

Oregon Toll Program

Equity and Mobility Advisory Committee Meeting #9 Summary



Subject	Equity and Mobility Advisory Committee Meeting #9
Date and Time	May 26, 2021 3:30-5:00 p.m.
Location	Online via Zoom
Recording	https://www.youtube.com/watch?v=hoM8QvG853g

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
Eduardo Ramos	At-large member
Fabian Hidalgo Guerrero	Causa
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
Sharon Smith	Oregon Transportation Commission

Absent: Dwight Brashear - SMART; Germaine Flentroy - Beyond Black/Play, Grow, Learn; Ismael Armenta - At-large member; Oregon Walks

PROJECT TEAM

Name	Meeting Role	Name	Meeting Role
Jessica Stanton	Facilitator	Lucinda Broussard	Project team
Anne Pressentin	Project team	Maria Isabel Ellis	Project team
Hannah Williams	Project team	Emily Benoit	Project team
Garet Prior	Project team	Nicole McDermott	Project team
Heather Wills	Project team	Chris Lepe	Project team
Nick Fazio	Zoom host	Spiro Pappas	Meeting notes

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 help develop a toll program with tangible and equitable investments. 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 Oregon Transportation Commission (OTC) on transit and multimodal policies and strategies, and to provide direction to ODOT on transit and multimodal performance measures to guide project development. The agenda included a public comment period and committee report out.

SETTING THE TABLE

Garet Prior, project team, introduced background content intended to help “set the table” and prepare the EMAC for the discussion of transit and multimodal policies and strategies. First, he described the EMAC Equity Framework, and highlighted the first step, “Identify Who/What/Where.” Garet noted the documents included in the meeting packet are building upon the information presented last month, including more definition in the demographic maps. [See the Equity Framework Step 1 Memorandum.](#)

Garet reiterated that the toll projects will go above and beyond what is federally required with respect to environmental justice (analysis based on income and race/ethnicity) and will also consider benefits and burdens to equity framework-identified communities (people with disabilities, elderly, children, people who do not have a vehicle, and people with limited or no English proficiency).

TODAY’S MEAL

Jessica introduced “Today’s Meal” and provided an overview of the meeting process:

- Reiterate what the project team has heard from EMAC members.
- Take a pulse poll to gauge EMAC’s support for the policy and strategy recommendations.
- Discuss changes that are needed in the recommendations.
- Take a pulse poll to identify how comfortable EMAC members are with moving forward with the recommendations based on the changes discussed.

Jessica noted the pulse polls were intended to further develop and refine EMAC’s recommendations. Garet added that the information presented on the slides for “what we heard and what we’re doing about it,” is intentionally brief to leave space for the other agenda items. More in-depth written responses are provided within the meeting materials. [See Transit and Multimodal: EMAC Policy and Strategy Recommendations.](#)

Before diving into the recommendations, Garet noted the key ingredients that are needed to build the final recommendations. The project team will consider how the recommendation is advancing equity, who is responsible and involved, seek additional input from equity populations, and identify a path to implementation.

Policy Recommendations

Garet provided an overview of the policy recommendations, followed by the first pulse poll. [See *Equity and Mobility Advisory Committee Meeting #9 presentation \(slides 20-26\)*](#).

Pulse Poll

12 EMAC members responded.

Question	0-20%	20-40%	40-60%	60-80%	80-100%
How close are we to a recommendation on transit and multimodal policies?	1	2	6	3	0

Jessica followed-up the poll by opening the discussion and providing EMAC members the opportunity to share their thoughts. A few EMAC members noted concern about the statements pertaining to net toll revenue and how this will be calculated. EMAC comments are summarized below.

Committee Comment

- A committee member outlined the potential calculations of net toll revenue, noting that the amount of funds available for multimodal investments is greatly impacted depending on the potential costs tied to the calculation and whether bondholders are prioritized over communities.
- Another committee member added that there needs to be clarity regarding the agencies that will have access to the available funds and how those will be split, as well as how multimodal is being defined.
- Overall, EMAC members were concerned that the definition of net toll revenue and transparency around the funds available for safety improvements and multimodal investments need to be clearer.
 - Garet suggested removing the word “net” from the recommendation, and asked EMAC members if that would help address some of the concerns. Members indicated that would help.
- A committee member suggested removing the word “recommendations” from the policies and replacing it with “options”, to better represent these as draft documents that will be further developed over the next few months as more information is received.
- A committee member expressed optimism regarding the state of the policy recommendations, recognizing that the costs may be relatively low compared to building miles of highway.
- A committee member explained that they voted in the 20-40% range to give credit towards the draft recommendations and the channel to provide input. The member mentioned that more analysis on the numbers needs to be completed to better exhibit the ideas on paper.

