

ODOT'S PLAN TO SUPPORT EMAC

Schedule for developing EMAC's recommendation to the OTC in November

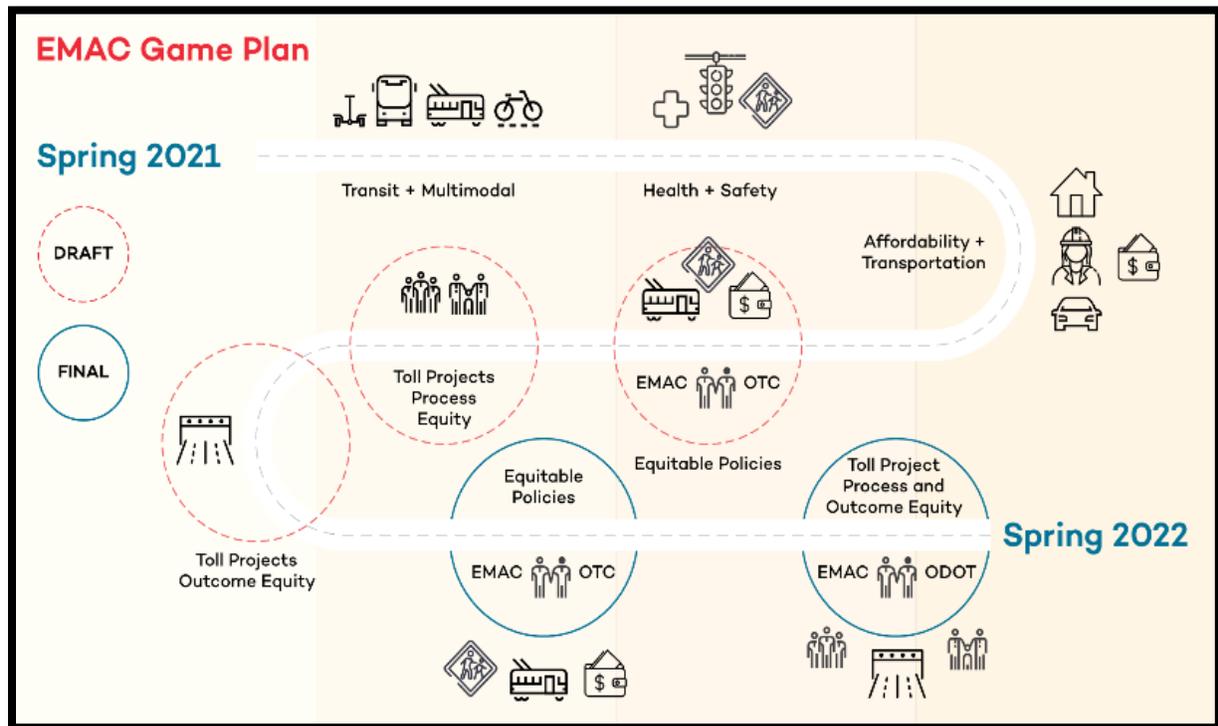
ODOT plans to support EMAC through scheduling and supporting meetings, helping to compose the policy and strategy recommendations, and providing necessary background and technical information to EMAC.

Date	Meeting	Content
July 15	Navigators	Overview of process and ODOT's plan to support
July 28	EMAC	Updated 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 at OTC

Plan for after the OTC meeting in November

As seen in the EMAC Game Plan, EMAC's meeting with the OTC in November is not the only way to secure commitments. We expect the November meeting to be an opportunity for the OTC to direct ODOT to (1) draft up a resolution or ordinance for adoption, or (2) provide direction to ODOT or EMAC on actions to further review and report back. After the OTC meeting, ODOT plans to support EMAC by bringing them the following information:

- 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 and future monitoring and oversight
- Research on enforcement and violations
- Talk about EMAC's interest in a role for 2022 to 2024



Framework of the recommendation

ODOT has drafted an “EMAC Recommendation to the OTC” document and we are looking for feedback on the outline and composition. This is EMAC’s document, we are here to support in any way possible.

Here are a few examples that are similar in content (related to congestion pricing/tolling) and the EMAC charge:

- Recommendation from the Policy Action Committee for ODOT’s Value Pricing Feasibility Analysis ([report](#))
- Recommendation from Portland’s Pricing Options for Equitable Mobility ([letter](#))
- Recommendation from Denver’s Climate Action Committee ([report](#))

Supportive information from ODOT

Financial

The intent of ODOT’s support in providing financial estimates is not to limit the ideation or requests for EMAC to identify what is needed to advance equity. We want to hear it all. ODOT will provide the assumed toll rates and projected revenues that have been, or are being developed. We want EMAC members to be invested and supportive of their recommendation to the OTC. Information will begin coming to EMAC in August at the Navigators and committee meetings.

Technical and engagement

For each of the preferred policy and strategy options, ODOT will gather information from the technical team and community and bring it to EMAC to inform their development of a recommendation. From past EMAC meetings, we believe that the following table captures the main questions we have heard. If EMAC members would like to see this information presented differently, please let us know.

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

Question	Information
How would this advance equity, as defined by the Equity Framework?	Not charging for transit and registered 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.
What would it take to deliver this on day one of tolling (or before)?	Develop plan including cost, benefits, registration options, role 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.
Will this be funded through project mitigation, strategic investments, or other?	To be determined. I-205 Toll Project impacts analysis will be completed in early 2021.
Is this a part of the I-205 Toll Project, Regional Mobility Pricing Plan, or Oregon Toll Program?	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.