



# TRANSIT AND MULTIMODAL: EMAC POLICY & STRATEGY RECOMMENDATIONS

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 transit and multimodal policy and strategy recommendations for the Oregon Transportation Commission.

## NEXT STEPS

At the May 26, 2021, meeting, ODOT will ask for support from EMAC to move forward with the policy and strategy recommendations so that **ODOT can further the process to understand commitments (described in this document) and to identify “how this policy or strategy is advancing equity” and “who is responsible and involved.”**

**Transit and multimodal policy and strategy recommendations will then come back to EMAC in September** to prepare a recommendation to the Oregon Transportation Commission in November 2021.

## **EMAC POLICY RECOMMENDATIONS TO THE OREGON TRANSPORTATION COMMISSION**

Trauma-informed practices will inform policy commitments to advance equity within Equity Framework-identified communities. To advance equity in development of the Oregon Toll Program through transit and multimodal transportation options, the Equity and Mobility Advisory Committee provides a recommendation to the Oregon Transportation Commission to prioritize the following commitments:

### **Dedication of (%) net toll revenues or (\$) annually toward a combination of transit and active transportation investments.**

- How is this policy advancing equity?
- Who is responsible and involved?

### **Dedication of (%) net toll revenues or (\$) annually to Community Based Organizations to invest in programs or projects that improve transit and multimodal options for transportation.**

- How is this policy advancing equity?
- Who is responsible and involved?

### **Include a baseline for Disadvantaged Business Enterprise investment.**

- How is this policy advancing equity?
- Who is responsible and involved?

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

- How is this policy advancing equity?
- Who is responsible and involved?

### **A balanced approach of focusing on highway and areas farther from the highway that will be affected is needed. Consider a wider area of impact to include rural areas where Equity Framework-identified communities live not a limited distance from the highway.**

- How is this policy advancing equity?
- Who is responsible and involved?

## **EMAC STRATEGY RECOMMENDATIONS TO THE OREGON TRANSPORTATION COMMISSION**

Trauma-informed practices will inform strategy investments, which will support assets within Equity Framework-identified communities. To advance equity in development of the Oregon Toll Program through delivering tangible, opening-day transit and multimodal transportation investments, the Equity and Mobility Advisory Committee provides a recommendation to the Oregon Transportation Commission to prioritize the following investments.

### **Pursue a regional vision for bus-on-shoulder service (in coordination with mobility hubs) that considers the following:**

- 1 Improvements to support existing transit and expanded transit (e.g., park-and-ride)
  - 2 Mobility as a service – vanpools, telework, car sharing, walkability, scootering, ridesharing, electric vehicle charging stations, ride-hailing, real-time technology, etc.
  - 3 First and last 5-mile connections off the highway to jobs, school, home, and healthcare
  - 4 Americans with Disabilities Act access and safety
  - 5 Transit Oriented Development coordination with housing and jobs development
- How is this strategy advancing equity?
  - Who is responsible and involved?

### **Prioritize capital investment, such as the projects identified in “Get Moving 2020”, to improve transit and multimodal safety in areas affected by diversion.**

- How is this strategy advancing equity?
- Who is responsible and involved?

### **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)**

- How is this strategy advancing equity?
- Who is responsible and involved?

## TRANSIT AND MULTIMODAL WORKSHOP

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 April workshop (What We Heard), ODOT’s response (What We Are Doing About It), and the options that will be advanced for further consideration.

### POLICY RECOMMENDATIONS

<b>WHAT WE HEARD</b>	<b>WHAT WE ARE DOING ABOUT IT</b>
<b>Dedication of net toll revenue</b>	
<p><b>Support for dedication of toll revenue to transit AND multimodal transportation options.</b></p> <ul style="list-style-type: none"> <li>• Consider identifying programs within this dedication, such as access to transit, car or vanpools, first- and last-mile connections, safety, etc.</li> <li>• Consider a 50/50 split between transit and active transportation.</li> <li>• Need to have a minimum bar of funding investment for transit.</li> <li>• Prioritize capital investments to support new or enhanced service.</li> <li>• Incorporate a regional vision of transit and multimodal investments that would complement the toll program.</li> </ul>	<p><b>ODOT:</b> We updated the proposed recommendation to identify transit and active transportation equally. To prioritize our effort on further analyzing, discussing, and considering how this dedication could occur, we did not include system connectivity or education and communication in the net toll revenue dedication. We could include these other topics as community engagement options and will let EMAC know if there is community support.</p>

