



TOLLING, TRANSIT, AND MULTIMODAL: POLICY & STRATEGY OPTIONS

2021 TO 2024 PROCESS TO COMMITMENTS FOR EQUITABLE TRANSIT AND MULTIMODAL INVESTMENTS & STRATEGIES

We are at the start of an environmental review and public engagement process for two toll projects and the development of a toll program that will continue for multiple years, with decision-points along the way where commitments to improve transit and multimodal transportation options will occur. The workshop in April and following Equity and Mobility Advisory Committee (EMAC) meeting in May is the start of gathering feedback on the transit and multimodal investments that will best advance equity for historically and currently underrepresented or excluded groups.

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 and solutions from historically and currently underrepresented or excluded groups
- Cost or implementation information about capital or program investments from transit, mobility, or multimodal providers (ODOT collaborated with the Transit Multimodal Working 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
- 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 I-5/I-205 Regional Toll 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 I-5/I-205 Regional Toll Project)

INITIAL LIST OF TRANSIT AND MULTIMODAL POLICY OPTIONS

This initial list of options is based on the “Tolling, Transit, and Multimodal: Research” document and feedback ODOT has received from Equity Framework-identified communities.

Net toll revenue dedication

Dedication of net toll revenues towards a combination of the following:

- **Transit service operations and capital improvements** such as enhanced transit treatments on impacted corridors, signalization, park-and-rides, and bus-on-shoulder
- **Active transportation** for new or fix existing bike lanes, sidewalks, paths, etc.
- **System connectivity** for building key linkages in the transportation network like roads, bike lanes, or sidewalks
- **Education and communication** to encourage alternative travel modes like vanpooling or carpooling

Toll exemptions

- Public transit vehicles
- Registered vanpools and carpools
- Motorcycles

Definition of the corridor for investment

- Focus on transit and multimodal investments and strategies on or close to the highway to prioritize transportation options for trips throughout the region
- Focus on transit and multimodal investments and strategies further from the highway to prioritize neighborhood-level transportation options for local trips

INITIAL LIST OF TRANSIT AND MULTIMODAL INVESTMENTS & STRATEGIES

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. 82nd Avenue, 122nd 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, etc
- 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

EMAC, TMWG, EQUITY FRAMEWORK COMMUNITIES, AND AGENCY FEEDBACK

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. 82nd Avenue, 122nd 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