- A committee member noted that changing the word “recommendations” to “strategies” would more accurately represent the unknowns in the policies and flexibility of the language being drafted, whereas “recommendations” will be months down the road.

Following the discussion, Jessica asked the committee to participate in the second pulse poll.

Pulse Poll

12 EMAC members responded.

Question	No	I'll barely go along	This is fine	I like this a lot	Nailed it
Do you support moving forward with this recommendation on transit and multimodal policies (40-60% complete)?	2	4	5	1	0

Strategy Recommendations

Garet provided an overview of the strategy recommendations, recognizing that the word “recommendations” could be replaced with “options”. [See Equity and Mobility Advisory Committee Meeting #9 presentation \(slides 38-42\)](#). Jessica then asked the group to complete another pulse poll for the strategy recommendations.

Pulse Poll

12 EMAC members responded.

Question	0-20%	20-40%	40-60%	60-80%	80-100%
How close are we to a recommendation on transit and multimodal strategies?	1	5	4	2	0

Jessica followed-up the poll by opening the discussion and asking committee members to share their thoughts behind what they voted and why. EMAC comments and questions are summarized below.

Committee Comments

- A committee member asked a question seeking clarity on who would be leading the regional transit vision that is included in the strategies. The member also had a question regarding the constitutional restrictions from the Highway Trust Fund around facilities that are not in the right-of-way, and whether end of trip facilities (secure bike racks and bike shelters at schools or workplaces or main streets) would be eligible to receive investments.
- A committee member added that secure bike parking is a large component in conversations with community members, echoing the support for eligibility to receive investments.

- A committee member voiced support to build on the transit vision piece as an important component in creating an integrated and easy to use fare system that includes all local transit providers within the I-205 corridor. The member also asked how the Get Moving 2020 projects will align with what will be seen with diversion impacts along the I-205 corridor and expressed a need to push forward capital improvement projects that have already been identified in the area.
 - Gareth noted that identifying who leads the future transit vision is important and it will be done in coordination with ODOT’s partners and large transit providers. Gareth added that EMAC identifying the need for this vision would help further the conversations. Similarly, regarding the constitutional restrictions, EMAC’s role in identifying those needs would be helpful so the team can propose EMAC’s delineation between what should be within or outside of the restrictions. Gareth reiterated the comment regarding the Get Moving 2020 projects and supported identifying the existing needs and recommending solutions driven by an impacts analysis.
- A committee member had a comment regarding regional bus on shoulder, specifically mobility as a service. The member was hoping to dive deeper into this later and take a potential opportunity to do something creative with the funding that provides benefits across different services. One idea was the ability to access all services through one app, not just for transit but local nonprofit services as well. The member believed this would help make transit comparable to driving your own vehicle and reduce barriers to using transit options.
 - Gareth thanked the member for voicing that comment and noted the strategy language regarding interoperability is advancing that idea.

Jessica then asked the committee members to take their final poll.

Pulse Poll

12 EMAC members responded.

Question	No	I’ll barely go along	This is fine	I like this a lot	Nailed it
Do you support moving forward with this recommendation on transit and multimodal strategies (40-60% complete)?	1	3	7	1	0

Jessica followed-up the poll by thanking the EMAC members for voting, the conversation, and raising strong points regarding the work that needs to be done.

Performance Measures

Gareth transitioned to the discussion of transit and multimodal performance measures and reminded the group how performance measures are used in the project. Due to time, Gareth skipped the “what we heard and what we’re doing about it” section for performance measures. [See Equity and Mobility Advisory Committee Meeting #9 presentation \(slides 49-56\)](#). Gareth then asked

the NEPA Scuba team (EMAC sub-team members that did a deep dive into the performance measures) to provide an overview of the NEPA Scuba team meeting. During the NEPA Scuba team meeting, the team reviewed the performance measures and suggest modifications to address prior EMAC comments. Notably, additions were made to include breakdowns by mode, when possible, as well as other categories to disaggregate performance metrics and understand disparities between the evaluations.

