



**Regional Toll
Advisory Committee**

Meeting #8
June 26, 2023

David Kim, Facilitator

 **Urban Mobility**
STRATEGY

 **Oregon**
Department
of Transportation

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Technical Info

- This meeting is being hosted via Zoom webinar and being live-streamed on YouTube.
- RTAC Members are participating in person and virtually.
- For all others watching virtually, video and chat are disabled, and attendees are muted.

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

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We have agreed to:

- Silence electronics.
- Be curious and willing to learn and contribute.
- Ask questions of each other to gain clarity and understanding.
- Express yourself in terms of your preferences, interests, and outcomes you wish to achieve.
- Listen and speak respectfully and try sincerely to understand the needs and interests of others.
- Seek common ground.
- Honor each other by being honest, authentic, and brave.
- Make space, then take space; be concise. Everyone should have the opportunity to share ideas.
- Attend to impact. Good intentions can still cause harm. When someone is hurt, focus on listening and understanding the impact.

Agenda

- 1 Welcome and Opening Remarks
- 2 Advancing Equity for the Oregon Toll Program
- 4 3 Nexus Projects to Complement the Toll System
- 4 4 Public Comment
- 5 5 Project Updates



Welcome and Opening Remarks

Kris Strickler, ODOT Director

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Advancing Equity for the Oregon Toll Program

Mandy Putney, ODOT

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Applying Equity Framework to the Toll Program

- What does it mean to center equity?
 - *Process equity* measures help determine how successful the projects are at achieving inclusive and accountable participation in the planning and decision-making process
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 - *Outcome equity* measures address affordability, access to opportunity, and community health to determine which strategies best advance equity

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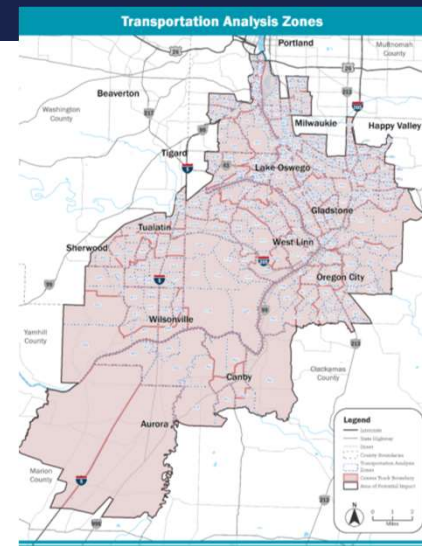
Equity Analysis for I-205 Toll Project

Accessibility Analysis:

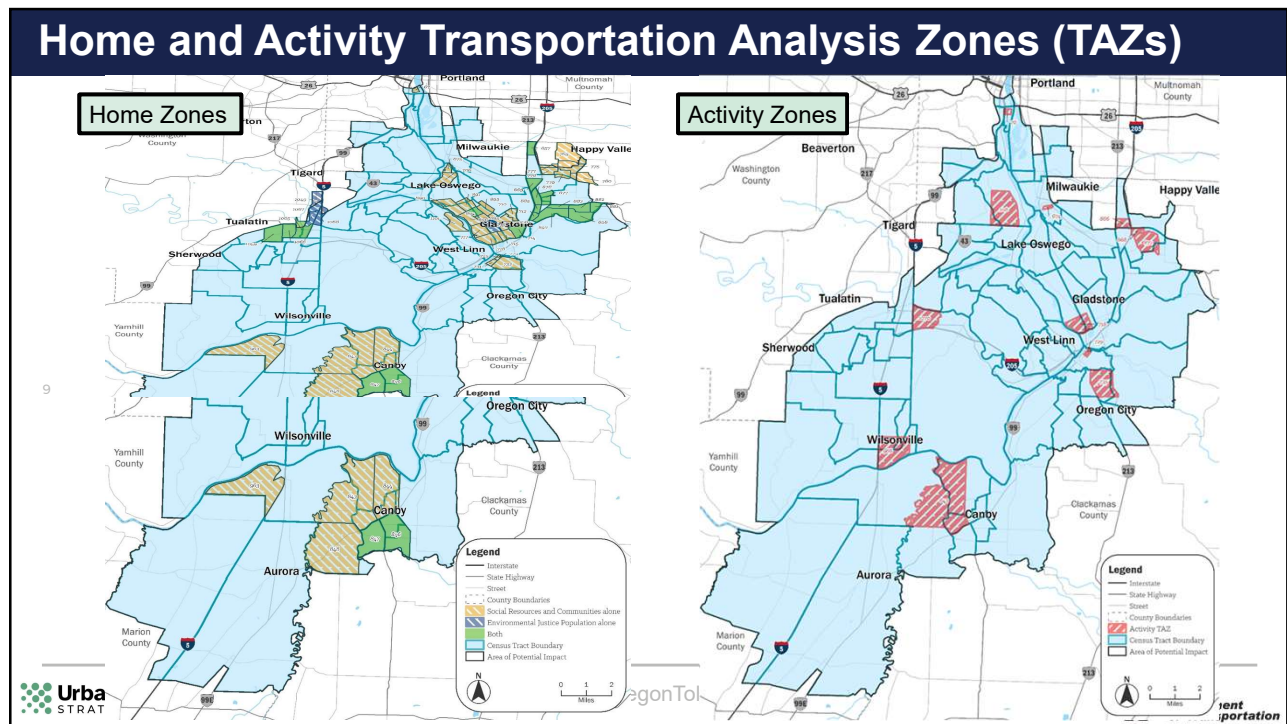
Determine how many jobs, community places and medical facilities could be reached within a 20- or 30-minute drive or 30- or 45- minute transit trip for existing conditions, the 2045 alternative with tolling, and a 2045 alternative without tolling.

Travel Time Analysis:

Determine the potential travel time impacts to EFCs.



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Findings: Accessibility for Equity Communities

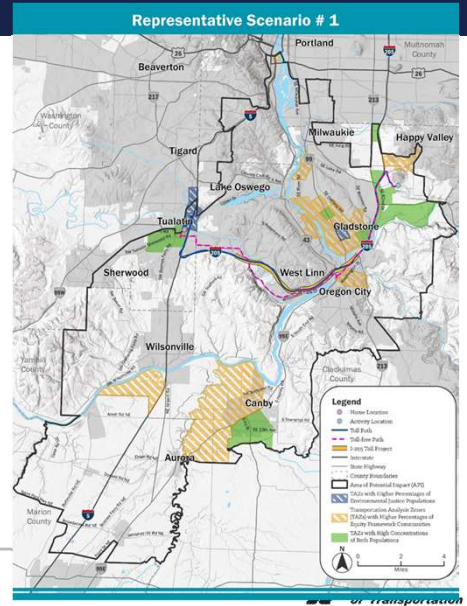
- The alternative with tolling would result in **the same or greater accessibility** to social resources for all households in the area of interest when compared with the alternative without tolling
- Equity Framework Communities would generally experience **the same or greater accessibility** than the general population

