

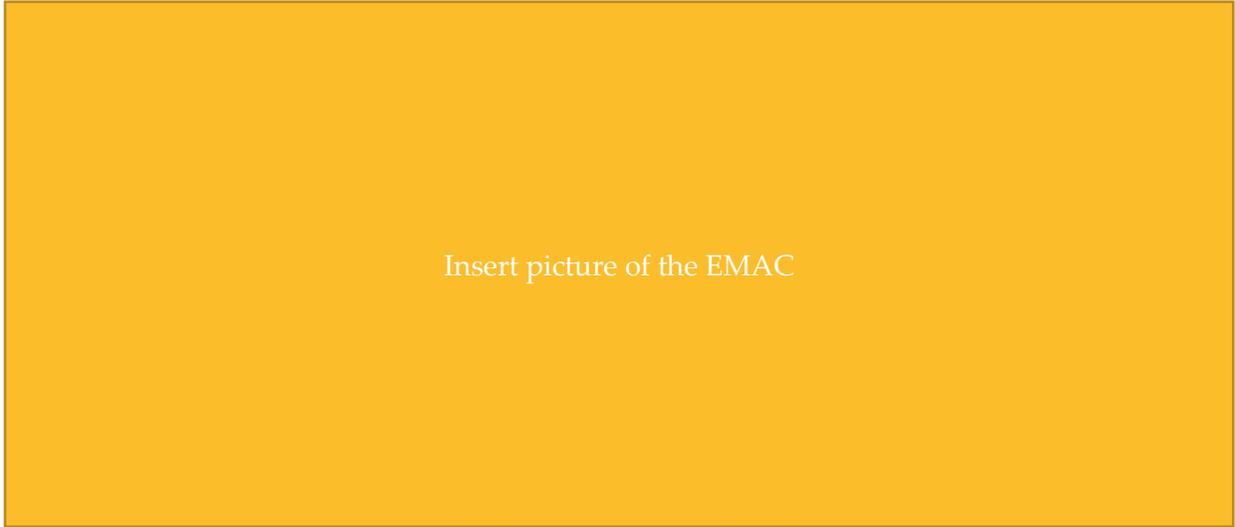
# **EMAC [DRAFT] RECOMMENDATION TO THE OREGON TRANSPORTATION COMMISSION**

The purpose of this working document is to capture the current status and history of the Oregon Toll Program's Equity and Mobility Advisory Committee (EMAC) in developing recommendations for the Oregon Transportation Commission regarding the I-205 Toll Project, Regional Mobility Pricing Project, and the Oregon Toll Program (which covers the entire state).

*Words in italics* = PLACEHOLDER TEXT

## MEET THE EMAC

*Description about the people (list names) in the EMAC and highlight their array of talents and expertise.*



