMAC’s work continues (see [Equity and Mobility Advisory Committee Meeting 14 presentation](#) [slides 10-18] and [meeting recording](#) [video; 9:00]).

Pulse Poll:

Jessica facilitated a poll for committee members to assess if committee members were in the 80% - 100% range to support the Foundational Statements. 11 EMAC members responded.

Question	Yes	No
Is EMAC in the 80% - 100% range to support these Foundational Statements?	10	1

Jessica followed-up the poll with a discussion, asking EMAC members to share their thoughts on the Foundational Statements.

Committee Comments

- A committee member expressed the Foundational Statements were missing an acknowledgement of the status quo and how the opportunity of tolling could help reduce vehicle miles traveled. The member proposes to add an additional Foundational Statement

to acknowledge the opportunity to use tolling as a pricing mechanism to reduce vehicle miles traveled.

- Gareth recalled that the preamble language referenced a climate crisis and suggested this could be in the preamble or in the next steps.
- A committee member added that tolling should be part of the reinvigorated traffic demand management program.
- A committee member expressed their task is to look at equitable distribution and ensure the impact isn't falling on low-income persons or individuals who bear the burden of the tolling system.
- The committee member who made the initial suggestion added that transportation demand management is an important piece of a holistic transportation system and pricing is a powerful tool in shaping behavior.
- A committee member added that the Foundational Statements were missing the concern regarding diversion.
- Jessica summarized what she heard and proposed an amendment to add language more directly related to addressing diversion and pairing this with alternative travel options.
- Gareth reminded committee members that the Foundational Statements are not the only place for EMAC to give ODOT commitments. Gareth noted that the team will be measuring the change in vehicle miles traveled in the performance measures.
- A committee member added that they shouldn't get hung up on specific terms, as long as it effectively addresses climate change.
- A committee member made a comment regarding benefits, for which not every benefit offered should be required to extend into Southwest Washington.
- Jessica concluded the discussion by summarizing the suggestions regarding addressing how tolling needs to support reducing vehicle miles traveled, without increasing diversion and without increasing impact on low-income persons.
- Lucinda Broussard (ODOT) acknowledged the conversation and expressed support for the focus on avoiding impacts to low-income persons who are car dependent. Sharon Smith (OTC) expressed support for the effort to ensure that the toll program is not increasing diversion.
- A committee member highlighted that congestion management and funding go hand-in-hand with the toll program's opportunity to address the climate crisis.
- A committee member noted that having individuals, walk, bicycle, ride the bus, or carpool/vanpool have been shown to be very helpful for individuals and businesses with small parking lots.

- A committee member requested to include language regarding the toll program’s opportunity to address the climate crisis in Foundational Statement #2. Chris proposed a revision that was added to the amended Foundational Statements.
- A committee member expressed concern regarding how to design for equitably reducing vehicles without having transportation alternatives available that work for people.

Pulse Poll:

Jessica facilitated the same poll for committee members to again assess if, with the proposed amendments, committee members were in the 80% - 100% range to support the Foundational Statements. 12 EMAC members responded.

Question	Yes	No
Considering the proposed amendments, is EMAC in the 80% - 100% range to support these Foundational Statements?	12	0

Jessica expressed congratulations to the committee members and noted the project team would return the revised Foundational Statements to the committee.

OREGON TRANSPORTATION COMMISSION MEETING ON NOVEMBER 18

Jessica provided an overview of what the November 18 meeting with the Oregon Transportation Commission (OTC) would look like and stated the meeting would be an opportunity to provide feedback on how to address multimodal transportation options, neighborhood health and safety impacts, and affordability, to advance equity through the toll program. Jessica added that public engagement and process equity are also part of EMAC’s charge, and discussed the main pillars of the meeting (see [Equity and Mobility Advisory Committee Meeting 14 presentation](#) [slides 21-24] and [meeting recording](#) [video; 1:03:30]).

- A committee member asked what time the November 18 meeting would be held. Sharon Smith (OTC) answered that the agenda would be received the week before the meeting. The meeting will start at 9am and continue until 2pm or 3pm. Gareth Prior (ODOT) said he would send committee members an estimated timeframe for EMAC’s presentation as early as possible. Sharon asked if there was a time of day that does not work for committee members and a few committee members noted that later in the afternoon worked best.

ODOT’S PLAN FOR SUPPORT

Gareth provided an overview of ODOT’s plan for support and the presentation for the November 18 OTC meeting. The plan for support includes information regarding how ODOT can help move the EMAC recommendations forward (see [Equity and Mobility Advisory Committee Meeting 14 presentation](#) [slides 25-32] and [meeting recording](#) [video; 1:09:00]).

Gareth reviewed the process for assessing toll rates and revenues and previewed that ODOT will need EMAC’s help on how to equitably apply an income-based toll rate between now and fall

of 2022. He mentioned that the [Equity Framework](#) will be applied with community engagement feedback, as well as research on other toll programs across the country.