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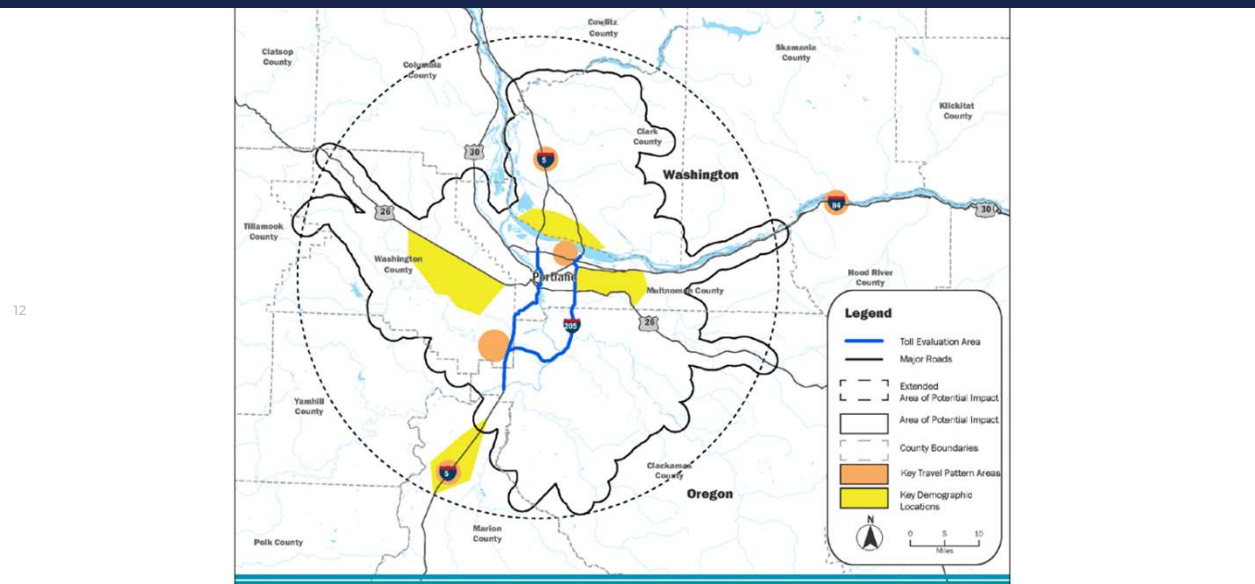
Findings: Travel Time Benefits

Scenario Description	Travel Time under Existing Conditions	Travel Time under Future 2045 alternative without tolling	Travel Time under Future 2045 alternative with tolling
11 Person A lives in Tualatin. They travel to Mount Talbert Nature Park once a week after work at 5pm to walk with their children and grandchildren who live in Gladstone.	The Toll Path trip takes 40 to 50 minutes.	The Toll Path trip would take 40 to 50 minutes.	The Toll Path trip would take 30 to 40 minutes.
	The Toll-free Path trip takes 40 to 50 minutes.	The Toll-free Path would take 50 to 60 minutes.	The Toll-free Path would take longer than an hour.



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Equity Methodology for RMPP



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Low-Income Toll Report Methods

- Sensitivity tests
- Regional income analysis
- Equity and Mobility Advisory Committee
- 13 • Stakeholder interviews with low-income service providers
- Discussion groups with historically excluded and underserved groups
- Online survey with 12K responses
- Case study review

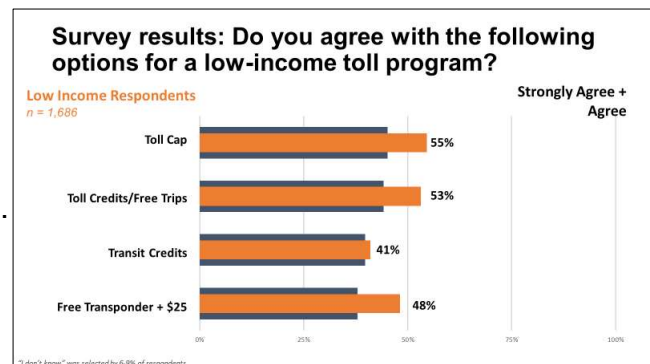


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Low-Income Toll Report: Engagement

What we heard from Equity Framework Communities

- Look beyond standard federal definition of “low-income” (i.e. 200% FPL)
- 14 • Preference for ongoing discounts, toll credits, toll caps, and credits for toll trips. Some concern about transit credit.
- Address access barriers to enrollment, payment
- Provide multiple options for payment



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Low-Income Toll Program Development

Current status:

- EMAC and STRAC will consider options in July
- Low income program available on first day of tolling
- There will be multiple payment options
- Seeking to increase partnership with CBOs to reduce access barriers.

