

Oregon Toll Program

Equity and Mobility Advisory Committee Meeting #8 Summary



Subject	Equity and Mobility Advisory Committee Meeting #8
Date and Time	April 28, 2021 3:30-5:00 p.m.
Location	Online via Zoom
Recording	https://youtu.be/FcPUNN8SQmc

EQUITY AND MOBILITY ADVISORY COMMITTEE MEMBERS

Attendees	Organization
Abe Moland	Clackamas County Health and Transportation
Amanda Garcia-Snell	Washington County Community Engagement
Bill Baumann	Human Services Council
Diana Avalos Leos	League of United Latin American Citizens; Latino Youth Conference
Dwight Brashear	SMART
Fabian Hidalgo Guerrero	Causa
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
Michael Espinoza	Portland Bureau of Transportation
Park Woodworth	Ride Connection
Philip Wu	Oregon Environmental Council

Absent: Eduardo Ramos – At-large member; Sharon Smith – Oregon Transportation Commission

PROJECT TEAM

Name	Meeting Role	Name	Meeting Role
Jessica Stanton	Facilitator	Emily Wolff	Breakout room notes
Anne Pressentin	Project team	Lucinda Broussard	Project team
Hannah Williams	Project team	Maria Isabel Ellis	Project team
Garet Prior	Project team	Emily Benoit	Project team
Heather Wills	Project team	Nicole McDermott	Project team
Francisco Ibarra	Committee intern	Chris Lepe	Project team
Nick Fazio	Zoom host	Josh Channell	Project team
Spiro Pappas	Meeting notes	Jennifer Rabby	Project team
Mat Dolata	Project team	Sam Roberts	Breakout room notes
Emma Johnson	Breakout room notes	Scott Bucklin	Breakout room host
Sine Madden	Project team	Ken Zatarain	Project team

TRANSIT AND MULTIMODAL WORKING GROUP

Name	Organization	Name	Organization
Ray Atkinson	Clackamas Community College	Tom Mills	TriMet
Karen Buehrig	Clackamas County	Matt Bihn	Metro
Bob Kellett	City of Portland	Jason Kelly	ODOT
Eve Nilenders	TriMet	Dyami Valentine	Washington County
Gregg Snyder	City of Hillsboro	Jessica Berry	Multnomah County
Marsha Hoskins	ODOT	Katherine Kelly	City of Vancouver
Jeff Pazdalski	Westside Transportation Alliance	Alex Oreschak	Metro
Christina Deffebach	Washington County	Jeff Owen	TriMet
Maria Sipin	ODOT	Laurie Lebowsky	WSDOT

WELCOME

Meeting facilitator, Jessica Stanton, welcomed the committee members and opened the meeting with a centering exercise. Jessica reiterated the importance of the EMAC’s work, reviewed the Working Together Agreements, and provided an overview of the meeting purpose - to better understand the preferred transit and multimodal policies, strategies, and performance measures. Jessica provided an overview of the agenda and then reminded the group of the EMAC game plan that was presented at Meeting 7. Jessica noted that transit and multimodal would be the focus of this meeting and the next meeting in May.

SETTING THE TABLE

Garet Prior, project team, introduced background content intended to help “set the table” and prepare the EMAC for the breakout room discussions. First, he described the EMAC Equity Framework, and highlighted the first step, “Identify Who/What/Where.”

He noted through the work of the EMAC, the project team is looking at impacts to historically excluded and underserved communities beyond what is required in an environmental justice analysis (based on income and race/ethnicity). The toll projects will also consider equity framework-identified communities (people with disabilities, elderly, children, people who do not have a vehicle, and people with limited or no English proficiency). *See the [Equity and Mobility Advisory Committee Meeting #8 presentation](#) (slides 12-19).* Garet provided an overview of the demographic maps and indicated they would be updated prior to the May meeting.

Garet then provided an overview of the guardrails and restrictions for the use of toll revenues. He directed committee members to their meeting packet (*see [Toll Revenue Guardrails and History](#)*) for a deeper dive. He also noted that during EMAC Meeting #3, Travis Brouwer, Assistant

Director for ODOT, provided an explanation of the Oregon Constitutional language and interpretation. [See Equity and Mobility Advisory Committee Meeting #3 \[video\]; 59:40.](#)

TODAY'S MEAL

Garet moved on to a discussion of “Today’s Meal” and the primary purpose of the meeting - to take the next step forward towards transit and multimodal investments. Garet walked through the following areas where ODOT will make commitments to transit and multimodal investments:

- Strategies describe a process, or specific investment that is informed by the toll project analysis but is above and beyond what is required mitigation. Example strategies are based on the existing conditions document, feedback from communities, and the guardrails and history document.
- A policy is a statement or administrative rule used to guide decisions and identify actions in pursuit of an outcome, such as advancing equity. Policies are less determined by geography and more determined by how the ODOT Toll Program will operate.
- Performance measures will be used in the environmental analysis to compare tolling alternatives. Performance measures will inform mitigation. Mitigation measures will include specific measures or investments to help mitigate impacts identified in the environmental analysis for the toll projects.

TRANSIT AND MULTIMODAL WORKSHOP

Jessica explained how the breakout rooms would function and reiterated the purpose of the workshop – to develop a better understanding of the preferred policy, strategies, and performance measures for transit and multimodal that will be prepared for EMAC’s May meeting and inform ODOT’s work on the toll projects. Jessica covered the topic areas that would be discussed during the breakout rooms and the following questions:

- Performance Measures:
 1. How can we improve transit and multimodal performance measures to advance equity?
- Policies:
 1. What did you like, or not like about how tolls and transit and multimodal investment worked in other locations?
 2. Which of the policy options presented are favorable for the Portland metro area? Is there anything missing?
- Strategies
 1. What are the I-205 area and regional (I-5/205) toll project transit and multimodal investments that might best advance equity?
 2. What are the opportunities, challenges, and questions remaining? What do you need to know from ODOT to have greater confidence that the Project will advance equity?

