

Memorandum

Date	October 17, 2022
To	Regional Toll Advisory Committee Members
From	Oregon Department of Transportation (ODOT)
Subject	Toll advisory committee inputs to support decision-making and implementation

Planning has advanced for the Oregon Toll Program and individual toll projects, but significant questions remain surrounding the following topics:

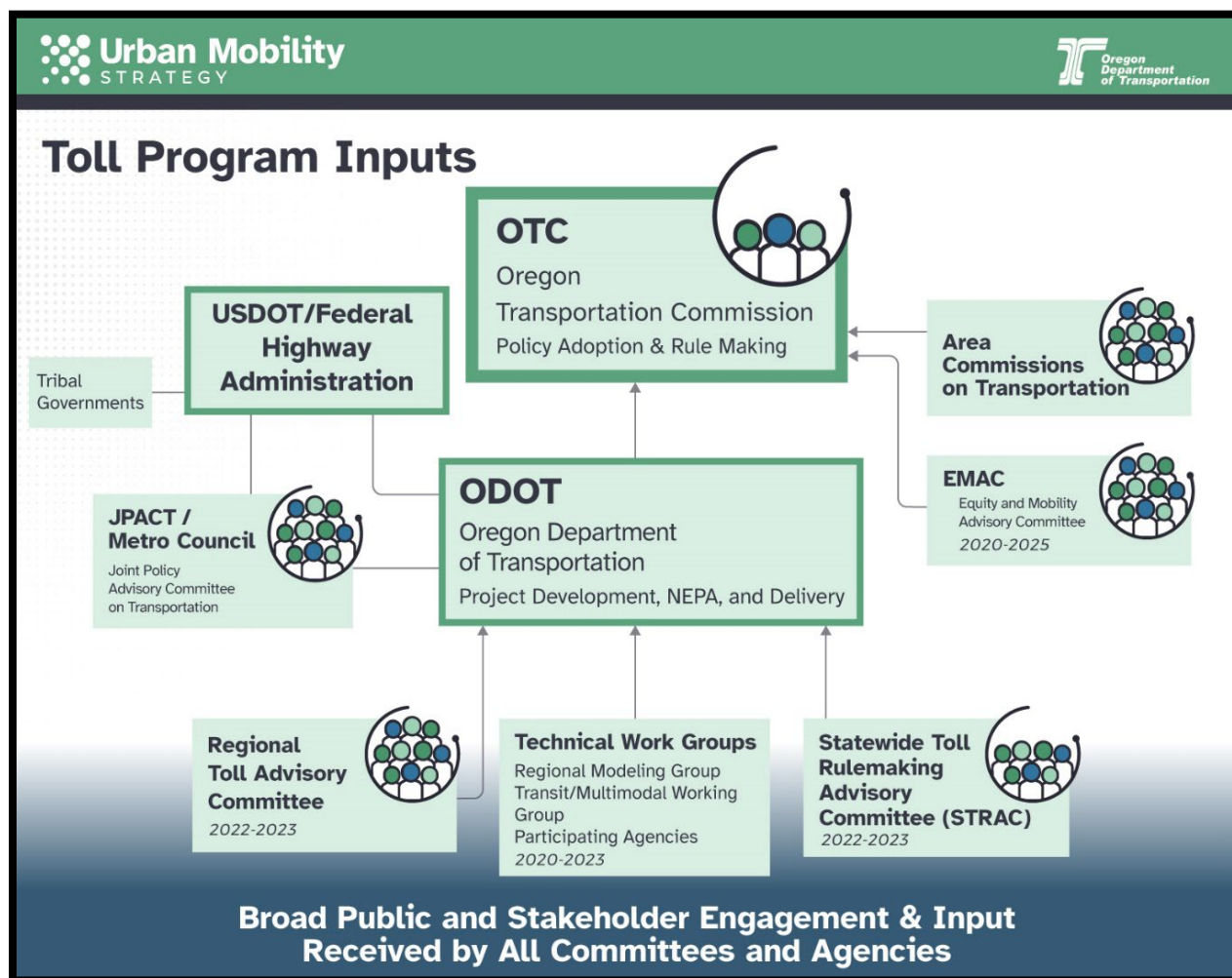
- Consistency in the design of toll projects with regional and state transportation plans
- Enhancements to the public and multimodal transportation system to provide travel choices
- Avoiding and monitoring potential negative impacts from toll road diversion to local roads
- Process to set toll rates
- Selection of toll rates to achieve the purpose of individual toll projects and avoid negative impacts
- Toll system operations, including customer accounts, discounts/credits for people experiencing low incomes and enforcement for non-payment
- Use of toll revenue after paying required operations, borrowing and other system expenditures
- Advancement of an equitable and accountable toll system
- Meeting construction schedules and avoiding delays in transportation benefits

Toll advisory committees and main focus areas

To gain outside expertise and feedback to answer the key questions, advance equity through decision-making, and deliver an operating tolling system, ODOT is engaging three advisory committees: Regional Toll Advisory Committee (RTAC), Equity and Mobility Advisory Committee (EMAC), and the Statewide Toll Rulemaking Advisory Committee (STRAC). The main focus areas for the committee are described below.

- **EMAC** = Working to turn recommendations from 2022 into ODOT commitments for sustainable, accountable processes and outcomes to advance equity.
- **RTAC** = Providing regional input and support for toll projects and partnerships. This includes diversion mitigation, transit-multimodal plans, alignment of Regional Mobility Pricing Project with policies, and toll revenue allocation criteria.
- **STRAC** = Supporting customer service experience and the process to set and adjust rates through the state rulemaking process.

Figure 1. Toll Program Inputs



Approach to coordination

To avoid duplication and to allow for deep discussion within the committees, we are using the following approach:

- No committees will share a primary focus.
- Committees may provide feedback to other toll committees, but this interaction will be proactively planned through committee work plans so that expectations are set at the forefront.

For example, EMAC will provide a recommendation to the Statewide Toll Rulemaking Advisory Committee (STRAC) on the draft rules and rate setting process for I-205 Toll Project prior to STRAC’s recommendation to ODOT.

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- An active member of EMAC will have a seat on the Statewide Toll Rulemaking Advisory Committee (STRAC) and Regional Toll Advisory Committee (RTAC) to support the centering of equity through this work. This will allow the EMAC liaison to communicate strategic direction on equity provided by EMAC and the Oregon Transportation Commission.
- For operationalization of the Low Income Toll Program, we are planning for EMAC to provide a recommendation that will lead the conversations at STRAC. These groups can provide feedback to ODOT through their respective committee structures.
- The RTAC's scope will involve input on the criteria to allocate toll revenue, which is not a part of the STRAC rulemaking or recommendation process. The RTAC liaison on the STRAC will have the opportunity to share feedback or provide input into the STRAC process