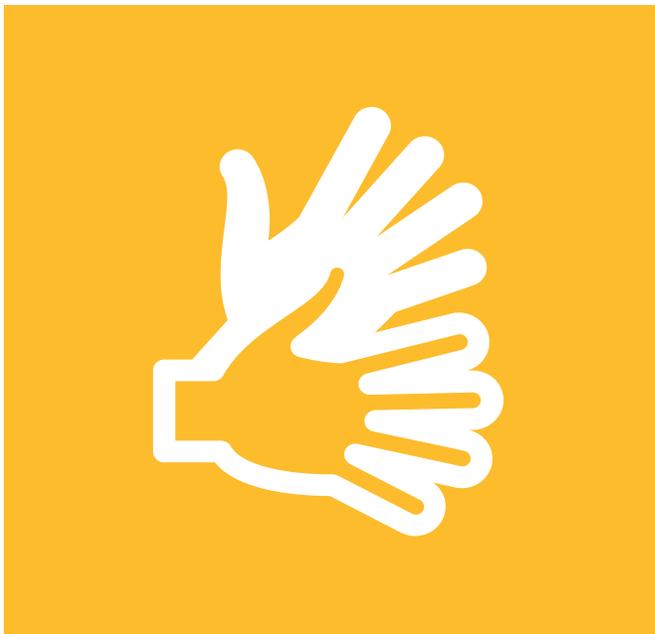
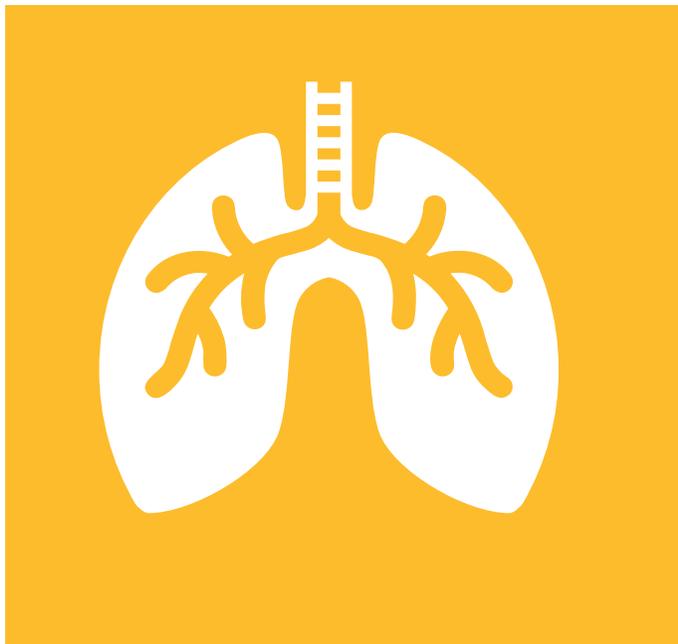


Oregon Toll Program

Equity and Mobility Advisory Committee

Wednesday, July 28, 2021
Facilitator: Jessica Stanton

Centering Exercise



Oregon Toll Program

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Welcome and technical Info

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

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

Tech help?

Contact Nick at
505-870-4449

Nick.Fazio@wsp.com



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www.OregonTolling.org

Working together agreements



Oregon Toll Program

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Proposed Outcomes

- **EMAC to identify preferred options** for neighborhood health and safety policies and strategies
- **ODOT to learn from EMAC about what support is needed** to help them develop recommendations to the OTC
- **EMAC to know more about what ODOT is hearing** from the community



Oregon Toll Program

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Guiding question

How are WE, the Equity Mobility Advisory Committee, guiding the development of a toll program with tangible, equitable investments?

Agenda

1. Where we have been – where we are going
2. The meal: neighborhood health and safety policies and strategies
3. EMAC's process to develop recommendations for the OTC
4. Update on neighborhood health and safety performance measures
5. Community updates and public comment
6. Closing



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Where we have been Where we are going