After going over the questions, Jessica recommended to have the materials nearby for the workshops. All EMAC and Transit and Multimodal Working Group members were then moved into breakout rooms. Members of the public were provided a breakout room to join, which was facilitated by Gareth.

Committee Comment

Before exiting the Zoom webinar for the breakout rooms, three committee members raised clarifying questions. [See Equity and Mobility Advisory Committee Meeting #8 \[video\]; 21:20.](#)

- One question was regarding Slide 25's example, which mentions 25% of net toll revenue could be dedicated to increase transit service, and how ODOT's constitutional restriction might come into play. Gareth responded by noting that programs with similar constraints have still made those commitments and added that there may be ways outside of Toll Revenue but within ODOT where funds can be provided for those types of investments. Gareth provided an example, the Statewide Transportation Improvement Fund and the Statewide Transportation Improvement Plan are funding sources without the same restrictions as tolling revenue. Additional clarity on this question is provided in the [Committee Comment and Request Matrix](#).
- The second question was a follow-up on the previous question. The committee member asked, how the effectiveness of projects funded outside of the toll project area will be measured. Gareth responded and noted the importance of that question. He indicated the project team will be looking into accountability measures and will seek EMAC input.
- The third question asked if the breakout room discussion is intended to focus on "day one" outcomes, or, is the intent to discuss what will be happening on an ongoing basis. Gareth clarified that the project team is interested in feedback on both, but the focus should be on day one or even pre-day one investments and commitments.

BREAKOUT ROOM REPORT OUT

During the breakout rooms, comments were recorded on a jamboard (digital whiteboard). Following the breakout room discussion, members and staff were brought back together and a brief report out was provided by the facilitator from each breakout room. The report out is captured below and jamboard notes are included at the end of this summary. Prior to the report out, a committee member noted that the breakout rooms need to be longer, so the groups can discuss and provide feedback on all topics. Three committee members provided additional feedback after the meeting for topics their groups did not discuss. This feedback is incorporated into the key takeaways below and attached at the end of this summary.

Recurring Themes

The following recurring comments/themes were noted by all breakout room facilitators.

- Investments and revenue allocations should be defined and committed to up front.
Participants noted a strong interest in having a structured percentage of net toll revenues

going towards different modal options such as transit, active transportation, and highway improvements, similar to examples cited in other parts of the country. [See Tolling, Transit and Multimodal Research.](#)

- To make the system work for everyone, transit and multimodal investments need to be a part of the project, regardless of how they are paid for. Investments are needed in advance of or with tolling coming online.
- Need to identify how much money will be available for investments in transit and multimodal.
- Need to provide clarity on affordability programs for low-income commuters, as well as exemptions for different types of road travelers such as carpoolers and transit.
- Implementation of strategies will need to address timing and the needs of different geographies. For example, assessing and meeting the needs of people living in different place types, including suburban and rural areas.
- Safety is a key consideration, both physical safety and perceived safety. Are facilities safe for all users? How will traffic rerouting affect safety?
- Savings based on travel time should be extended to all modes of travel.
- Partnerships are vital to make tolling work and show ODOT is committed to equity – partnerships with transit organizations, community-based organizations, communities, etc.

Breakout Group 1

Breakout group 1 was facilitated by Chris Lepe, project team. Key takeaways are summarized below by topic area.

Performance Measures

- Performance measures are somewhat broad and general, and more specificity is needed.
- A lot of the transit and multimodal performance measures are focused on driving metrics, and there is a need to include additional measures that specifically focus on transit and multimodal.
- Some potential additional performance measures mentioned by the group included:
 - Vehicle Miles Traveled reduction.
 - Transit access and safe crossing areas for/near transit areas.
 - Increased traffic reliability/improvement of on-time performance.
 - Increased transit service hours, frequency, and geography.
 - Change in percent completion of the sidewalk and bicycle network.

Policies

- Policy examples that include an allocation of toll revenue to transit and multimodal were well received. It was suggested that 100% of revenues should be dedicated 50/50 to transit and active transportation projects.
- Transit capital and service projects should be funded, especially where there would be an increase to bus frequency.
- Would like to see direct access to bus-only lanes from park and ride facilities.
- Need to identify how much revenue will be available from tolling. It was suggested that the Oregon Transportation Commission should be provided policy direction that they set toll rates that will ensure a minimum of \$1 million in revenue after bonds.
- Exemptions for transit, emergency vehicles, and carpools make sense. Also include exemptions for non-emergency transportation vehicles and non-profit transportation (e.g. Ride Connection and human services).
- Investments need to be balanced between highway improvements and neighborhood improvements.

Strategies

- Strategies should be focused on BIPOC (black, Indigenous, and people of color), low-income, and historically and currently transportation disadvantaged communities first.
- Before day 1 investments should include added transit service – more hours, more lines, more frequency, more buses; first and last mile ADA, bike, and pedestrian connections, and additional connections to transit stops and stations.
- Bus on shoulder support.
- Promote greener modes of travel.

Breakout Group 2

Breakout group 2 was facilitated by Nicole McDermott, project team. Key takeaways related to performance measures and policies are summarized below. The group did not get to the strategy discussion.

Performance Measures

- The right data source/measurement tool needs to be considered related to measuring bike and pedestrian safety – is Multimodal Level of Service or Level of Traffic Stress preferred? Safety impacts and exposure need to be highlighted.
- Need to measure transit reliability system wide and consider all levels of transit service (i.e. SMART (south metro area regional transit) and shuttles). Members expressed that Level of Traffic Stress should be prioritized due to the consideration of feeling of safety it provides.
- Performance measures need to be clarified regarding what is considered bike infrastructure – are shoulders considered bicycle infrastructure on rural highways around I-205?