## EMAC'S CHARGE

*Description of the EMAC's charge from the OTC.*



## EQUITY FRAMEWORK

*Description of the Equity Framework.*



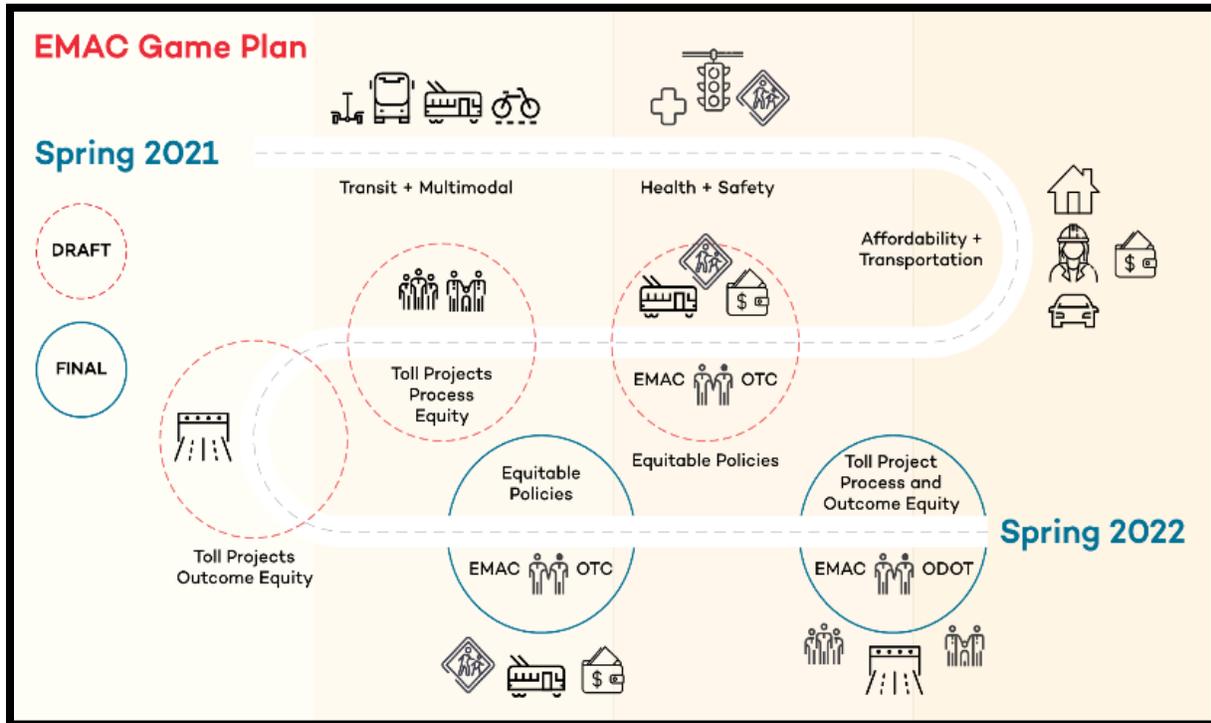
## EMAC IS THE LEADER

As members of the Equity Mobility Advisory Committee, we are professionals and individuals with a wide range of experience in equity. Our purpose is to respond to the OTC's direction to provide equitable policy and strategy recommendations for the Oregon Toll Program. Learn more about EMAC's commitment to guiding this work within our [Committee Charter](#). To deliver this significant work, we [EMAC] embrace the following principles:

- Advancing equity within the Oregon Toll Program for ODOT and Oregon.
- Bringing a Trauma-informed perspective to the Toll Program to empower historically excluded and underserved communities.
- Applying the [Equity Framework](#) to guide ODOT in an intentional process for equity with equitable outcomes for the Toll Program.
- Identifying the costs and process for ODOT to deliver equitable outcomes before and by day one of tolling.
- Responding to community-based organizations to develop an equitable toll program.
- Cultivating a path for normalizing and applying equity into the National Environmental Policy Act (NEPA) planning process and outcomes.

# EMAC'S PROCESS

Description of EMAC's process in developing these recommendations.



# **[DRAFT] POLICY AND STRATEGY RECOMMENDATIONS**

DRAFT

## KEY STATEMENTS

In developing recommendations for the OTC to consider at your November 2021 meeting, we [EMAC] want to make sure we are communicating the following:

- **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.
- **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.
- **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.
- **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.
- **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.
- **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.

## **OREGON TOLL PROGRAM**

Trauma-informed practices will drive policy commitments, which will support assets within Equity Framework-identified communities. To advance equity in development of the Oregon Toll Program through delivering tangible, opening-day investments, the Equity and Mobility Advisory Committee provides the following options to support a future recommendation to the Oregon Transportation Commission.

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# I-205 TOLL PROJECT

## Preferred policy and strategy options

**EXAMPLE:** Public transit vehicles and registered vanpools and carpools should be exempt from paying tolls.

Question	Information
<b>How would this advance equity, as defined by the Equity Framework?</b>	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.
<b>Who is responsible and involved? What would the process be?</b>	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.
<b>What would it cost (\$)?</b>	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>
<b>What would it take to deliver this on day one of tolling (or before)?</b>	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.
<b>What do Equity Framework-identified communities think?</b>	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 <a href="#">Transit and Multimodal Policy and Strategy Options</a> ).
<b>How would this work with the Oregon constitution or in the state of Washington?</b>	The Oregon constitutional restriction would not apply. The transponder would work across state lines because it travels with the vehicle.

<b>Will this be funded through project mitigation, strategic investments, or other?</b>	To be determined. I-205 Toll Project impacts analysis will be completed in early 2021.
<b>Is this a part of the I-205 Toll Project, Regional Mobility Pricing Project, or Oregon Toll Program?</b>	Although this would apply to the needs in the I-205 Toll Project, for this exemption to work it would have to operate system-wide through the Oregon Toll Program.