## POLICY RECOMMENDATIONS

<b>WHAT WE HEARD</b>	<b>WHAT WE ARE DOING ABOUT IT</b>
<p><b>Connect how the money would be spent to community organizations and equity businesses.</b></p> <ul style="list-style-type: none"> <li>• Add a policy option that money is directed to Community Based Organizations to decide how money would best be invested.</li> <li>• Develop policies that tie toll revenue with more comprehensive Disadvantaged Business Enterprise requirements.</li> <li>• Identify how policies would align with trauma-informed principles.</li> </ul>	<p><b>ODOT:</b> An option to dedicate a set amount for Community Based Organizations and Disadvantaged Business Enterprise requirements was added. A statement at the beginning of the recommendation was added to clarify that policy commitments will be informed by trauma-informed practices.</p>
<p><b>Address the following concerns:</b></p> <ul style="list-style-type: none"> <li>• Concern about enforcement of those who do not pay tolls.</li> <li>• Add a policy option that money is directed to address diversion impacts in neighborhoods.</li> <li>• Analyze impact on more than just Metro Urban Growth Boundary (UGB) communities.</li> </ul>	<p><b>ODOT:</b> Enforcement policies will be discussed at the August and September EMAC meetings. Diversion impacts will be discussed at the June and July EMAC meetings. Analysis will include rural areas and is not bound by the Metro UGB.</p>
<p><b>Defining the corridor for investment</b></p>	
<p><b>A balanced approach is needed.</b></p> <ul style="list-style-type: none"> <li>• Consider a wider area of impact to include rural areas where lower-income populations live, not a limited distance from the highway.</li> </ul>	<p><b>ODOT:</b> We will update the policy option for corridor investment to reflect this feedback. We are planning a community engagement workshop this year to discuss the definition of the corridor for investment in greater detail.</p>

## POLICY RECOMMENDATIONS

<b>WHAT WE HEARD</b>	<b>WHAT WE ARE DOING ABOUT IT</b>
<b>Toll exemptions</b>	
<p><b>Support for exemptions for transit vehicles and carpools, not for motorcycles.</b></p> <ul style="list-style-type: none"> <li>• Consider emergency vehicle, non-emergency medical vehicle, and school bus exemptions.</li> <li>• Charge a difference between single and higher-occupancy vehicles.</li> </ul>	<p><b>ODOT:</b> The list of proposed exemptions has been updated to identify transit, carpool, and vanpool exemptions. To prioritize our effort on further analyzing and discussing these, we did not include motorcycles. We could include this as a topic in community engagement and will let EMAC know if there is support. We will discuss potential emergency and non-emergency vehicle exemptions at June and July EMAC meetings. We will discuss potential single and higher-occupancy vehicle charges at the August and September EMAC meetings.</p>
<p><b>Tread carefully with exemptions.</b></p> <ul style="list-style-type: none"> <li>• Consider the relationship between exemptions and toll revenues available for investment.</li> </ul>	<p><b>ODOT:</b> Before EMAC’s recommendation to the Oregon Transportation Commission in November is developed, we will develop and present further information on the estimated financial impact and benefit of exemptions.</p>
<p><b>Need to have a free, reliable, and competitive transportation option to the automobile.</b></p>	<p><b>ODOT:</b> We understand and will work to coordinate policy and strategy commitments with mobility service partners to pursue an option that reduces impacts and advances equity.</p>

## STRATEGY RECOMMENDATIONS

<b>WHAT WE HEARD</b>	<b>WHAT WE ARE DOING ABOUT IT</b>
<p><b>Center equity and more information is needed.</b></p> <ul style="list-style-type: none"> <li>• Need to identify when and how strategies would be implemented, as well as how much money is available.</li> <li>• Transit and multimodal improvements should be there on the opening day or beforehand.</li> <li>• For any strategy, there needs to be a specific focus on how it would improve assets within Equity Framework-identified communities.</li> </ul>	<p><b>ODOT:</b> A statement at the beginning of the recommendation was added to clarify that strategy commitments will be informed by trauma-informed practices. To be clear about the timing and responsibility for delivering strategy commitments, ODOT will take responsibility to identify this information before your recommendation to the Oregon Transportation Commission in November.</p>
<p><b>Support for bus-on-shoulder, but it cannot be done alone.</b></p> <ul style="list-style-type: none"> <li>• 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).</li> <li>• 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.).</li> </ul>	<p><b>ODOT:</b> This strategy was updated to identify the higher-level direction we heard and a few of the key elements that would be necessary to support a comprehensive approach. Specific locations were removed to simplify the direction and we plan to provide details in the final recommendation when answering the “how this policy or strategy is advancing equity” and “who is responsible and involved” questions.</p> <p>We will work with our partner mobility service providers to develop a strategy proposal that includes a bus-on-shoulder with supportive services and investments before your recommendation to the Oregon Transportation Commission in November. Building off EMAC’s input, this could become a regional vision of transit and multimodal investments that would complement the toll program. As identified in performance measures, we will review the existing data and community feedback on gaps and opportunities within the current system.</p>