JESSICA STANTON – FACILITATOR



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EMAC Game Plan

Spring 2021

DRAFT

FINAL



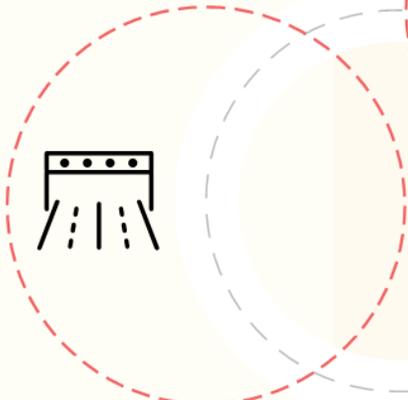
April – May

Transit + Multimodal

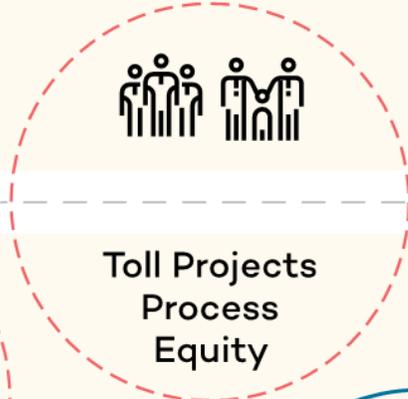


June – July

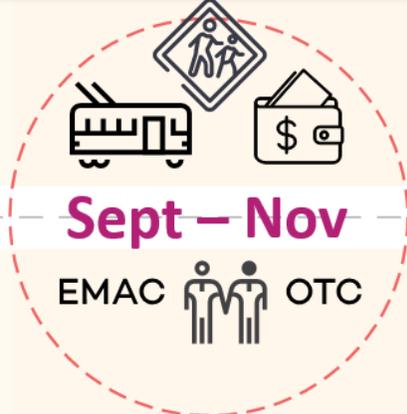
Health + Safety



Toll Projects Outcome Equity



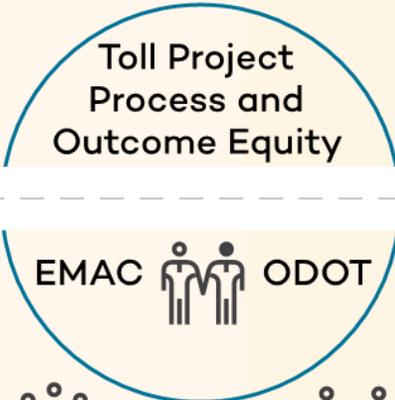
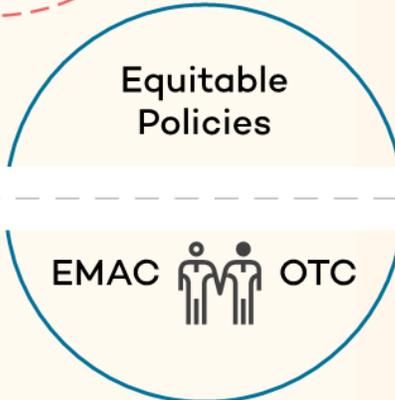
Toll Projects Process Equity



Sept – Nov

EMAC OTC

Equitable Policies



EMAC ODOT



Affordability + Transportation

August

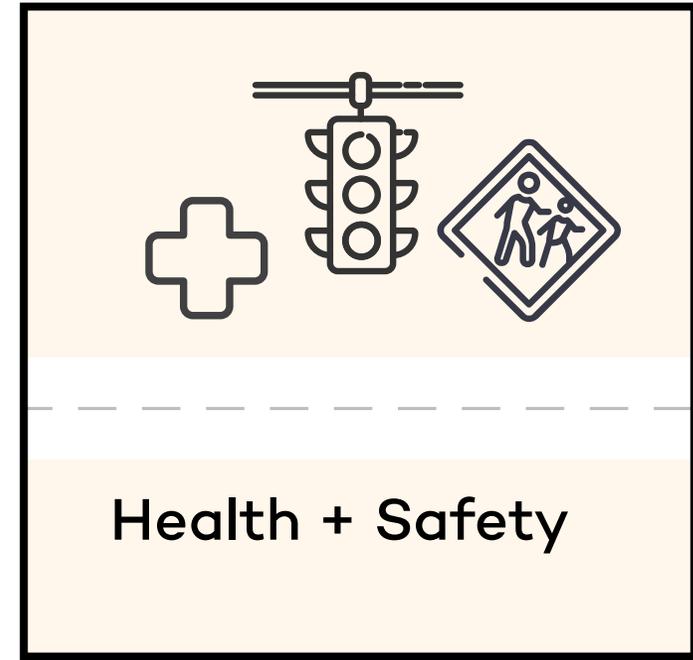


Spring 2022

Today's meal: neighborhood health and safety policies and strategies

JESSICA STANTON – FACILITATOR

GARET PRIOR – ODOT



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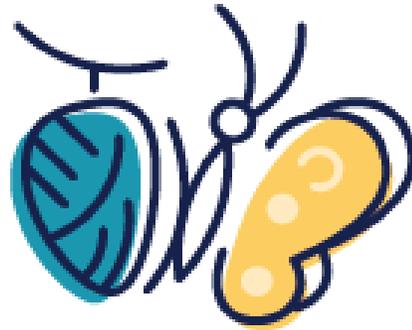
Where will I see ODOT's commitment to neighborhood health and safety investments?