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## **REGIONAL MOBILITY PRICING PROJECT**

*Include preferred policy and strategy options for the Regional Mobility Pricing Project.*

DRAFT

# **EQUITY FRAMEWORK COMMUNITIES: FEEDBACK, ASSETS, AND NEEDS**

DRAFT

# 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

# BLACK, INDIGENOUS, AND PEOPLE OF COLOR (BIPOC)

## 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

## OLDER ADULTS

### 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

## CHILDREN

### 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

# PERSONS WHO SPEAK NON-ENGLISH LANGUAGES, ESPECIALLY THOSE WITH LIMITED ENGLISH PROFICIENCY

## 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

## PERSONS LIVING WITH A DISABILITY

### 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

# OTHER POPULATIONS AND COMMUNITIES HISTORICALLY EXCLUDED AND UNDERSERVED BY TRANSPORTATION PROJECTS

## 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

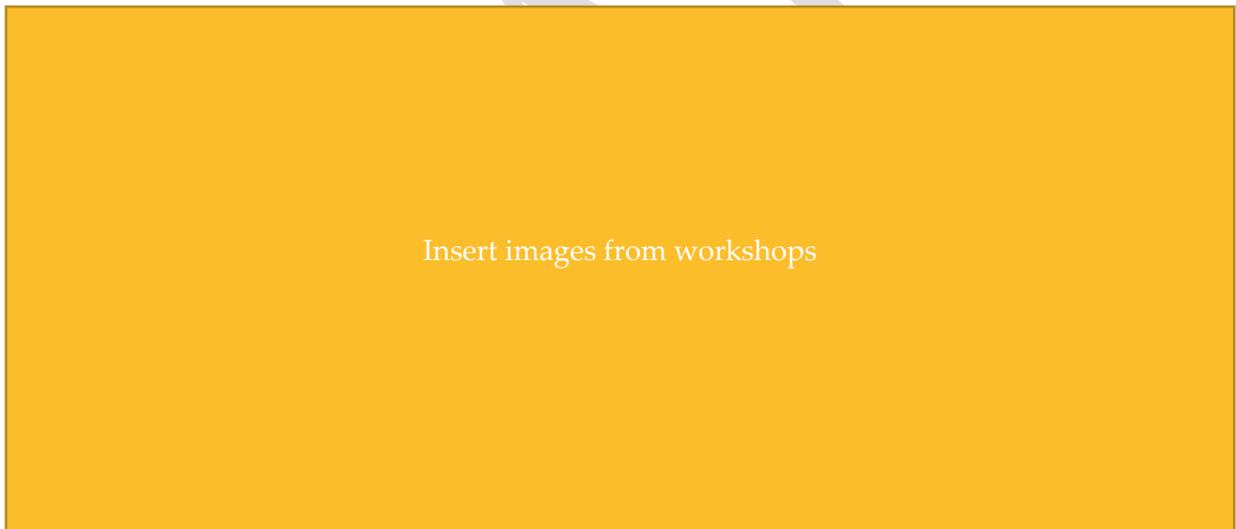
*Describe the community assets, needs, and feedback on policies or strategies to advance equity for this group in the Regional Mobility Pricing Project's area.*

Insert map of Regional Mobility Pricing  
Project location

# **MATERIALS THAT WERE A PART OF EMAC'S PROCESS**

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# EMAC WORKSHOPS



## LOW-INCOME IMPACTS WORKSHOP – AUGUST 25, 2021

EMAC participated in a workshop on August 25, 2021, to discuss policies, strategies, and performance measures related to impacts to low-income individuals and businesses. The following tables outline comments we received at the workshop (What We Heard).

### WHAT WE HEARD

- .

## NEIGHBORHOOD HEALTH AND SAFETY WORKSHOP – JUNE 23, 2021

EMAC participated in a workshop on June 23, 2021, to discuss policies, strategies, and performance measures related to neighborhood health and safety. The following tables outline comments provided at the workshop (What We Heard).

### WHAT WE HEARD

#### **Support for dedication of toll revenue to address diversion.**

- Toll revenues allocated for active transportation will provide healthier options for travel.
- Need to identify what is an “acceptable” amount of diversion. How much diversion is being modeled?
- Need to identify how far from I-205 diversion will be modeled and improvements will be considered.
- Need a better definition of diversion and associated impacts.

#### **Be specific about revenue dedication.**

- Identify whether revenue dedication is from gross or net revenue.
- Toll revenue needs to address climate and health impacts.
- Need to prioritize who benefits from these revenues.

#### **Work with Community Based Organizations that serve the impacted communities**

- Consider CBOs inside and outside the project area.

## WHAT WE HEARD

### **Address the following concerns:**

- Add policy language that addresses the public concern that side streets will be overwhelmed. Some diversion is already happening; how is the project looking across the whole system?
- Need to consider what impacts come first. If we can strengthen communities before, impacts will be reduced before tolling is in place.
- Consider impacts to small businesses and local/small commercial delivery trucks.
- Is freight diversion a concern?
- Be specific about how diversion is being addressed, such as enhancing transit.
- Need to identify how funding will be distributed to transit agencies.