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Process Equity: How ODOT is Addressing Barriers to Engagement

Barriers	Strategies In Use
Limited English Proficiency	Translation, interpretation
No internet	Printed materials, phone line, in the community
Don't or can't attend public meetings	Website, online meetings, emails, livestreams, interviews, small discussion groups
Don't trust government	Partnerships with community engagement liaisons, community-based organizations
Disability	ADA venues, screen-reader friendly documents, ASL interpretation
Unpaid time	Paid participation incentives, equitable engagement compensation policy



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Equitable Engagement Compensation Policy



Information booth, Fall 2021 in Lents

- Unpaid time is a barrier to engagement
- New policy adopted 2021
- Hourly rate paid through cash cards
 - Committees, discussion groups, interviews
- Community Engagement Contract
- Price agreements

Key Themes from Equity Framework Communities

- Reliance on interstates
- Consistency of concerns over time and with rest of population
- More cost conscious: Keep tolls as low as possible
- Transit is not seen as a viable alternative to driving
- Skepticism that tolling could reduce congestion
- Concerns with accessibility of information and enrollment/payment options
- Concerns their voices won't be considered in decision-making


EMAC's Recommendations

Six recommended actions from EMAC to the OTC:

1. Manage congestion while avoiding burdens to equity communities
2. Generate revenue to prioritize demand management and equity advancement
3. Increase the percentage of dollars spent on Disadvantaged Business Enterprises (DBEs) contracts
- 19 ¹⁹ 4. Provide ongoing funding for community-based organizations (CBOs) to support ODOT in engaging Equity Framework communities in the Toll Program
5. Center equity in rulemaking and I-205 Toll Project rate setting processes
6. Support long-term toll equity accountability


Opportunities for Further Collaboration and Potential Challenges

- **Constitutional restrictions of highway funding** for multimodal options and identifying additional funding for regional transit projects.
- Balancing **competing priorities** including congestion management, development of a low-income toll program, and availability of ongoing revenue.
- 20 ²⁰ • **Administrative complexity** of expanding ODOT's CBO contracts.
- Harmonizing and communicating multiple complex **Toll Program reporting systems** for accountability purposes.
- **Next step:** EMAC-ODOT Accountability Workshop #1 on July 10



Discussion

- What **additional ideas** do you have to achieve process equity in toll program development?
- Based on your experience in making choices that center equity, what are **lessons learned** that can be brought to this process?

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Nexus Projects to Complement the Toll System

Brendan Finn

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Working Definition: Nexus Project

Nexus projects are roadway, bike, pedestrian or other mobility projects or programs that could complement a tolling system on I-5 and I-205 in the Portland metropolitan area by:

- 23 • Addressing an anticipated negative impact OR improving access to public transportation OR improving mobility options near the tolled highway, AND
- Providing access to opportunity or addresses transportation-related disparities and barriers experienced by the Toll Projects' Equity Framework Communities.