Committee Comment

- A committee member expressed appreciation regarding the latest transit and multimodal policy and strategy recommendations. The member pointed out that the latest recommendations reflect the conversations taking place in the EMAC meetings and it is easy to see how the comments have been incorporated in the documents.

PUBLIC COMMENT AND COMMITTEE MEMBER REPORT OUT

Verbal 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. Two individuals provided verbal public comments.

- RJ Sheperd thanked the committee members for their time and reiterated the concern expressed by committee members related to the amount of toll revenue that will be available for transit and multimodal projects. RJ noted that rail transit should be discussed, including improvements to Amtrak service. RJ also mentioned that multimodal level of service is a good baseline for the performance measures, as it addresses pedestrians and bicyclists, as well as transit. [See Equity ad Mobility Advisory Committee Meeting #9 \[video\]; 1:09:44.](#)
- Paul Edgar, from Oregon City expressed concerns about diversion onto the Oregon City bridge and impacts to Highway 99E, local businesses, and downtown Oregon City. Paul also asked about mitigation when considering limited bridges and travel options. [See Equity ad Mobility Advisory Committee Meeting #9 \[video\]; 1:12:17.](#)

Jessica thanked the members 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.

Committee Member Report Out

No committee members reported out on their communities.

Oregon Transportation Commission Presentation

Earlier this month, committee members presented to the Oregon Transportation Commission. Jessica provided an opportunity for members to share their experiences. Members reported that the presentation was well put together with the key point of how grounded the EMAC work is in the equity framework. Members walked the Oregon Transportation Commission through the trauma informed perspective and how this forms the basis for how EMAC members are approaching their work and communications.

Commissioner Sharon Smith reported that the presentation went well from her perspective. Sharon emphasized the importance for the Oregon Transportation Commission to hear the trauma informed perspective approach. Sharon reiterated the Oregon Transportation Commission's dedication to equity as one of the main tenants in their Strategic Action Plan. Sharon suggested having regular check-ins with EMAC members and the Oregon Transportation Commission as these efforts continue.

Current Tolling Legislation

Jessica provided committee members with an opportunity to share thoughts, reactions, or questions regarding the current tolling legislation. No members asked questions or provided comments.

Garet noted the upcoming joint transportation commission work session where the tolling legislation will be discussed. Metro will also be presenting their findings on their congestion pricing study. Garet added that the team will keep EMAC members up to date with materials and additional information.

NEXT STEPS

Jessica reviewed next steps for the committee:

- At the next EMAC meeting on June 23, 2021, the committee will hold a Neighborhood Health and Safety workshop and next steps regarding the EMAC recommendations on policy, strategy, and performance measures.

Garet reiterated appreciation for the two verbal public comments received during the meeting and the points raised regarding transit and including rail in the multimodal definition. Garet also acknowledged the comment regarding diversion and Oregon City and noted that diversion impacts are being looked at by the project team.

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.

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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

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

Comments on Question 1

- Would be nice to have time for intros or updates at the beginning of the meeting, to set who's in the room and what's been going on.
- I think you need to ask for direct feedback from each committee member - on each of the ideas it feels like it will be impossible to move the majority of the group unless we have clarity on what is holding folks up and what they need to, or hope to see moving forward

Comments on Question 2

- Feels like we just jump in really fast to some of the deep policy questions.

Comments on Question 3

- Thanks for the video and packet in advance!

Open-Ended Questions

Question 6: Were there any aspects of today's meeting that you particularly liked or disliked? (4 answered, 2 skipped)

- I thought the use of time was very well planned, It was to the point
- The framing and process around the polling questions felt a little contrived and didn't leave room for more organic conversation
- Succinct presentation was appreciated.

- A lot of good resources that I unfortunately was able to complete socialize with some internal colleagues to cement my agency position before the meeting

Question 7: What topics or issues do we need to address or revisit in future meetings? (4 answered, 2 skipped)

- N/A
- Transit/multimodal recommendations, process improvement on developing recommendations to meet deadlines
- Everything we discussed around clarifications or changes to the policies and strategies. When will that information come back to us?
- Additional clarity on committee member goals - by each participant to better support the convening teams approach

WRITTEN PUBLIC COMMENT

Community members submitted the following public comments to the committee via email prior to Equity and Mobility Advisory Committee Meeting #9.