Crysalis



Strategies

Adult Emerges



Policies

Adult



Performance Measures

(informs mitigation)

Oregon Toll Program



**TOLLING,
NEIGHBORHOOD
HEALTH AND SAFETY:
POLICY & STRATEGY
OPTIONS**

Oregon Toll Program



**TOLLING,
NEIGHBORHOOD
HEALTH AND SAFETY:
RESEARCH**

I-205 Toll Project



**PERFORMANCE
MEASURES:
NEIGHBORHOOD
HEALTH AND
SAFETY**



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Crysalis



Strategies

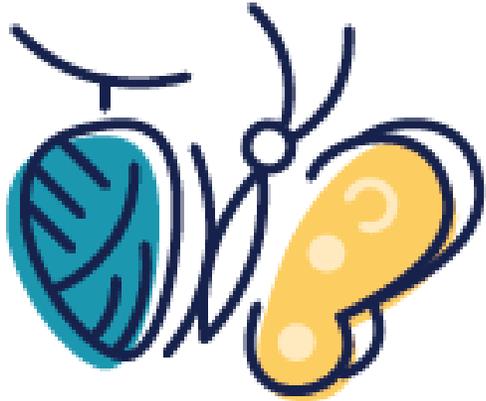
A strategy describes a process, or specific investment that is informed by the toll project analysis, but is above and beyond what is required mitigation.



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Adult Emerges



Policies

A policy is a statement or administrative rule used to guide decisions and identify actions in pursuit of an outcome, such as advancing equity.



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Preferred Policy & Strategy Options

Dedicate (%) of toll revenues or (\$) annually to address diversion off of the highway created by tolling, especially for communities identified in the Equity Framework.

Investments would address the following health and safety needs:

- a) Access to human needs**
- b) Neighborhood livability**
- c) Safety**
- d) Environmental quality**

Preferred Policy & Strategy Options

Dedicate (%) of toll revenues or (\$) annually to Community Based Organizations to invest in programs or projects that improve neighborhood health, local/small businesses, address impacts of climate change, or improve safety.

Preferred Policy & Strategy Options

Provide credits, exemptions, or discounts for public emergency response vehicles, non-emergency medical vehicles, and to support social service or non-profit health organizations recruit and retain volunteer drivers.

Preferred Policy & Strategy Options

Provide credits, exemptions, or discounts for drivers who are people experiencing low-income.

Preferred Policy & Strategy Options

Define the corridor for investment of toll revenues to follow the impact of the project, and not be set as a specific distance from the highway (for example, one mile).

The needs of communities identified in the Equity Framework may be further from the highway.

Preferred Policy & Strategy Options

Provide investments on or before day one. Investments should go further than reducing or avoiding impacts to advance equity.

Preferred Policy & Strategy Options

Improve the Oregon Toll Program's impact on health and safety through the development of the toll project environmental review process that complete the following actions:

- (a) Design the toll system to lessen congestion on the highways to improve the lives of those living near or traveling on them, which are disproportionately people from Equity Framework-identified communities.**
- (b) Analyze the benefits to neighborhood health and safety to determine what investments are advancing equity, not just maintaining the status quo.**

Preferred Policy & Strategy Options

Improve the Oregon Toll Program's impact on health and safety through the development of the toll project environmental review process that complete the following actions:

- c) Provide greater detail about local air quality monitoring and conditions, which is beyond a look at the regional impact.**
- d) Take additional steps than what is traditionally measured in the federal review process to connect transportation planning to health outcomes; integrate a Health Impact Assessment (HIA) or elements of an HIA into the process.**

How close are we to a recommendation on neighborhood health and safety policies and strategies?