## STRATEGY RECOMMENDATIONS

<b>WHAT WE HEARD</b>	<b>WHAT WE ARE DOING ABOUT IT</b>
<p><b>Prioritize capital investment to support transit and multimodal safety and service.</b></p> <ul style="list-style-type: none"> <li>• Continue to work with transit or mobility service providers to identify opportunities to leverage resources.</li> <li>• Do not forget about safety elements like landscaping and lighting.</li> <li>• Match the service to the local or regional context. The “<a href="#">Get Moving 2020</a>” project list was developed with an equity process and are ready for investment.</li> </ul>	<p><b>ODOT:</b> This option has been updated and added to the proposed EMAC recommendation.</p>
<p><b>Create an integrated and easy to use fare system.</b></p> <ul style="list-style-type: none"> <li>• Coordinate between Oregon and Washington, as well as across different types of mobility (for example, bike, scooter, carpooling, car sharing).</li> <li>• Positive examples from LA Metro, DC Metro, and Portland’s <a href="#">Golden Transportation Wallet</a>.</li> </ul>	<p><b>ODOT:</b> We will continue to work with partner mobility service providers to achieve this goal. We will discuss the transit wallet with affordability at the EMAC meetings in August and September. State law directs the Oregon Toll Program to coordinate with transportation systems in Washington and California. Included in the goals for the I-205 Toll Project is direction to develop an integrated and easy to use fare system.</p>
<p><b>Identify a process for accountability and outreach.</b></p> <ul style="list-style-type: none"> <li>• Create a process where community decision-making is involved in the long-term process (e.g. community based tolling advisory group).</li> <li>• Maintain partnerships with Community Based Organizations, companies, public agencies, and stakeholders.</li> </ul>	<p><b>ODOT:</b> We will discuss the future decision-making for toll projects after the EMAC recommendation to the Oregon Transportation Commission in November. Through our project work we are happy to pursue, maintain, and enhance partnerships with Community Based Organizations, companies, public agencies, and stakeholders.</p>

## STRATEGY RECOMMENDATIONS

<b>WHAT WE HEARD</b>	<b>WHAT WE ARE DOING ABOUT IT</b>
<p><b>Other topics:</b></p> <ul style="list-style-type: none"><li>• Manage demand through investment in education and communications.</li><li>• Include ferry service as a part of the future mix.</li><li>• Congestion pricing before or without investments in the highway.</li><li>• Electrification or natural gas (LNG/CNG) conversion help from diesel transit.</li><li>• Increase volunteer drivers to support increased service for non-profit service providers.</li><li>• Concern and questions about impact of new parallel roads on community.</li></ul>	<p><b>ODOT:</b> Although these are all valid ideas, we are proposing that these options are not moved forward for further analysis, discussion, and consideration at EMAC. We will keep these as options for greater public outreach and will report back to EMAC if we are hearing strong community support before your recommendation to the Oregon Transportation Commission in November.</p>

# PROCESS FOR COMMITMENTS FOR EQUITABLE TRANSIT AND MULTIMODAL POLICY AND STRATEGY

We are at the start of an environmental review and public engagement process that will continue for multiple years (ending 2024 to 2025). Key decision points along the way for transit and multimodal transportation options will occur.

## Essential next steps

The following information will be developed by ODOT in coordination with EMAC following the EMAC's discussions in April and May:

- Engagement with Equity Framework-identified communities
- Cost or implementation information about capital or program investments from transit, mobility, or multimodal providers (ODOT collaborated with the Transit Multimodal Work Group to create an [existing conditions inventory of state, regional, and local transit and multimodal](#) assets for the I-205 corridor)
- Better understanding from ODOT about the range of funding that would be available for transit and multimodal investment, and how ODOT could deliver on commitments to services or programs with respect to the Oregon constitutional restriction or in Washington
- Describe the process within ODOT or in coordination with partners to deliver investments that advance equity that are not directly funded by toll revenue
- Technical modeling and analysis from ODOT about tolling benefits and burdens on Equity Framework-identified communities and how policies and strategies could address impacts and advance equity (early 2022 for I-205 Toll Project and early 2023 for the Regional Mobility Pricing Project)
- Technical and financial analysis that would identify how much funding is available for transit and multimodal investments, outside of what is required to be paid for first (early 2023 for I-205 Toll Project and early 2024 for the Regional Mobility Pricing Project)