Jessica opened discussion for committee members to share their thoughts and invited committee members to ask questions. No committee members provided comment.

DECEMBER EMAC MEETING

Jessica provided an overview of the proposed next steps for EMAC following the November 18 OTC meeting and scheduling a December EMAC meeting (see [Equity and Mobility Advisory Committee Meeting 14 presentation](#) [slides 34-35] and [meeting recording](#) [video; 1:18:30]).

TOLL PROJECTS AND ENGAGEMENT UPDATE

Hannah provided an update on current engagement activities, highlighting recent efforts for the Regional Mobility Pricing Project. Hannah noted that the early planning period to gather comments regarding the draft Purpose and Need statement was still underway and invited EMAC members to forward any comments, including any comments from the communities they represent.

For the I-205 project, Hannah highlighted the progress on the environmental analysis and traffic modeling which will be published in the draft Environmental Assessment in late Spring 2022. Hannah also shared upcoming engagement opportunities for EMAC members, including the regional workshops (November 9 and 10) and the community-based organization discussion group (November 17) (see [Equity and Mobility Advisory Committee Meeting 14 presentation](#) [slides 36-39] and [meeting recording](#) [video; 1:19:10]).

NEXT STEPS

Jessica reiterated that the next meeting will be in December and reminded members to fill out the meeting evaluations. A member provided closing thoughts before Jessica 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

Two 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	0	0	0	0
2. The presentation and speakers were engaging and encouraged dialog.	2	0	0	0	0
3. I clearly understood the meeting objectives and knew what we were trying to accomplish.	2	0	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	0	0	0	0
5. I had the opportunity to speak, be heard, and contribute to decisions under consideration.	2	0	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)

- No responses.

MEETING CHAT BOX RECORD FROM ZOOM

15:30:40 From Brian Cory Dobbs to Hosts and panelists: On standby Nick...

15:31:05 From Brian Cory Dobbs to Hosts and panelists: Going live now.

15:33:56 From Nick Fazio to Hosts and panelists: Thanks Brian!

15:55:15 From Gareth Prior to Everyone:

https://www.oregon.gov/odot/tolling/Documents/Foundational%20Statements_10.26.21.pdf

15:55:19 From Gareth Prior to Everyone: Foundational statements

16:07:22 From Gareth Prior to Everyone: I-205 Performance Measures, we reference Vehicle Miles Traveled and transportation demand management:

<https://www.oregon.gov/odot/tolling/Documents/I-205%20Toll%20Project%20DRAFT%20Evaluation%20Performance%20Measures.pdf>

16:10:46 From James Paulson to Hosts and panelists: Tolling needs to support VMT reduction, while not increasing diversion nor heavy impact on low income people.

16:10:52 From Chris Lepe to Everyone: ODOT should pursue equitable tolling strategies that reduce the number of cars on the road (vehicle miles of travel) and increase functional alternatives to driving. Furthermore, further analysis should be conducted to avoid unintended consequences, including diversion into surrounding communities.

16:12:40 From Bill Baumann to Hosts and panelists: Fair

16:12:43 From James Paulson to Hosts and panelists: Will tolling money go to SW WA?

16:13:30 From Michael Espinoza to Everyone: Thank you James and Chris for your language suggestions. I like them!

16:21:17 From Nick Fazio to Everyone: For members of the public, you can submit comments by email to oregontolling@odot.state.or.us with "Public Committee Comment" in the subject line.

16:27:08 From Chris Lepe to Everyone:

2. Climate and equity needs are connected and solutions must be developed both at the same time. In order to do this, further works needs to done to support both congestion management and vehicle miles of travel (VMT) reduction with an emphasis on increasing functional alternatives to driving, while not increasing diversion nor heavily impacting low income car-dependent people.

16:28:45 From Dwight Brashear to Hosts and panelists: Sorry have to catch my bus.

Equity and Mobility Advisory Committee Meeting #14 Summary
October 27, 2021

16:33:27 From Sharon Smith to Hosts and panelists: If someone doesn't vote - is it counted as a no?

16:38:15 From Bill Baumann to Hosts and panelists: these 330 to 5 meetings are great for me.

16:38:42 From Eduardo Ramos to Hosts and panelists: Later is better.

16:58:30 From Fabian Hidalgo Guerrero to Hosts and panelists: Thank you, for facilitating! I gtg!

Date received	10/1/2021
Source	Project inbox
From	Tyler Stone

Subject: ODOT / EMAC Committee Comment

Dear ODOT and Equity Mobility Advisory Committee –

I am very surprised to recently discover that our Oregon tolling advisory committee includes members who do not live in the state of Oregon. This is frustrating to me. If you do not reside in the state, why would someone be on a committee making suggestions that impacts another state’s transportation decisions?