0-20% / 20-40% / 40-60% / 60-80% / 80-100%

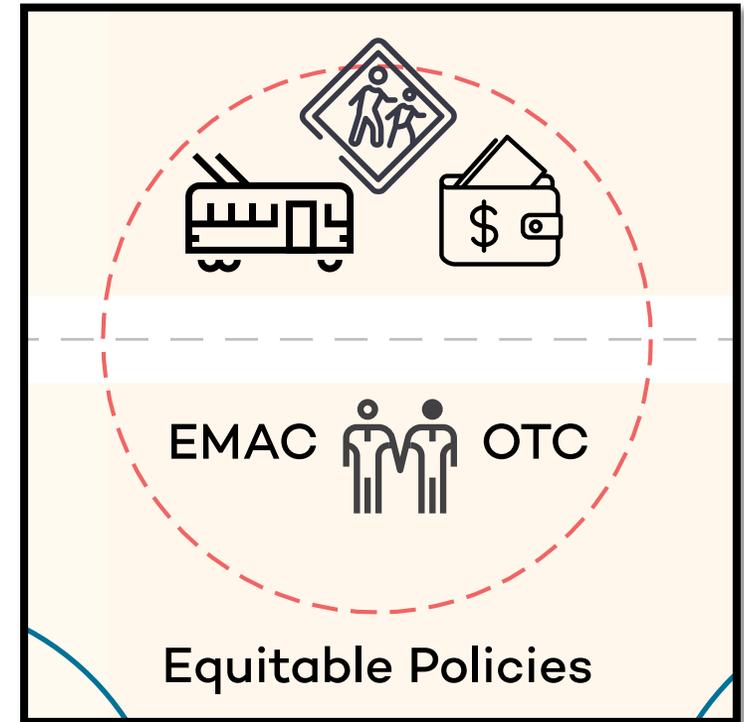
How do we move this forward in an inclusive and relevant way?



EMAC's process to develop recommendations for the OTC

JESSICA STANTON – FACILITATOR

GARET PRIOR – ODOT



Oregon Toll Program

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EMAC Game Plan

Spring 2021



April – May

Transit + Multimodal

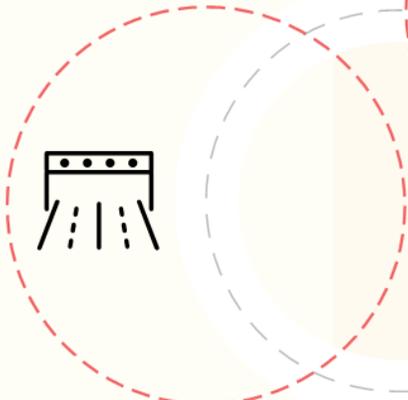


June – July

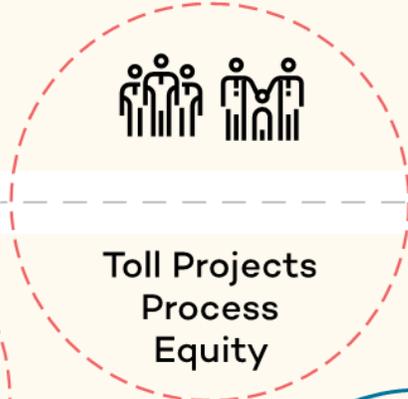
Health + Safety

DRAFT

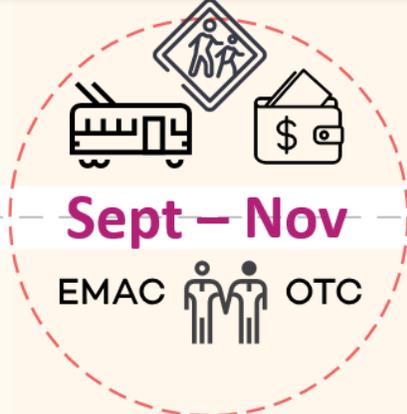
FINAL



Toll Projects Outcome Equity



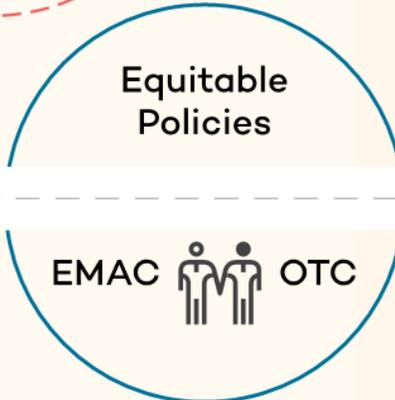
Toll Projects Process Equity



Sept – Nov

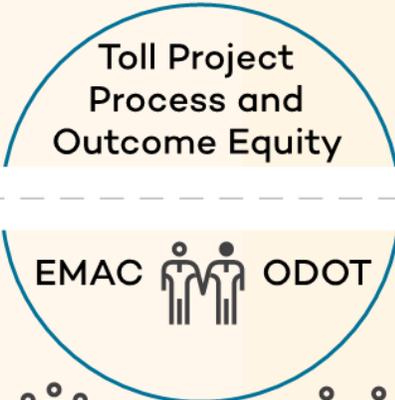
EMAC OTC

Equitable Policies



Equitable Policies

EMAC OTC



Toll Project Process and Outcome Equity

EMAC ODOT

Affordability + Transportation

August



Spring 2022



ODOT's support for EMAC

- Creating the document – gathering information, writing, editing, images, maps, facilitating meetings, etc.
- Financial information – toll rates and projected revenues
- Technical – information from impacts analysis
- Engagement – information from the community