Policies

The group asked clarifying questions related to the example policies presented in the [Tolling, Transit, and Multimodal: Policy and Strategy Options](#) document and identified key items to consider in policy setting.

- If carpools and vanpools are exempted, what will be the registration process?
- The definition of the corridor needs to consider impacted areas and key equity communities.
- System connectivity should also include bridges, and bicycle/pedestrian approaches to and on bridges.
- Considering the highways that need safety and multimodal improvements, what can be done proactively to set the stage for a well-functioning system?

Breakout Group 3

Breakout group 3 was facilitated by Anne Pressentin, project team. Key takeaways are summarized below by topic area.

Performance Measures

Anne indicated the group's comments were similar to those discussed for groups 1 and 2. A couple of additional considerations related to performance measures are:

- Consider travel time for transit vehicles and how long it takes people to access jobs using transit.
- Proximity to transit is a good performance measure.

Policies

- Bus on shoulder is a good thing to consider and should be further studied.
- Agreement that transit, emergency response, vanpools, non-emergency medical, and social services should be exempt.
- Carpools and Transportation Network Companies (TNCs) need further study to determine when exemptions would be appropriate.

Strategies

- Consideration of first/last mile in rural areas may be longer than a mile and studying these connections is important given that a lot of families in rural areas are experiencing low incomes.
- A need to identify when strategies are implemented and how they are funded – what is part of the project and what is done as mitigation.
- Consider many of the Get Moving 2020 projects for investment as they would serve BIPOC communities.
- Big question: how much revenue will we have to make a system that works for everyone?

Breakout Group 4

Breakout group 4 was facilitated by Josh Channell, project team. Josh focused on the key takeaways that were different from the comments identified by the other facilitators.

Performance Measures

- Focus on safety enhancements, not just how the system performs.
- Enhancing transit access and increasing access across all modes.
- What community support can be offered as part of the project – this is important for all the questions considered during the breakout groups.
- Measures related to access to health facilities, community facilities, and jobs was based on a 30-minute drive time but did not include other modes.

Some key questions from the group included:

- Who is riding transit and how can the project benefit them? Alternatively, who isn't riding transit and how can they be accommodated?
- What are people's commute times compared to their commute mode?
- How can the project accommodate families (mothers on trains with kids feeling safe, lighting at stops, safety accommodations, etc.)?

Policies

- Consider opportunities to enhance mobility – can you support transit passes, what are the toll-free options, is there a toll structure that really supports low-income drivers and transit riders at the community level.

Strategies

- Network at the community level to include people who really know the community best
- Resiliency funds were suggested as an investment that might best advance equity, and resiliency funds through community-based organizations could help direct funds and prove that ODOT is investing in their communities.
- Acknowledging that a multimodal alternative might not be the top priority for all communities, the group showed a strong desire to have a free alternative to cross the river, where a free transit option could be critical. The group believed equitable investments in the communities that are most impacted by the project through community-based organization would help ODOT regain trust.

Breakout Group - Public

- Gareth facilitated a public breakout room, which included eight members of the public. Gareth led the group through the same questions considered by the committee members. Gareth noted that many of the same themes were discussed in the public breakout room. He highlighted a few comments that had not been identified by the other groups.
- A policy to address diversion.

- Be careful about exemptions (as to not take money away that would otherwise be invested).
- Using integrated fare systems, like those used in Washington D.C. and Los Angeles.
- Demand management and working with employers who have transportation option programs.
- Transit time and reliability are very important – you can't just consider access.

Members of the public viewed the following toll program examples favorably:

- One card in Los Angeles (for metro, bus, rail/train), and a wide range of time to finish the trip (no extra fee when transferring from train to bus)
- Flex tolling – I-405 in Seattle, I-495 on the Washington D.C. has HOV 2+ or 3+ free roads
- Tolls for Transit Options in NYC, Marin County

NEXT STEPS

Jessica reviewed next steps for the committee:

- At the next EMAC meeting on May 26, 2021, the committee will continue this conversation to refine the preferred transit multimodal policies, strategies and performance measures.
 - The Project Team will be looking for an EMAC subcommittee to dive deeper into the performance measures.
- The next Transit Multimodal Working Group meeting is June 16th.

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

Eight 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.	6	2	0	0	0
2. The presentation and speakers were engaging and encouraged dialog.	4	3	1	0	0
3. I clearly understood the meeting objectives and knew what we were trying to accomplish.	3	3	2	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	4	1	1	0
5. I had the opportunity to speak, be heard, and contribute to decisions under consideration.	5	3	0	0	0

Comments on Question 2

- Would have appreciated an overview of the materials for the whole group, to ground us prior to the breakout discussions.

Comments on Question 3

- Didn't initially understand what we were trying to accomplish in the breakout groups, but once we got started it became apparent. It was nice to have the questions beforehand, but I didn't have the ability to get through all the meeting packet to truly understand the questions/see the provided examples.
- Breakout room was not effective.

Comments on Question 4

- There was a lot of meeting materials! And it was difficult to get through them all.
- In the future, please specifically call out which of the materials we should be reviewing, as it relates to the next meeting. For example, in order to answer the questions we should look at page X, etc. It was not clear that we would not be reviewing these materials during today's meeting, and I wasn't able to read the full packet deeply, so did not feel prepared for the breakout discussion. Specific instructions in the email would be helpful, especially for those of us with very busy schedules. Thanks!
- I didn't get materials in advance, once I got them, they were very dense.

Comments on Question 5

- But we ran out of time, so I believe others did not have the same opportunity to speak, be heard, and contribute as I did.
- We ran out of time in the breakout groups.
- more time in break out groups would be helpful
- My internet was acting up so it was hard for me to speak. So I was using chat, I found my input was not addressed.