### **Support for exemptions for public emergency vehicles and non-emergency medical transportation.**

- Include an exemption for social service and non-profit agencies that don't charge a fare.
- Include an exemption for volunteer drivers (meals on wheels, etc.) from Oregon and Washington.

### **Need an exemption for low-income drivers.**

- Low-income drivers should be exempt, not reimbursed.

### **Consider impacts to individuals and Equity Framework-identified communities outside the project area.**

- Consider economic and health impacts of those that live outside the area.

### **More information is needed on how health and climate impacts will be addressed.**

- Toll revenue and project design should be used to reduce climate/health impacts.
- More specificity is needed around air quality monitoring.
- A health impact assessment can bring communities information on health impacts.
- How do we go above and beyond what is required in the National Environmental Policy Act?
- Need to reduce climate change drivers and identify co-benefits.

### **Need to make a better connection to the trauma-informed approach.**

### **Need to consider impacts to mental health.**

- Lack of access to travel options, increased stress, increased financial burden from tolls, or rerouting to avoid tolls all can impact mental health.

## WHAT WE HEARD

### **There needs to be a net benefit to health and safety.**

- One case study found an increase in traffic volume while safety remained stable. Need to see a decrease in crashes and an increase in safety – not just status quo.
- Improving congestion can be a benefit to Equity Framework-identified communities.
- Positive example in Los Angeles revenue commitments.

## TRANSIT AND MULTIMODAL WORKSHOP – APRIL 28, 2021

EMAC participated in a joint workshop with the Transit and Multimodal Working Group at a meeting on April 28, 2021, to discuss policies, strategies, and performance measures related to transit and multimodal investments. The following tables outline comments provided at the workshop (What We Heard).

## WHAT WE HEARD

### **Support for dedication of toll revenue to transit AND multimodal transportation options.**

- Consider identifying programs within this dedication, such as access to transit, car or vanpools, first- and last-mile connections, safety, etc.
- Consider a 50/50 split between transit and active transportation.
- Need to have a minimum bar of funding investment for transit.
- Prioritize capital investments to support new or enhanced service.
- Incorporate a regional vision of transit and multimodal investments that would complement the toll program.

### **Connect how the money would be spent to community organizations and equity businesses.**

- Add a policy option that money is directed to Community Based Organizations to decide how money would best be invested.
- Develop policies that tie toll revenue with more comprehensive Disadvantaged Business Enterprise requirements.
- Identify how policies would align with trauma-informed principles.

### **Address the following concerns:**

- Concern about enforcement of those who do not pay tolls.
- Add a policy option that money is directed to address diversion impacts in neighborhoods.
- Analyze impact on more than just Metro Urban Growth Boundary (UGB) communities.

## WHAT WE HEARD

### **A balanced approach is needed.**

- Consider a wider area of impact to include rural areas where lower-income populations live, not a limited distance from the highway.

### **Support for exemptions for transit vehicles and carpools, not for motorcycles.**

- Consider emergency vehicle, non-emergency medical vehicle, and school bus exemptions.
- Charge a difference between single and higher-occupancy vehicles.

### **Tread carefully with exemptions.**

- Consider the relationship between exemptions and toll revenues available for investment.

### **Need to have a free, reliable, and competitive transportation option to the automobile.**

#### **Center equity and more information is needed.**

- Need to identify when and how strategies would be implemented, as well as how much money is available.
- Transit and multimodal improvements should be there on the opening day or beforehand.
- For any strategy, there needs to be a specific focus on how it would improve assets within Equity Framework-identified communities.

### **Support for bus-on-shoulder, but it cannot be done alone.**

- Needs to be paired with enhanced and increased transit service, mobility hubs for bike/scooter/car-share, elective vehicle charging stations, real-time technology, park-and-ride, transportation options in adjacent neighborhoods (first and last 5-mile connections).
- Focus on access to industrial jobs where carpooling exists at higher numbers today. Consider benefits and burdens of teaming with ride-hailing (Uber, Lyft, etc.).

### **Prioritize capital investment to support transit and multimodal safety and service.**

- Continue to work with transit or mobility service providers to identify opportunities to leverage resources.
- Do not forget about safety elements like landscaping and lighting.
- Match the service to the local or regional context. The “[Get Moving 2020](#)” project list was developed with an equity process and are ready for investment.

### **Create an integrated and easy to use fare system.**

- Coordinate between Oregon and Washington, as well as across different types of mobility (for example, bike, scooter, carpooling, car sharing).
- Positive examples from LA Metro, DC Metro, and Portland’s [Golden Transportation Wallet](#).