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| Date | Meeting | Content |
|----------------------------------|------------|--|
| July 15 | Navigators | Overview of process and ODOT's plan to support |
| July 28 | EMAC | Update process and ODOT's plan to support based on Navigators feedback |
| August (2 nd week) | Navigators | Initial financial, engagement, and technical information and revised draft of the recommendation |
| August 25 | EMAC | Workshop about the impact to people and businesses experiencing low-income to identify preferred options |
| September (2 nd week) | Navigators | Next step financial, engagement, and technical information and revised draft of the recommendation |
| September 22 | EMAC | Review and discuss draft recommendation |
| October (2 nd week) | Navigators | Draft final of the recommendation and OTC presentation |
| October 27 | EMAC | Finalize recommendation for OTC and OTC presentation |
| November (2 nd week) | Navigators | Dry run of OTC presentation |
| November 18 | OTC | EMAC to present to OTC |

Key statements from EMAC for the OTC

The recommendations today are based off of our personal expertise and experience in the community, reviewing research and community engagement feedback provided by ODOT, and through engaging discussions on the committee.

With that said, these provide a snapshot in time, new information is continually being added as the Toll Program develops that may alter these recommendations, and more work is needed.

Key statements from EMAC for the OTC

Our work to date has been focused on the I-205 Toll Project area, not tolling on I-5 and I-205 (Regional Mobility Pricing Project).

I-205 feedback will likely inform recommendations for the regional system, but there will be additional issues and concerns that are specific to the regional system. Recommendations for the I-205 area may apply to the regional system, but this should not be assumed without careful evaluation, analysis, and community input.

Key statements from EMAC for the OTC

The Regional Mobility Pricing Project requires the same degree (if not more) of expertise, experience, research, and engagement that has gone into the I-205 project.

It has yet to receive that level of detailed analysis at this stage of the project.

Key statements from EMAC for the OTC

Many people do not know today about the Regional Mobility Pricing Project and feedback on I-205 should be seen as the tip of the iceberg.

We welcome the opportunity to leverage our work to date, but we want to make sure that ODOT applies the same level of rigor answering key equity questions regarding the Regional Toll Program, as well as interactions between the two toll systems once both are operational. No assumptions should be made about the transferability of recommendations from one project to the other.

Key statements from EMAC for the OTC

Further work needs to be done to determine what will advance equity in the I-205 Toll Project.

A key step in this process will be to examine the findings of the impacts analysis that ODOT is currently conducting, which should be coming in late 2021 to early 2022. Proposed investments will need to be taken to the Equity Framework-identified communities that will be impacted to ask them what would best advance equity.

Key statements from EMAC for the OTC

Since there will be important project-level decisions on the Regional Mobility Pricing Project from 2022 to 2024, we recommend that an equity oversight committee, such as how EMAC is currently formed, be in place to provide ongoing support and guidance.

Questions

- How would this advance equity, as defined by the Equity Framework?
- Who is responsible and involved? What would the process be?
- What would it cost (\$)?
- What would it take to deliver this on day one of tolling (or before)?
- What do Equity Framework-identified communities think?

| I-205 TOLL PROJECT | |
|--|--|
| Preferred policy and strategy options | |
| <i>EXAMPLE: Public transit vehicles and registered vanpools and carpools should be exempt from paying tolls.</i> | |
| Question | Information |
| How would this advance equity, as defined by the Equity Framework? | Not charging for transit and registered car/vanpools would reduce or remove the cost barrier for people to use them for transportation. These options disproportionately serve Equity Framework-identified communities, such as seniors, people with a disability, and people experiencing low-income. There are benefits for climate and safety, as people are moving in fewer vehicles. Transportation options are fewer in suburban and rural areas of the Portland Metro region and car/vanpools could be a low cost option. |
| Who is responsible and involved? What would the process be? | ODOT, transit agencies (TriMet, SMART, Ride Connection, etc.), and registered car/vanpools. ODOT would setup a program to connect with transponders that are located on vehicles. |
| What would it cost (\$)? | Cost for ODOT administration and loss of toll revenue. <i>Information will begin coming to EMAC in August at the Navigators and committee meetings. ODOT will update this with financial estimates when we have information available.</i> |
| What would it take to deliver this on day one of tolling (or before)? | Develop a plan including cost, benefits, registration options, roles and responsibilities for promotion, administration, and evaluation. Coordinate with involved agencies to establish and promote the opportunity. |
| What do Equity Framework-identified communities think? | Improving transit and transportation options was a desire from all people in the I-205 Toll Project area, especially from Equity Framework-identified communities (see community input section of Transit and Multimodal Policy and Strategy Options). |
| How would this work with the Oregon constitution or in the state of Washington? | The Oregon constitutional restriction would not apply. The transponder would work across state lines because it travels with the vehicle. |