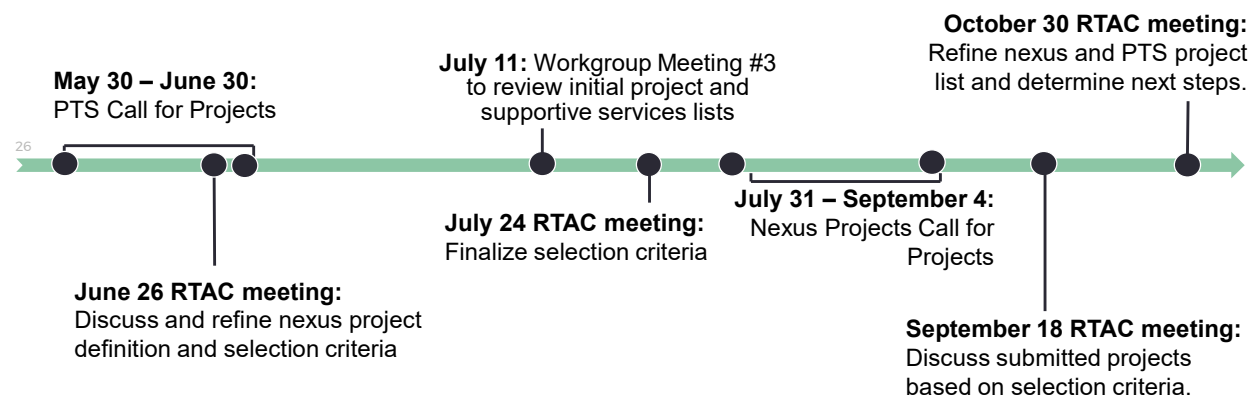
Possible Selection Criteria

- **Project readiness.** Included in regional transportation plan or a local plan, early planning conducted, public engagement conducted, and/or completeness of project design.
- **Safety.** Addresses a safety need.
- 24 • **Traffic operations.** Improves reliability and supports congestion relief.
- **Urgency of need.** Addresses essential repair or provides a critical connection.
- **Climate.** Contributes to vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions reduction.


Possible Selection Criteria

- **Transit.** Connects to/expands access to public transportation or complements a Public Transportation Strategy project and/or supportive service.
- **Benefits.** Provides benefits to the community, economy, and environment.
- **Ownership.** Proposer owns facility or has knowledge of owner support.
- 25 • **Geography.** Located within impacted corridor as defined by Oregon Highway Plan or in a Metro Mobility Corridor
- **Funding.** Leverages existing or future funding opportunities (local, federal or other state).
- **Project cost.** Project development, construction and maintenance.


Process to Develop and Implement Nexus Project List




Discussion



- What feedback do you have on the “nexus” definition?
- What should we consider to advance the draft selection criteria?
- What does it mean to center equity in RTAC’s nexus project conversation?
- What feedback do you have on the proposed process?



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Public comment



- We will start with those who are providing public comment in person. Then we will move to those who have raised their hands to comment virtually.



- We will call on you when it is your turn to speak. 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.oregon.gov with “RTAC Public Comment” in subject line to provide written comments.
 Call 503-837-3536 and state “RTAC Public Comment” in your message to provide verbal comments.
 Thank you for your participation.



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Project Updates

James Paulson
Commissioner Nafisa Fai
Mandy Putney

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EMAC Report-Out

- **May 10 Subcommittee: Accountability**
 - Tolling update from ODOT
 - ODOT's progress to advance EMAC's recommended actions
- **June 21 Subcommittee: Accountability**
 - ODOT's next steps and timeline to advancing EMAC's recommended actions
 - Preparing for the July 10 workshop
- **July 10 ODOT-EMAC Accountability Workshop #1**
 - Planning for sustainable, equitable Toll Program outcomes and processes

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Statewide Toll Rules Advisory Committee (STRAC) Report-Out

- Met on May 26 to discuss ODOT's response to comments and questions on Part 1 topics: enrollment, payment, enforcement, and data privacy
- 31 • Committee was generally pleased with the process so far and changes made by ODOT to address concerns raised
- Next meeting is July 21
 - Begin review of Part 2 topics: low-income program operations, process for rate setting and adjustments, discounts, exemptions, and rates by vehicle type

Project Updates – RMPP

- The Project team is developing project options that build on the Proposed Action shared during the winter 2022-23 public comment period.
- **July 2023:** Options and draft performance criteria will be shared with partner agency staff and RTAC.
 - 32 • 2-3 project options
 - Performance objectives to be confirmed with agency staff before modeling begins
- **September 2023:** Using model results, information about toll rate assumptions and performance will be shared.
- **Next step:** Identify option for the National Environmental Policy Act process.

Reflection and next steps

- **Next meeting: July 24, 2023**
- Complete meeting evaluation



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