## WHAT WE HEARD

### Identify a process for accountability and outreach.

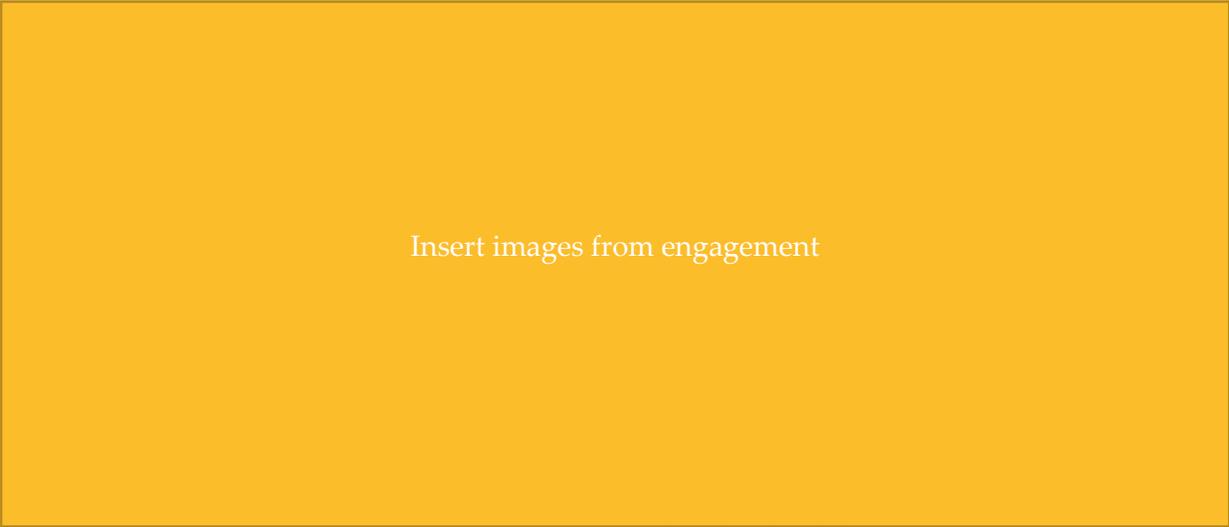
- Create a process where community decision-making is involved in the long-term process (e.g. community based tolling advisory group).
- Maintain partnerships with Community Based Organizations, companies, public agencies, and stakeholders.

### Other topics:

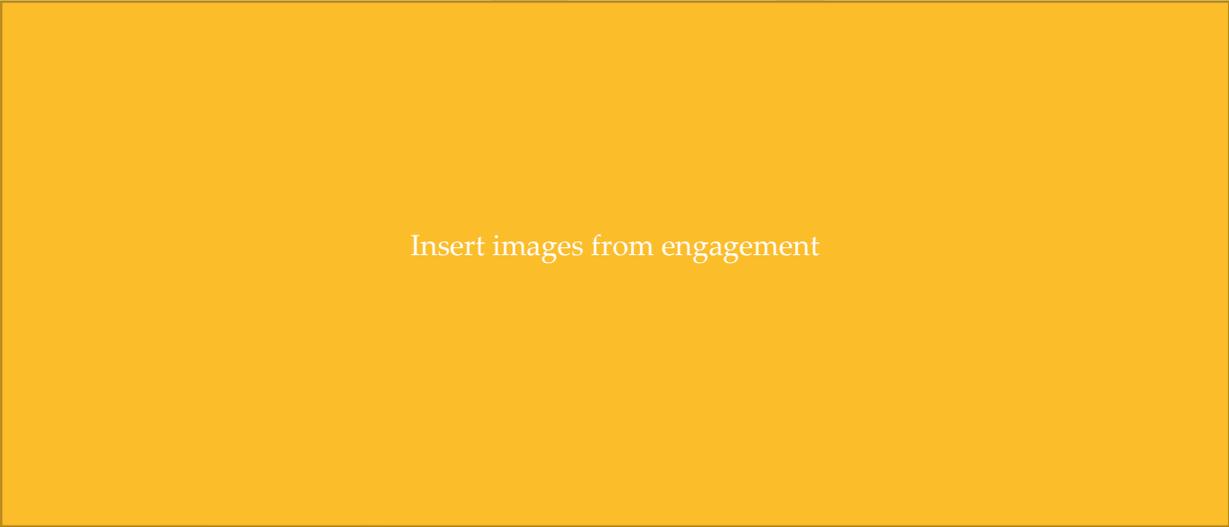
- Manage demand through investment in education and communications.
- Include ferry service as a part of the future mix.
- Congestion pricing before or without investments in the highway.
- Electrification or natural gas (LNG/CNG) conversion help from diesel transit.
- Increase volunteer drivers to support increased service for non-profit service providers.
- Concern and questions about impact of new parallel roads on community.