Open-Ended Questions

Question 6: Were there any aspects of today's meeting that you particularly liked or disliked? (7 answered, 1 skipped)

- I enjoyed the smaller work sessions
- No
- More time for breakout groups and discussion. Having a dedicated jamboard operator/commenter would be helpful because it would allow for the facilitator to focus on facilitation and not multi-tasking. Therefore allowing ideas, thoughts, and comments to be captured with a great level of accuracy.
- I liked the video "preview" of the packet, but it didn't give me the direction I needed, which I now understand was to review specific pages in the meeting packet.
- I liked brainstorming with the other working group, but it would have been helpful to do quick introductions.
- I really enjoyed the breakout group today
- I wish we would have had time as a group to go through research and other materials, before being asked for input.

Question 7: What topics or issues do we need to address or revisit in future meetings? (5 answered, 3 skipped)

- More of same
- Continuation of the performance measures, policies, and strategies discussion because our group was unable to get through them all.
- I want to hear back about how our feedback from today is incorporated into the performance measures, policies, and strategies, and have additional opportunity to contribute and refine.
- Intersections/overlap between metrics/policies/strategies in this category and others (ie safety came up a lot today)
- This is a topic I think could use more time on

JAMBOARD NOTES – EMAC AND TMWG

Performance Measures

1. How can we improve transit and multimodal performance measures to advance equity?

Traffic safety improvements in high crash corridors.

Safe access to transit

Change in completion of sidewalk & bike network

Change in access by X time? Suggest to change from time to distance.

Access by time is good - but indicate destinations accessible by various modes.

Increase in safe bike/ped lane miles

Availability of ped infrastructure next to I-205 - rural zoning is a factor

✓ Biking/walking safety in OR City with diversion - which tool will best measure?

Safety impacts and exposure - what is comfortable?

Need to measure transit reliability system wide

MMLOS vs Level of traffic stress

Will transit ridership account for SMART riders and shuttles? All levels of transit?

Are shoulders included as bike infrastructure on rural hwy?

Need to set goals for what is expected as a result of this project

Need to indicate the direction we want the outcomes/performance measures to go towards

Break out transit into different buckets - within local transit vs longer range transit options.

Expand out performance measures beyond driving - ex. access by all modes within a X minute trip.

Indicate direction we want to go re. performance measures

Need to understand what the cost would be for local residence, to measure economic impact.

Reduce in vehicular accidents resulting in injury or death.

Increase in transit service frequency and geographic coverage.

I would like to see something about increased use of public transit.

Increase in transit travel trainers, community transit services, and other services to promote transit use

Gaps filled in the bike/ped network

Need to measure transit reliability system wide

Reduce in congestion as a result of reduction in vehicle collisions.

Increase in transit service hours

Improve on time performance of transit

Need to set goals for what is expected as a result of this project

Need to indicate the direction we want the outcomes/performance measures to go towards

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Performance Measures

1. How can we improve transit and multimodal performance measures to advance equity?

when possible, collect ethnicity. Income data as a way to know and close gaps.

add: Travel time to access a job by transit.

Add measure: Proximity to transit stop. Riders need close access -- less than a qtr mile

Consider not only who is currently using transit/MM, but also who isn't presently using the system - how can we encourage mobility of groups that are not represented.

Measure transit delay impacts to larger system and not just localized area

Capture traffic stress; quality of experience to use of bike/ped lanes. Measure crash risk exposure between ped/bicyclists from traffic that reroutes off freeway to local streets

Add measure: length (time or distance) for transit trip.

Access to health, community facilities, jobs should not only reference 30-minute drive - but 30 minute commute regardless of mode - equitable travel time savings should extend to all users. (or what is appropriate time scale)

Example of bus stops not having lighting or seats, or many places have lack of access to transit on nearby roads (no sidewalks, etc.)

Need more a comprehensive approach - example - access to health should include working with health providers.

vehicle travel time delay should also include transit vehicles

Measure use of bike/ped facilities. Just having facilities is not the only goal.

For ridership: by what mode are people accessing transit?

Measures should really look at how we increase the mobility of everybody - improve travel time, regardless of community or mode.

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Policies

2. What did you like, or not like about how tolls and transit and multimodal investment worked in other location?

Like that they have one authority that operates from both states.

Like that toll revenues will be reinvested in geography they came from.

Programmatic bucket of funding - last mile, access to transit - these are important to consider.

Concern about how enforcement of those who don't pay toll and how that can really affect (and snowball with fees and fines) for a low income household

What is the relationship between exemptions and taking toll revenue? Consider how these things work together.

Like % of revenue dedicated to other projects/modes, but would be nice to see what the current operating costs are - what is the excess?

Like the I-10 & TID corridors where they dedicated a significant amount towards transit and active transportation.

there is a minimum bar that we have to have transit.

Like exempting transit, emergency vehicles, and carpools, don't think motorcycles should be exempted

Show exactly where the funds will be taken from to fund alternative means - the more we can take from the toll revenues, the better.



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Policies

3. Which of the policy options presented are favorable for the Portland Metro area? Is there anything missing?

Do not charge a toll to Transit, emergency response, vanpools and non emergency medical and social service rides

for industrial areas, there is evidence of lower income families commuting together.

(registered) Carpools: Consider not charging a toll

Specific dedication of funds for transit/mm - how does funding between agencies work?

Investments need to be made ahead of tolling. What can be done proactively?

Can look at opportunities for youth travel enhancements.

Consider toll-free options/fee structure for some low-income households

System connectivity need to add bridges

Safety is missing: Make sure safety included.

Make sure that TNCs are not included with carpools.