Washingtonian residents do not pay Oregon’s high income taxes, nor can they vote in Oregon’s elections, so why should they have any say on transportation decisions that directly impact Oregonians? Instead, we should have representation from communities that are most impacted by the tolls and toll corridors. For I-205, for example, these would be the communities of Clackamas, Oregon City, and West Linn, primarily. These are the individuals who are most impacted by these transportation decisions as they rely on these vital roadways for their jobs and shopping needs.

There is no reason that residents in another state should be serving on an advisory council for decisions being made that impact another state. This is so obvious that I’m surprised, and very frustrated, that this has occurred.

If you do not live here, pay taxes here, vote here, and contribute to the local community here, then you should have no right to impact these important decisions. Local residents deserve better – local decisions should be impacted by local residents and NOT people who do live in the state and do not participate in our state’s governance and taxation systems. I strongly encourage your committee to re-think its membership base and ensure proper representation for Oregon transportation projects. This is a real problem that must be immediately addressed.

Tyler

Date received	10/11/2021
Source	Project inbox
From	Matthew Gillis

Subject: Committee Public Comment

Tolling the Abernathy Bridge splits up the West Linn/Oregon City communities. It directly targets local residents who just use the 205 to get over the Willamette River. The other bridge is not big enough to get larger vehicles through easily and now large trucks will block the small bridge to downtown Oregon City. The small bridge is so narrow it's hazardous. You should consider West Linn and Oregon City residents get a rate 50% lower if they only go over the Abernathy Bridge. If you don't give a lower rate for locals when you split up the community with tolls there is no equity in your process at all! I live 7 blocks from the bridge, we use it twice a day to take our kids to school and our family lives .5 miles away but on the other side of the willamette. Our shopping centers are just over the bridge.

Please heavily toll the Tualatin River Bridge and do not toll the Abernathy. The Tualatin River Bridge near Stafford will target everyone equally as it will toll residents on the way to Portland, and longer distance drivers the same way. Tolling the Abernathy Bridge is targeting local traffic and has no equity in it's consideration. People driving north on 205 will get tolled by your other project, but in those areas local traffic has multiple overpasses and ways around without getting not the freeway. In West Linn there is only one local bridge and its so narrow its hazardous. As it is, the local bridge traffic backs all the way up 43 to I-205 without your tolls. Tolling the Abernathy bridge directly targets local residents at a bottleneck over the river with no reasonable alternatives.

Please consider only tolling a higher amount between Stafford and 10th st exits to keep tolling equitable for all.

When are the public hearings? I would like to be there to argue orally.

Date received	10/18/2021
Source	Project inbox
From	Nicole Blanchard

Subject: Committee Public Comment

Oregon Tolling,

Adding "Committee Public Comment" to the subject line because maybe someone will read this and respond. I've received nothing from ODOT in this farce of an outreach effort regarding the proposed tolling of I-205 in West Linn, Oregon.

I've sent many emails and no one from ODOT has responded. This confirms no one is considering the impacts to the local community, or the fact tolls are the hardest on those that can least afford them. There's few options in West Linn and Oregon City for public transit either.

Furthermore, traffic diverted to local roads from the state freeway system to avoid tolls is inexcusable...especially considering the impacted local roads have no shoulders or sidewalks and were not designed to handle thousands of vehicles that WILL divert through the local community to avoid unaffordable tolls.

What's even more outrageous is there's no guarantee this proposed toll will ever sunset.

This is lazy, irresponsible and grossly inequitable. Especially considering the lack of outreach...I really don't understand how this can move forward when community concerns are not being addressed.

Regards,

Nicole Blanchard

22200 SW Ribera Lane

West Linn, Oregon 97068

Sent from my iPhone

Equity and Mobility Advisory Committee Meeting #14 Summary
October 27, 2021

Date received	10/22/2021
Source	Project inbox
From	Mary Rigert

Subject: Committee Public Comment

Regarding: Tolls on Oregon Roads/Freeways/other ideas

NO TOLLS!

I do not know how or when this "committee" has been formed and come to the conclusion that Oregon citizens want "tolls" on our roads.

WE CITIZENS DO NOT WANT TOLLS ON OREGON ROADS.

We expect gas taxes and money from other Oregon taxes to strengthen our road system with upkeep and new roads. Commerce needs to be encouraged, NOT discouraged. Six (two more friend since the last comment) family/friend members have left Oregon. I want to stay and keep it filled with prosperity which includes a thriving transportation system for vehicles.

You say: "They help solicit feedback and participation from youth, older adults, Black, Indigenous, people of color, and multi-racial people, people who may speak a language other than English, and people living with a disability."

Each of us is a person who pays taxes or just want the state to take care of the roads so that we will transport ourselves, no matter age, color, sex or other language! Grow up, please. We are each adults!

Mary Rigert
7972 SW Red Sunset Lane
Beaverton, Oregon 97007
Small Business Owner