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## **COMMUNITY ENGAGEMENT FEEDBACK**



Insert images from engagement



Insert images from engagement

## LOW-INCOME IMPACTS

Add language here.

## NEIGHBORHOOD HEALTH AND SAFETY

The following is specific input on neighborhood health and safety investments and strategies we received prior to EMAC's neighborhood health and safety workshop on June 23, 2021.

### EMAC Input

- Safety is a key consideration, both physical safety and perceived safety. Are facilities safe for all users? How will traffic rerouting affect safety?
- Transit access and safe crossing areas for/near transit areas.
- Investments need to be balanced between highway improvements and neighborhood improvements.
- Safety impacts and exposure need to be highlighted when measuring bike and pedestrian safety.
- Focus on safety enhancements, not just how the system performs.
- Need to map health disparities
- Include health factors in performance measures
- Need to quantify health impacts for low-income individuals living near/on facilities that will see increased traffic.
- Need to consider people living with disabilities and transit-dependent populations.
- Incorporate a public health lens and integrate a trauma-informed perspective.
- Consider the following health outcomes as they relate to transportation corridors:
  - Lung health
  - Cardiovascular health
  - Mental health
  - Physical health
  - Travel safety
  - Cancer
- Address climate change as well as health and safety.
- There is a potential for tolls to decrease emissions if paired with incentives to use public transit.

### **Input from Equity Framework-Identified Communities**

During the I-205 Toll Project engagement period from summer-fall 2020, we received about 4,000 survey responses. About 650 responses came from people who self-identified as Black, Indigenous, People of Color or of Slavic decent. About 460 said they were 65 or older and about 550 said their annual household income was \$50,000 or less.

The following is a brief summary of the input received related to neighborhood health and safety.

- Top concerns for all respondents included (*order of these top concerns changed depending on the demographic group*):
  - Provide alternative, non-tolled driving routes
  - Minimize impact on people of low-income or otherwise underserved
  - Reduce traffic congestion
  - Minimize diversion to local streets
- The top concern among White/Caucasian respondents, older adults, and people with incomes greater than \$90,000 per year was minimizing negative diversion to local streets. All other racial groups and people experiencing low income were much less concerned with diversion. Respondents experiencing low income, respondents of color and respondents younger than 35 said “provide alternative non-tolled driving routes” and “minimize impacts to low income communities” as top concerns more frequently.
- The more than 300 respondents who submitted surveys in another language expressed much less concern with minimizing negative diversion to local streets compared to all respondents. “Providing alternative, non-tolled driving routes” was the concern identified most frequently by those completing the survey in another language, and “reducing traffic congestion” was the second most frequently selected concern.
- Of all open-ended comments received from all demographics, about 1,700 mentioned rerouting or diversion, which ranks second for the frequency of all topic themes. In addition, safety was mentioned in about 180 comments. Public health and environmental impacts were mentioned in more than 300 comments.
- General comments from Black, Indigenous, and People of Color respondents, Slavic respondents, older adults, and people experiencing low income were similar across demographic groups and included the following comments specifically related to neighborhood health and safety:
  - Concern about increased congestion in local communities, including Oregon City and West Linn.
  - Concerns about rising costs of living in the Project area.

## **Community Input**

Below are the comment themes from all demographics related to neighborhood health and safety.

### **IMPACTS TO LOCAL COMMUNITIES AND STREETS NEAR I-205:**

- Many respondents said that increased traffic on local streets would create additional inconveniences for residents accessing schools, shops, jobs, and medical facilities.
- Several respondents said that increased traffic on local streets would create additional safety risks for pedestrians and bicycles, as well as slower response times for emergency services.
- A few respondents said that additional vehicles rerouting and diverting through their community will decrease property values.

### **TRAFFIC CONGESTION AND ROAD CONDITION OBSERVATIONS ON ALTERNATIVE ROUTES:**

- Several respondents said that alternative routes are already congested, especially during rush hour, and cited specific streets.
- Some respondents said that many of the alternative routes do not have the capacity and/or are in need of repair and improvements, so additional rerouting and diversion will exacerbate these issues.