Make sure rural areas are not excluded in the policy analysis; many lower income folks live in rural areas.

I think some of the money (profit), needs to be given to the community to decide how to use the funds.

Corridor def. needs to consider areas such as Canby that may experience impacts

Look towards capital improvements that really enhance safety and safe access to transit, as well as user experience (especially in East county area) - digital signs, frequent service, weekend service.

Support transit passes - give them away like candy!

Corridor definition needs to consider impacted areas and key equity communities.

How to leverage transit development credits from FHWA/FTA to match other grants for transit improvements or facilities.

How is traffic calming for adjacent neighborhoods (specifically low-income, underserved, excluded) captured?

Use bus on shoulder -- after further study

How much will be available -- is it 200K or 2M? Huge difference for projects in the corridor.

What is the registration process for exemption of vanpools and carpools?

Toll structure that supports low income drivers and transit riders at the community level

Model of distributing funds through Metro could be a way to advance goals and involve community in decision making. Use existing framework.

Would UberPool be considered a registered carpool? Studies have shown TNCs can result in more congestion.

Consider bike/ped approaches to and on bridges - important for connectivity

Identify a specific percentage for allocation of toll revenue



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Strategies

4. What are the I-205 area and regional (I-5/I-205) toll project transit and multimodal investments that might best advance equity?

Need to identify when strategies would be implemented and how they would be funded.

Get Moving measures are important investments. 82nd, McLoughlin Improvements. These align with this project; get ahead and invest now to assist BIPOC communities. +1

New Non tolled driving routes. Mixed opinion of importance. Need more information. Why included? What does this mean? Does it mean build more roads?

Need a regional transit program that mirrors large scale look at tolled highway corridors - and across state lines.

Example of resiliency fund - allocated to CBOs - to assist households with toll or transit passes when they need them. CBOs have best relationships to coordinate to provide this assistance.

Add: Need to know when the strategies can go into effect. +2

first/last mile connections: Needs to be safe and accessible for transit riders.

Need to include ferry service as part of the future mix of transportation options

there always needs to be a free alternative - also highlighted in community feedback. Free should not necessarily mean "longer".

Unless you have a free route option (can be transit) will be very hard to equitably toll both bridges over the river.

Funding at CBO level would really clearly show ODOT's investment in equity.

First/last mile connections are essential for equity. (or could be 5 miles for rural areas)

Don't forget lighting, greenscaping, activating space. Not just physical safety but perceived safety.

A big vanpool program could be pushed or enhanced prior to tolling.

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Strategies

5. What are the opportunities, challenges, and questions remaining? What do you need to know from ODOT to have greater confidence that the Project will advance equity?

Appreciate ideas from other areas. Big question is how much money we will have to make the system work for everyone so we can program necessary improvements.

What are the different revenue use restrictions for Section 129 versus VPPP

Put your money where your mouth is - show where the money is going - we know people are going to be impacted - how are we using the revenue to improve their situation

Providing CBOs with revenue to support communities

Commitment not just on paper by ODOT, but seeing real investments in communities impacted by this project (resiliency fund, educational support).

Define these investments up front as part of the project to show commitment by ODOT. Don't wait for mitigation.

How is net revenue defined? Are bond holders paid as part of gross?

ODOT need to prove that improvement of mobility extends beyond just the users of the freeways, but across modes and at the neighborhood level.

Outreach and engagement done at community level and by community organizations - not only directly by ODOT

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COMMITTEE COMMENTS PROVIDED AFTER THE MEETING

Comments provided by Kari Schlosshauer

From: Kari Schlosshauer <kari@saferoutespartnership.org>

Sent: Wednesday, April 28, 2021 6:09 PM

To: PRIOR Gareth <Garet.PRIOR@odot.state.or.us>

Subject: Input to today's EMAC questions

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Policies

- Like dedicating toll revenue after bonds to transit and active transportation and would like to see 100% of revenues dedicated 50/50 to transit and active transportation projects. Would like to either see some portion (20%?) going to the local agency to fund projects of their choice, or that local agencies have total control over how those funds are spent for transit and multimodal
- Like seeing both transit capital and service being funded, especially where it increases bus frequency
- Like keeping projects within a certain distance of the tolled facility, but want to incorporate origins outside of the facility to allow projects that benefit those traveling from further away who would be impacted by tolls. Here this is especially looking at transit projects that would benefit those currently needing to travel on the interstate because they don't have other options, e.g. from SW WA.
- Like exempting transit, emergency vehicles, and carpools; don't think motorcycles should be exempted
- Like seeing direct access to lanes for buses from P&R facilities (if applicable)
- Don't like that there's no sense at this point of how much revenue will be available from tolling -- policy direction should be provided to OTC when they make decisions to set rates, ensuring a minimum of \$1M in revenue after bonds

Strategies

- for all of these, a specific focus on providing these strategies first for BIPOC, low-income, and historically and currently transportation disadvantaged communities
- equitable TOD and affordable housing along the corridors
- bus on shoulder transit service
- park and rides
- Before Day 1: add transit service - more hours, more lines, more frequency, more buses
- dedicated transit lanes on parallel corridors

- ADA, pedestrian, and bicycle network connectivity improvements - increasing lane miles and filling in network gaps
- Before Day 1: include projects and programs from Get Moving 2020, but build them as mitigation, &/or incorporate them into the bonded projects in the CCMMP (instead of using revenue leftover after bonds)
- Before Day 1: first and last mile ADA, bike, and pedestrian connections, add connections to transit stops and stations
- end of trip facilities such as secure bike racks and shelters at schools, workplaces, and other destinations
- build mobility hubs around transit stations that include bike/scooter/car share, EV charging stations, and realtime technology information about transportation options
- bring bike/scooter share to these areas around the tolling project where they don't currently exist