Date received	4/28/2021
Source	Project inbox
From	Richard Leonetti

Subject: Committee Public Comment

Any suggested adjustments or mitigation in tolling based on race violates the Civil Rights Act of 1964 and should not be considered or planned.

It appears that a portion of Urban renewal area from only one section of the city is being considered. That is only a small fraction of the displacement area. The Urban renewal cleared area is a continuum starting about 1958 with the South Auditorium Area, then in 1968, the South Auditorium Area II, followed by the Albina Area which seems to be the only one under consideration. Also in the same Category is the area cleared for the never-built Mt. Hood Freeway, which cleared housing in a corridor from the river to at least 92 nd Avenue on the Eastside of Portland displacing, a second time, some people previously displaced from the Auditorium Area. To try and adjust the tolling in any way to consider this huge body of people from so long ago, who have mostly passed on, and charge the cost to others who likely did not benefit is fraught with equity and identity issues. The involved people were compensated at the time by judgements that can no better be second guessed generations later. Area mitigation should not be a consideration.

Richard Leonetti

Portland 97201

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Richard Leonetti rleo@alum.mit.edu<mailto:rleo@alum.mit.edu> 503-219-9445

Date received	4/29/2021
Source	Project inbox
From	Mary Jane Mathews

Subject: Committee Public Comment

To whom it may concern:

I do not support using Toll Roads as a way to pay for our highways. It is not right to target a few people. We have a way now--- "Registration fees" to collect from everyone as a community. Thank you for listening to me. Mary Jane Mathews

Date received	5/20/2021
Source	Project inbox
From	Emily Brault

Subject: Committee public comment

Has there been discussion about discontinuing the tolls when monetary goals for necessary work has been reached? If so, where can I find a transcript of the discussion?

Thank you,

Emily Brault, Oregon City resident.

Date received	5/20/2021
Source	Project inbox
From	Melinda Wilde

Subject: Fw: Committee Public Comment: Opposition to Toll

[-]--- Forwarded Message -----

From: Melinda Wilde <mwilde111@yahoo.com>

To: oregontolling@odot.state.or.us <oregontolling@odot.state.or.us>

Sent: Thursday, May 20, 2021, 04:37:43 PM PDT

Subject: Proposed toll on I-205 opposition

The emails I have received make it sound like tolling on I-205 is a "done deal" regardless of those who are opposed to it. I am firmly and completely OPPOSED to tolling of any kind on Oregon roads and freeways.

It is a waste of my time to attend meetings on "equitable tolling" because I oppose tolling in any form. Once the toll is imposed, there is no going back. The toll on the Hood River Bridge was

supposed to be temporary and equitable. It was neither. The government is sees tolling for the cash cow that it is and gives nothing in return except fast passage for those it deems worthy of discounts. Rarely private individuals. Giving breaks to lowest income people will give them yet another incentive to remain on the government dole system rather than earning a living and contributing taxes to pay for road improvements rather than requiring tolls to pay for these costs. Government promises are seldom if ever kept and that is why the taxes already collected for road improvement have not been used for road improvements. The government will see tolling as a "cash cow" and the rates will continue to raise once imposed and I will bet the money collected will not go to road improvements but to all kinds of other "worthy" causes. This is the camel's nose in the tent and it will not end here.

Melinda Wilde

Date received	5/21/2021
Source	Project inbox
From	Wrick Bartroff

Subject: Committee Public Comment RE: Tolling Just Another Specialized Portland Project

You aren't listening to the public. You have an agenda and nothing seems to divert the initial goal of tolling motor vehicle drivers to raise funds for other than motor vehicles without cemented spending reasons or specific projects. Another attack and waste of the employed in the Portland area and diversion to the lazy.

Lost faith in you and your process.

Wrick Bartroff

Date received	5/21/2021
Source	Project inbox
From	MF Roberts

Subject: Committee Public Comment

Simple, no tolls period. Disband the biased group and go home. NO TOLLS PERIOD!!!!

Since you have already decided on tolls (the whole public outreach is a joke), put it to a vote of the people. You won't because you know the outcome of that vote....NO TOLLS PERIOD!

MF Roberts

Citizen

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Date received	5/21/2021
Source	Project inbox
From	Mary Jane Mathews

Subject: Committee Public Comment

To whom it may concern:

We have a way now to get monies for roads now; that we all use---Reg Fees. We do not need to set up another costly way to get more money. Please stop this project. Thank you for letting me speak on this matter. Mary Jane Mathews Dallas, Oregon