Questions

- How would this work with the Oregon constitution or in the state of Washington?
- Will this be funded through project mitigation, strategic investments, or other?
- Is this a part of the I-205 Toll Project, Regional Mobility Pricing Project, or Oregon Toll Program?

| I-205 TOLL PROJECT | |
|--|--|
| Preferred policy and strategy options | |
| <i>EXAMPLE: Public transit vehicles and registered vanpools and carpools should be exempt from paying tolls.</i> | |
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| How would this work with the Oregon constitution or in the state of Washington? | The Oregon constitutional restriction would not apply. The transponder would work across state lines because it travels with the vehicle. |

Equity framework communities: feedback, assets, and needs

- Feedback on tolls
- Community assets, needs, and feedback on policies and strategies:
 - I-205 Toll Project
 - Regional Mobility Pricing Project

PEOPLE EXPERIENCING LOW-INCOME OR ECONOMIC DISADVANTAGE

Feedback on tolls

List the top issues we have heard from engagement:

- One
- Two
- Three
- Four
- Five

I-205 Toll Project

Describe the community assets, needs, and feedback on policies or strategies to advance equity for this group in the I-205 Toll Project's area.

Insert map of I-205 location

Regional Mobility Pricing Project

Describe the community assets, needs, and feedback on policies or strategies to advance equity for this group in the Regional Mobility Pricing Project's area.

Insert map of Regional Mobility Pricing Project location

What to expect from the OTC meeting in November

- The OTC informs ODOT's approach on policy and strategic investments
- Identify actionable items for ODOT to implement
- Provide direction on where to focus ODOT or additional study or planning
- Identify questions or information the OTC needs from ODOT and EMAC to make policy and strategy commitments



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After November at the OTC

- Development of the purpose, goals, alternatives, and performance measures for the Regional Mobility Pricing Project
- Proposed mitigation and the results of the alternatives analysis on the I-205 Toll Project
- Research on the toll rate setting process, system of accountability, and enforcement/violations
- Talk about EMAC's interest in a role for 2022 to 2024



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Does this process make sense?

Does the support proposed by ODOT meet your needs?



Update on neighborhood health and safety performance measures

JESSICA STANTON – FACILITATOR

GARET PRIOR – ODOT

Adult



Performance Measures

(informs mitigation)



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Adult



Performance
Measures

(informs mitigation)

Mitigation

National Environmental Policy Act (NEPA) term that addresses impacts identified in the environmental analysis for a toll project.