Comments provided by Abe Moland

From: Moland, Abraham

To: Jessica Stanton; PRIOR Gareth

Subject: RE: EMAC Unanswered Questions and Join the NEPA Scuba Team

Date: Wednesday, May 5, 2021 5:42:32 PM

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Performance Measures

- 1. How can we improve transit and multimodal performance measures to advance equity?**
 - a. Disaggregate all by race, understand differences between specific demographic groups and measure narrowing in gap between groups
 - b. Pg 10 – explicitly and holistically bike infrastructure

Policies

- 1. What did you like, or not like about how tolls and transit and multimodal investment worked in other locations?**
 - a. A less restrictive corridor definition (LA cites projects must be within 3 miles of tolled facility) that allows for more flexibility/adaptability of funds for future projects (or in other regions) and creates space for other network improvements.
 - b. Clear commitment to funding context-sensitive transit options (buses, shuttles, other transit facility needs) and multi-modal options
- 2. Which of the policy options presented are favorable for the Portland metro area? Is there anything missing?**
 - a. Tolling will have significant impacts on areas beyond the Portland metro area, policy options need to be evaluated and informed with perspectives from beyond the UGB.

- b. Extend toll exemptions to non-emergency medical transportation network (~60 companies, many BIPOC owned, serve Medicaid population to covered appointments)
- c. Based on the funding aspects of the conversation, I think it is important to add another bolded section to pg 3 of the Policy and Strategy options document with “Alternative Funding dedication” that describes dedication of other dollars towards strategies that advance equity that are not eligible for toll dollars.
- d. Identify ways to bake community decision making into transit/multimodal funding decisions over the long term to extend process equity
 - Maintain partnerships between community-based organizations, companies, cities, agencies, and stakeholders built in this process
 - Implement some degree of community-decision making (e.g. community base tolling advisory group)
- e. Expand education and outreach on carpooling to holistic mobility and social needs-building social cohesion at center
 - i. Job fairs, community clean ups, financial literacy training and events, pop up health clinics, farmer's markets, community education around environmental justice etc – supporting these events in transit-friendly areas helps reduce congestion and meet greater goals

Strategies

1. **What are the I-205 area and regional (I-5/205) toll project transit and multimodal investments that might best advance equity?**
 - a. Building and expanding employer transit pass programs, specifically for BIPOC businesses and neighborhood level local businesses
 - b. Expand bike infrastructure - only current lists bike lanes, paths, etc - need bike parking, maintenance, lighting, cooling infrastructure, information and wayfinding through transit screens, kiosks, and pavement printing, activation of vacant spaces (art, facades, pop ups)
 - c. Colocate other amenities/services people need at transit centers to incentivize ridership
2. **What are the opportunities, challenges, and questions remaining? What do you need to know from ODOT to have greater confidence that the Project will advance equity?**
 - a. Opportunities:
 - i. Align with just transition and trauma informed principles
 - ii. Policies that tie toll revenue with more comprehensive DBE requirements
 - b. Challenges:
 - i. Many unknowns from analysis that still needs to be done to match projects to funding to need
 - ii. Project pacing makes it difficult to lead with voices of those most impacted

- c. Greater confidence in project equity
 - i. Continued cultivation of community partnership
 - ii. Demonstration and documentation of ‘the why’ behind policy and strategy decision

Comments provided by Bill Baumann

Bill Baumann participated in office hours with Jessica Stanton and Garet Prior on May 5, 2021. The following is a summary of Bill’s comments during that conversation.

Policy options

- Off-street trails included in active transportation
- Carpooling promoting options
- Exemptions: non-emergency transportation vehicles, non-profit transportation (such as Ride Connection and human services)
- Volunteer drivers (exemptions or money to help with training) – example from Seattle with red placard
- Need to have a balance of investment between highways and neighborhoods – has to work together