### **ANALYSIS AND MITIGATION OF IMPACTS CAUSED BY REROUTING AND DIVERSION:**

- A few respondents said that rerouting and diversion and the subsequent impacts to local communities needs to be analyzed thoroughly in the environmental analysis.
- A few respondents said that the Project should incorporate mechanisms to limit access to local streets from I-205 or implement measures that discourage drivers from rerouting and diversion.

### **SAFETY FROM REROUTING EFFECTS**

- Many respondents expressed general concern for how diverted traffic due to tolls will lead to increased congestion, travel speeds, and collisions on neighborhood roadways.
- Some respondents expressed concern about the potential for diverted traffic to cause an increase in vehicle-pedestrian accidents.
- A few respondents said that traffic from diversion will cause safety issues with emergency vehicle transport or personal travel for emergencies.
- A few respondents noted that increased traffic will deteriorate the quality of neighborhood roadways, further contributing to safety concerns. A few comments noted that this causes an increased financial burden on local municipalities.

**PUBLIC HEALTH CONCERNS FROM INCREASED TRAFFIC AND CONGESTION:**

- A few respondents said that tolling would move traffic off I-205 and closer to nearby sensitive receptors (that is, daycares, schools, elderly housing, hospitals, etc.).
- A few respondents said that congestion in general poses a public health concern due to increased and concentrated vehicle pollution.

In addition to clarifying the policy questions above, ODOT will work with the EMAC and others to define specific strategies and investments along the I-5 and I-205 corridors that can be funded by toll revenues or through partnership agreements.

The initial list of investments derives from conversations with EMAC, Equity Framework-identified communities, and an [existing conditions inventory](#) created by ODOT in collaboration with the Transit Multimodal Working Group. This inventory will help inform the I-5/I-205 Regional Toll Project; however, a similar, more geographically and equity focused analysis will be conducted for the Project to ensure improved access to opportunity, affordability, and health and safety for Equity Framework-identified communities.

**I-5/I-205 Regional Toll Project Investments**

- Multimodal and transit investments along corridors that parallel I-205 and I-5, as were identified in the [Get Moving 2020 transportation measure](#) (e.g. 82<sup>nd</sup> Avenue, 122<sup>nd</sup> Avenue, McLoughlin Boulevard, Highway 43, Highway 99W, and Highway 212/Sunrise)
- [Bus-on-shoulder](#) transit service (TriMet, CTRAN, more) along I-205, Glen Jackson Bridge, and SR-14 in Washington
- Regional bus-on-shoulder with park-and-rides along I-5, I-205, and 217
- New non-tolled parallel driving routes/roads adjacent to the highway
- Upgraded transit centers along the I-205 and I-5 corridors to handle increased parking, ridership and service

**I-205 Toll Project Investments**

- Bus-on-shoulder with park-and-rides for I-205 between Oregon City/Clackamas Town Center and Tualatin/Wilsonville ([slide 20](#))
- Shuttle service along Borland Road connecting Tualatin, West Linn, and Oregon City ([slide 19](#))
- New non-tolled parallel driving routes/roads adjacent to the highway
- Enhanced transit improvements along McLoughlin Boulevard in Gladstone (OR 99E) and to the 99E/Arlington/River Road in Gladstone
- Pedestrian, safety, and capacity improvements in downtown Oregon City, Canby, Gladstone, and West Linn due to increased diversion – Willamette Falls Drive, Borland Road, Arch Bridge, etc.

- Upgraded transit centers along the I-205 corridor to handle increased parking, ridership and service

### **Program Investments**

- Multimodal and transit programs, as were identified in the [Get Moving 2020 transportation measure](#)
- Improvements to existing transit, such as: increased access to existing service, increased frequency, hot spot enhancements to speed up service
- First and last mile connections off the highway to jobs, school, home, and health care
- Integrated system between tolling and all other transportation modes (e.g. transit wallet program, TriMet, CTRAN, SMART, etc.)
- Support mobility as a service – vanpools, telework, car sharing, walkability, scootering, ridesharing, [eteetc.](#)
- ADA access and connections on intersections near the highway
- Education, outreach, and communications
- Electric (or electrification of existing transit) and autonomous vehicles
- Mobility hubs within historically and currently disadvantaged communities
- Transit Oriented Development (TOD), transit-supportive land uses, or coordination with housing-jobs development at locations near the highway that connect and support enhanced transit and mobility investments

## TRANSIT AND MULTIMODAL

ODOT will also leverage prior and future input from EMAC, Equity Framework Communities, the Transit and Multimodal Working Group (TMWG), and other agencies in the region to define equitable investments and strategies for the Project. The following is specific input on transit and multimodal investments and strategies we've received to date:

### EMAC Input on Equity Outcomes for Transit and Multimodal

- Align with existing efforts
- Coordination of transit services (TriMet, CTRAN, SMART, others)
- Advance regional transit service (TriMet, CTRAN, more)
- Day 1 projects
- Add I-205 transit service – Transit Desert
- Overall mobility availability – walkability, scootering, ridesharing, etc.
- Transit frequency and reliability to attract users
- Pilot program on I-205
- Transit wallet program
- Updating transit assumptions and planning post-COVID
- No cost for transit users
- Ensuring transit to employment hot spots
- First and last mile connections!!!
- Not blocking employment opportunities
- ADA access and connections
- More vanpools and ridesharing in Oregon
- Integrated system for all transportation modes
- Electric and autonomous vehicles
- More bus on shoulder!
- Micro mobility hubs – historically disadvantaged communities
- Charging sites
- Education, outreach, and communication in addition to infrastructure
- Opportunities for connections between buckets
- Transit for unbanked
- Enhance existing facilities
- ODOT to support increased transit in corridors
- Car sharing or more than buses
- Mobility as a service
- Cost efficiency
- Walking and biking

### **Equity Framework-identified Communities Input on Equity Outcomes for Transit and Multimodal**

- Among respondents who self-identified as Black, Indigenous, People of Color, or of Slavic decent, the following open-ended comments/ideas related to transit and multimodal transportation were seen:
  - Fund more transit before tolling
  - Provide toll rebates to people who take alternative modes
  - Fund transit instead of tolls
  - Use toll revenue to fund transit
  - More transit service is not realistic to address congestion problems
  - Don't improve transit with toll revenues
  - Improve the highway
  - Transit is not safe for shift workers or people in the LGBTQ [lesbian, gay, bisexual, transgender, queer] community
- Of all open-ended comments received, more than 800 mentioned multimodal transportation, which ranks about in the middle for frequency of all topic themes.
- Enhancing multimodal travel options was not a top concern for people of color, people experiencing lower incomes, and seniors. Top concerns included (*order of these top concerns changed depending on the demographic group*):
  - Provide alternative, non-tolled driving routes
  - Minimize impact on people of low-income or otherwise underserved
  - Reduce traffic congestion
  - Minimize diversion to local streets
- People with Latin American or Hispanic heritage were more likely than all other racial groups to say expanding multimodal options was a concern, but it still did not rank as a top concern.
- People who are younger, whiter, make money, are not regular users of the corridor, and regularly use transit/bike/feet, were more likely to say adding transit and multimodal options is important.

### **Transit and Multimodal Working Group (TMWG) and Partner Agencies Feedback on Equity Outcomes for Transit and Multimodal**

- Include ideas that are currently being explored, in addition to what is existing in current plans
- Bus-on-shoulder for I-205 between Oregon City/Clackamas Town Center and Tualatin/Wilsonville ([slide 20](#))
- Shuttle service along Borland Road connecting Tualatin, West Linn, and Oregon City ([slide 19](#))
- [Bus-on-shoulder](#) along I-205, Glen Jackson Bridge, and SR-14 in Washington
- Regional bus-on-shoulder with park-and-rides along I-5, I-205, and 217
- Pedestrian and bicycle safety improvements in downtown Oregon City, Canby, Gladstone, and West Linn due to increased diversion – Willamette Falls Drive, Borland Road, etc.
- Spot improvements to speed up bus transit so that transit is more convenient should be a priority
- McLoughlin Boulevard in Gladstone (OR 99E) was identified as an Enhanced Transit Corridor
- Bicycle and pedestrian safety along the Arch Bridge connecting West Linn and Oregon City
- Include carpooling and telework into mode shift and trip analysis
- Include traffic capacity improvements at intersections near the highway
- Look into new parallel driving routes/roads adjacent to the highway
- 99E/Arlington/River Road in Gladstone
- Multimodal and transit investments along corridors that parallel I-205 and I-5, as were identified in the [Get Moving 2020 transportation measure](#) (e.g. 82<sup>nd</sup> Avenue, 122<sup>nd</sup> Avenue, McLoughlin Boulevard, Highway 43, Highway 99W, and Highway 212/Sunrise)
- Multimodal and transit programs, as were identified in the [Get Moving 2020 transportation measure](#) (e.g. Better Bus, Youth Transit Access, Regional Walking and Biking Connections, etc.)
- Transit Oriented Development (TOD) or coordination with housing-jobs development at locations near the highway that connect and support enhanced transit and mobility investments