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NEPA Tree

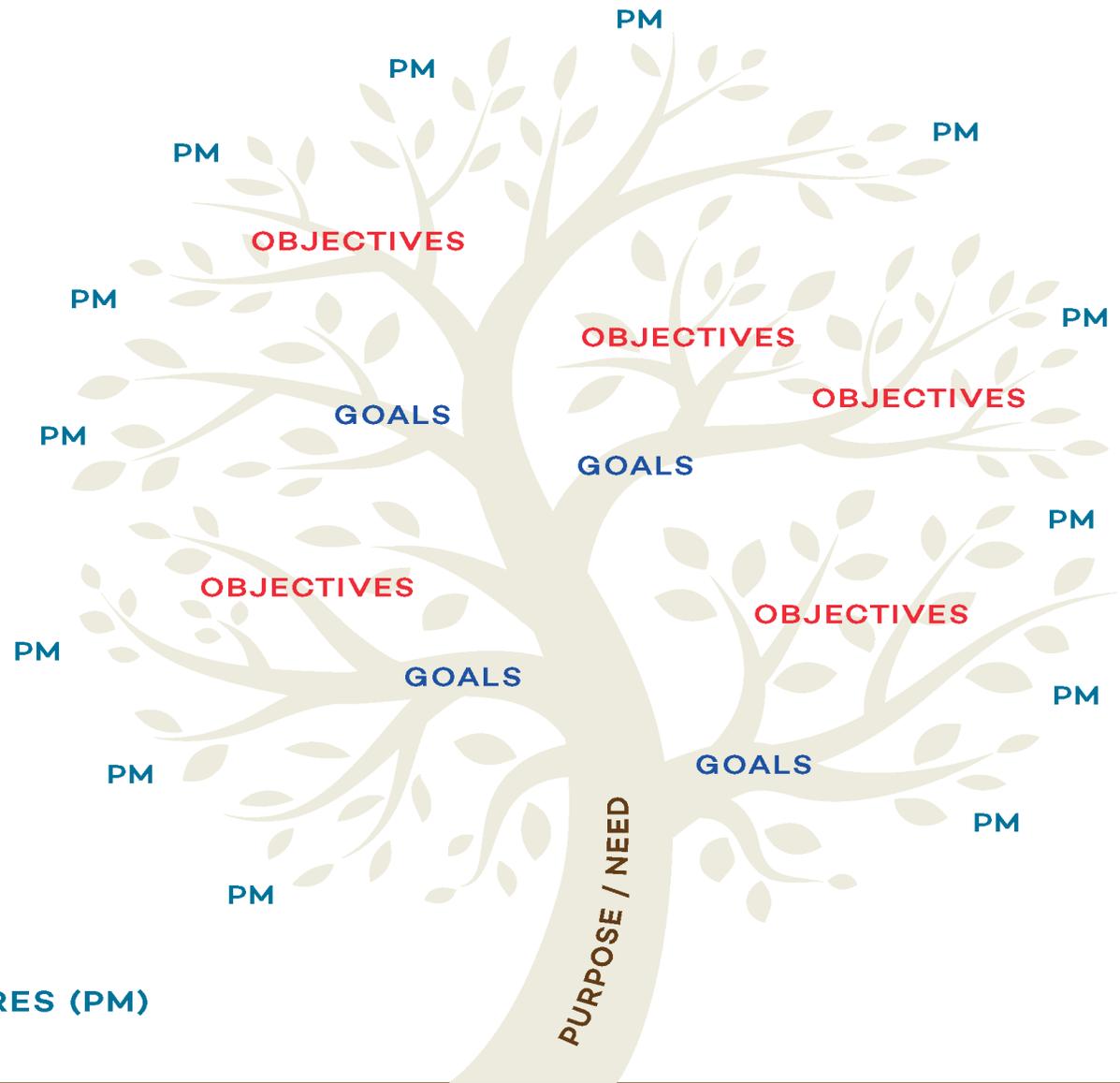
National Environmental Policy Act

PURPOSE/NEED

1 GOALS

2 OBJECTIVES

3 PERFORMANCE MEASURES (PM)



COMMUNITY
HISTORY
CONTEXT
EQUITY
COVID
CONGESTION
CLIMATE

I-205 Toll Project



PERFORMANCE MEASURES: NEIGHBORHOOD HEALTH AND SAFETY



Oregon Toll Program

WHAT WE HEARD

WHAT WE ARE DOING ABOUT IT

Social resource maps

EMAC: Add the following types of places to ODOT's social resource maps:

- Pharmacies
- Grocery stores and other food resource centers (meals on wheels sites, food pantries, etc.)
- Affordable housing complexes, especially those that serve families and transit-oriented developments
- Culturally-specific businesses or locations that assets for Equity Framework-identified communities

ODOT: We are committed to deepening our knowledge of communities through analysis and engagement. In analysis, the use of maps to identify resources is helpful to understand proximity to where benefits and burdens for transportation are being impacted by tolling. Information on proximity would be used to target our community engagement to determine impact and help craft supports to advance equity.

Current mapping of social resources in the Portland metro area is limited. The mapping of schools, libraries, urgent care facilities, nursing homes, community centers, places of worship, and parks is derived from a regional database managed by Metro. There are no current mapped databases that we know about for pharmacies, food pantries/resource centers, grocery stores, or culturally specific businesses.

To address this need, ODOT is proposing to do the following:

Highlights – What we are doing about it

- Use of targeted community engagement for areas where the transportation analysis is showing negative impacts
- Incorporation of heat island and health outcomes mapping
- Creating a “cultural and community resources” category for places like pharmacies, food pantries, culturally-specific small businesses



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Do you have additional feedback for ODOT?



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Public Comment and Committee Member Report Out

JESSICA STANTON – FACILITATOR



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Public Comment

- 1 Welcome! You have up to **2 minutes to speak**.
- 2 Please **raise your virtual hand** so the Project Team can unmute you when they call on you.

To provide comments at any time:



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



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

You can comment in any language. We will translate comments for the committee after the meeting.



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What are you hearing from your community?