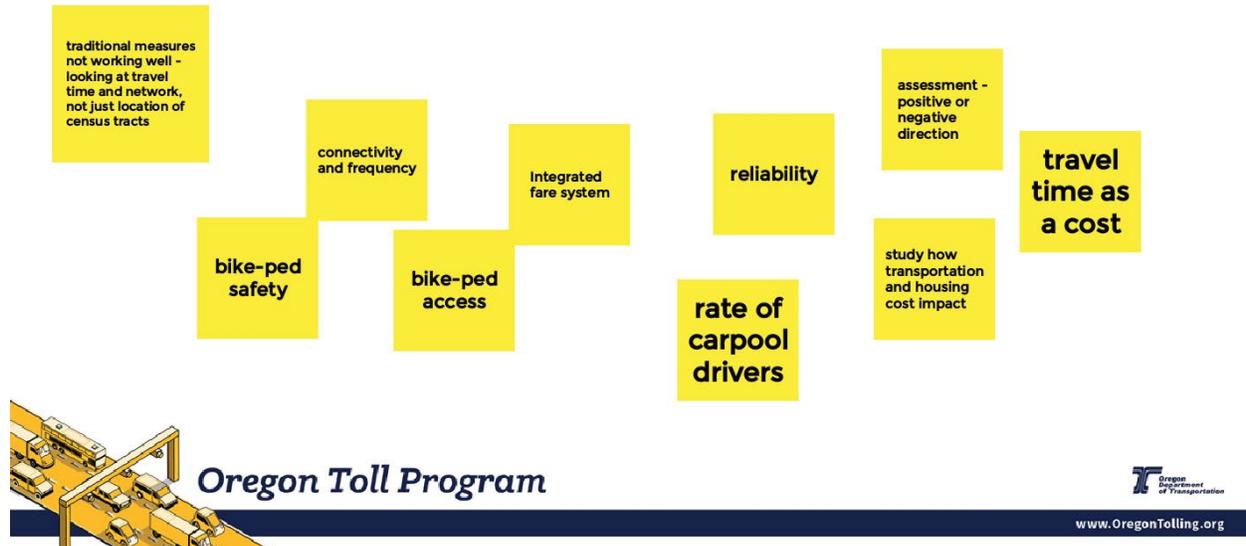
Strategy options

- Big fan of bus-on-shoulder and need to connect with TriMet – shows people sitting in traffic how it’s a benefit
- Fan of incentivizing transit and other forms of non-SOV travel
- How would non-tolled streets be implemented without doing additional impact to communities?
- Enhanced transit, pedestrian, safety, and capacity are equitable
- Upgraded transit centers with more frequent/better service – line 154 and line on 82nd – connecting to frequent transit service
- Transportation wallet (golden transportation wallet) apart of the Get Moving Measure
- Built environment features – other options for travel...bike, roll, walking
- Diversion is a concern
- Regional pass through drivers more of an impact
- Electrification or LNG/CNG conversation help with initial cost for transit
- Fan of promoting greener modes of travel
- Supportive of TOD

JAMBOARD NOTES – PUBLIC

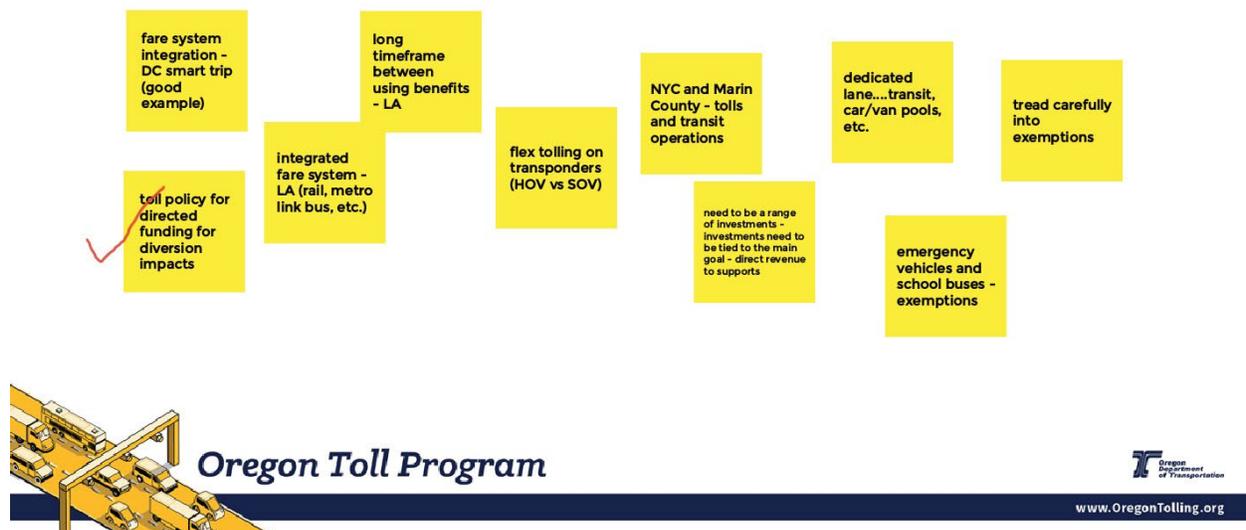
Performance Measures

1. How can we improve transit and multimodal performance measures to advance equity?



Policies

2. What did you like, or not like about how tolls and transit and multimodal investment worked in other location?



Strategies

4. What are the I-205 area and regional (I-5/I-205) toll project transit and multimodal investments that might best advance equity?



Oregon Toll Program



www.OregonTolling.org

WRITTEN PUBLIC COMMENT

Community members submitted the following public comments to the committee via email prior to Equity and Mobility Advisory Committee Meeting #8.

Date received	3/29/2021
Source	Project inbox
From	Tyler Stone

Subject: Committee Public Comment

Hello Transportation Committee -

Please find a public comment attached to be shared with all your members at the next committee meeting.

Thank you,

Tyler

Email attachment included below

Dear Toll Equity and Mobility Advisory Committee –

I am writing to you today to voice my local opinion against tolling I-205 in Oregon. As a resident of Clackamas county, I thoroughly read the public opinions, comments, and survey results from the largescale tolling survey conducted at the end of last year. The voice of the people was clear – they are very much against tolls on these important roadways.

It is very discouraging to read the continued work on tolling when the local voice was so strongly against tolls in this region. Based on the feedback, it seems clear to me and my peers that the public is not in favor of continued work on toll plans. And if the public voice is so strongly against tolls, then why are still investing taxpayer resources to plan for something our communities do not want? This seems very wasteful in my mind – if the public does not want a major change in their community, then our leaders and representatives have a duty to respond to that voice and stop looking at making the change. **They should be representing these opinions and individual voices – tolls are not welcome here in Oregon.**

I also find it very ironic that these transportation committees claim that more people moving to and living in this region is causing a funding shortage for improving our roadways. If more people are moving here, living here, and working here, then given our high state income tax rates and the new and higher DMV county registrations fees, where is this money going? More people = more tax dollars, more fees, more gas taxes, etc. So, with all this extra money, why do we still need even money more to fix our roads? My guess is that our transportation committees and leaders are not investing our tax and fee dollars wisely – for if they were, the increase in revenues could be invested in our roads without needing to implement costly toll infrastructure

that will require large initial outlays, study costs, implementation costs, environmental fees, maintenance costs, and enforcement costs. At the end of the day, the evidence suggests that years of fiscal mismanagement is the real problem here – and NOT a lack of funding. And now we, the public, are being hurt by leaders who cannot balance budgets and invest dollars in the infrastructure programs that are needed.