Moving to Our Future:
*Pricing Options for **Equitable Mobility***



PBOT
PORTLAND BUREAU OF TRANSPORTATION



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Discussion groups

- Liaisons will lead discussions
- Around 8-15 people
- Participants will be compensated (gift card)
- **Equity Framework-identified communities**
 - People living with disabilities
 - Youth
 - Individuals or groups who identify as: Latin American, Russian/Slavic, Chinese, Vietnamese, Native American, or Black



Oregon Toll Program

Regional Mobility Pricing Project



Equity



Climate Change



Congestion



Safety



Reliable Funding



Simple surveys

- Social media stories, ads
- Weekly e-news
- Engagement liaisons
- Website

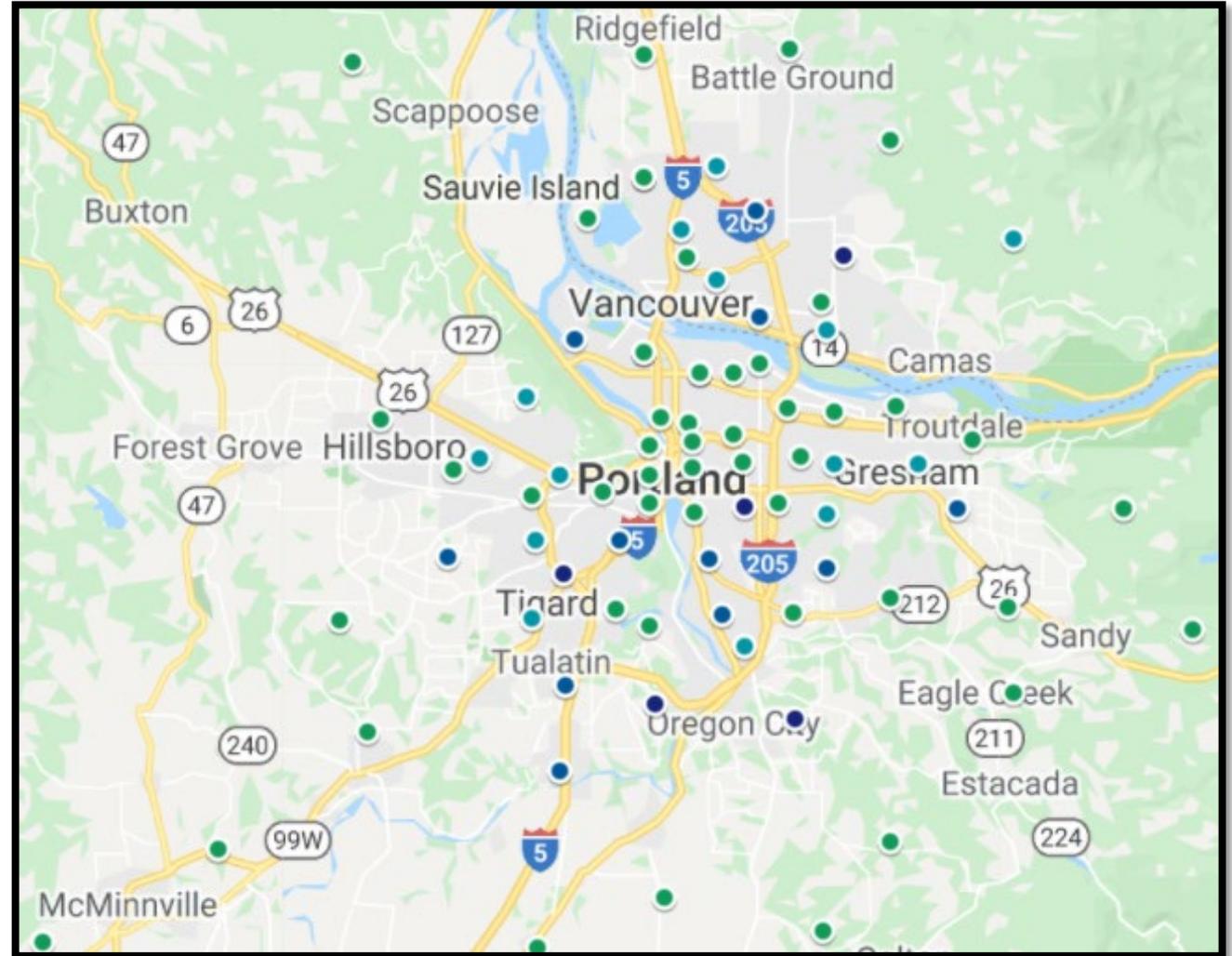
Thank you for helping us spread the word!



Oregon Toll Program

Initial results

- Survey 1: ~800 responses
- Survey 2: ~600 responses
- Survey 3: Launching July 20
- Survey 4: Week of July 26
- Survey 5: Week of August 2



Oregon Toll Program

Space to discuss toll legislation (HB 3055)



Closing

JESSICA STANTON – FACILITATOR



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Next steps

1. Please complete the meeting evaluation
2. August meetings for the Scuba Team and Navigators
3. Next EMAC meeting on August 25 at 3:30pm – workshop on impacts to people experiencing low incomes



Thank you!



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