I find it laughable that not a single presentation I've seen by any of these committees contains a breakdown of transportation investments and funding in this region. All of the goals are focused on the best way to toll, what the toll price should be, who should be exempted, etc. as if our leaders are simply dodging the question. Where is the transparency in these studies? You say there is a problem and you don't have enough money to fix it – where is the evidence? Show us, the individual voices you claim to listen to (although given the survey results, doesn't appear to be case...) that even with the increased tax revenue and fees you still cannot fix our roads and need tax payers to once again fork over more even more money to be used in an inefficient manner.

In closing, I encourage your committee and its members to heed the voices of the transportation survey. Tolls are unpopular and not wanted by local Oregonians. Further work on tolls is unnecessary and a waste of resources. The people have spoken – and now it's time to listen.

Tyler

Date received	3/31/2021
Source	Project inbox
From	Mary Rigert

Subject: Committee Public Comment

As a lifelong Oregonian, we have paid plenty of gas taxes to take care of highways for cars.

I expect that money to be used for highways for cars.

And as farmers, we pay plenty of truck fees to be on the highways.

Enough with the new taxes!

Soon, we will have to sell the farm and move to Texas where 4 other family/friends have moved the past year.

Stop the tolls.

Mary Rigert
7972 SW Red Sunset Lane
Beaverton Oregon 97007

Date received	4/2/2021
Source	Project inbox
From	Danny Schreiber

Subject: Committee Public Comment

The claim that "tolls can manage congestion and generate revenue for better travel," as stated in the March newsletter from your committee is false, misleading and subjective. Stop lying to the public.

1) With an average of 20-thousand new residents in the Portland metro area every year since the 1990s, Portland road congestion will continue until the growth in population stops. That is a fact. No toll tax can "manage" the added thousands of vehicles on the road each year. There is NO way to transport 20-thousand new residents without added roads and lanes. The toll tax will not bring

2) Until businesses change their hours of operation, drivers have no choice about when and where they travel. As housing prices continue to increase within the Portland city limits, workers are being forced to live farther outside of town and are being forced to drive at the times of their work. Tolls will not make business change, it will just burden workers with loss of income to pay for the luxury of working to make a living. The wealthier residents can afford to live in the expensive city, and will continue to push the middle to lower income hourly wage workers into the outskirts and these workers will be saddling the added expense of the tolls.

3) By creating a toll, drivers will simply choose an alternative route, if they cannot afford or do not want to pay the toll tax. Moving vehicles off of I-205 is not "managing congestion", instead it is simply moving the traffic to another area. This will burden residents by increasing local travel time, reducing home value, increased traffic accidents risking life and property damage, and exposing local homes to increased pollution by moving traffic closer to residential areas.

4) Tolls do not help generate revenue as well as other sources. Direct vehicle taxes and vehicle fuel taxes give 100% of revenue to the creation of public transit options, additional lanes, and new bridges. Some states have lost up to 40% of toll revenue in the collection of the tolls.

5) There is no guarantee that the funds collected by any toll tax from I-205 will go to the creation of added lanes or any road improvements on I-205, so therefore tolls will not lead to "better travel."

In addition, other claims within this newsletter are false. You claim that "3 in 4 trips are made locally" within the area of the proposed tolling, when in fact your own study shows that only 30% of travel originates in West Linn, Oregon City or Gladstone combined. Therefore, 70% of trips originate outside the area. That is another lie.

In other parts of the newsletter, you attempt to make comparisons between San Diego area tolls that funded new construction which is NOT what this will do as well as bridge and tunnel tolls

in San Francisco and Seattle which offer no alternative diversion sideroads in order to avoid tolls. These are not equal comparisons.

In conclusion, there is no way that a toll tax on I-205 can be equitable. It will benefit the rich by allowing them to pay a fee to access their own private road (I-205) constructed by taxpayers dollars years ago. It will hurt middle and lower income people who will pay more of their limited resources for transportation, services, and goods.

This committee should immediately report back that they see no way to accomplish the goal of equity and mobility if a toll is imposed on I-205.

Thanks,

Danny

Danny Schreiber
1870 6th Ave
West Linn, OR 97068
503-723-5494

Date received	4/18/2021
Source	Project inbox
From	Kathleen Reilly

Subject: Committee Public Comment: 205 toll would be devastating for Seniors

As a senior living on a very small fixed income, even a small toll would greatly limit my ability to go to doctor appointments, get groceries and do other necessary life tasks.

Please don't isolate me with tolls.

Kathleen Reilly
3295 Summerlinn Dr
West Linn, OR 97068

Equity and Mobility Advisory Committee Meeting #8 Summary
April 28, 2021

Date received	4/22/2021
Source	Project inbox
From	Anthony Warren

Subject: Committee Public Comment

Please do not enact tolls on I-205. The people have already overwhelmingly made their voices heard in opposition to this. Please respect the voters/citizens who have already made this clear. Continuing to push this forward is exactly the kind of disconnected bureaucracy people dislike.

Date received	4/22/2021
Source	Project inbox
From	Mary Rigert

Subject: Committee Public Comment

Dear Oregon Bureaucracy,

Do NOT put tolls on our roads. As a lifelong Oregonian paying PLENTY of income, property, GAS taxes, there should be plenty of money to use the money appropriately to build and maintain roads for cars!

Stop the taxes!

Mary Rigert
7972 SW Red Sunset Lane
Beaverton, Oregon 97007

Sent from Frontier Yahoo Mail for iPad

Date received	4/24/2021
Source	Project inbox
From	Mary Jane Mathews

Subject: Committee Public Comment

To whom it may concern:

I do not support Toll Roads in Oregon as a way to get money. We have a way to do it with registration fees we're it would be Fair to all. Please stop. Thank you for listening to me. Mary Jane Mathews Dallas, Oregon

Sent from my Verizon, Samsung Galaxy smartphone

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