



# Equity Advisory Group

May 16, 2022

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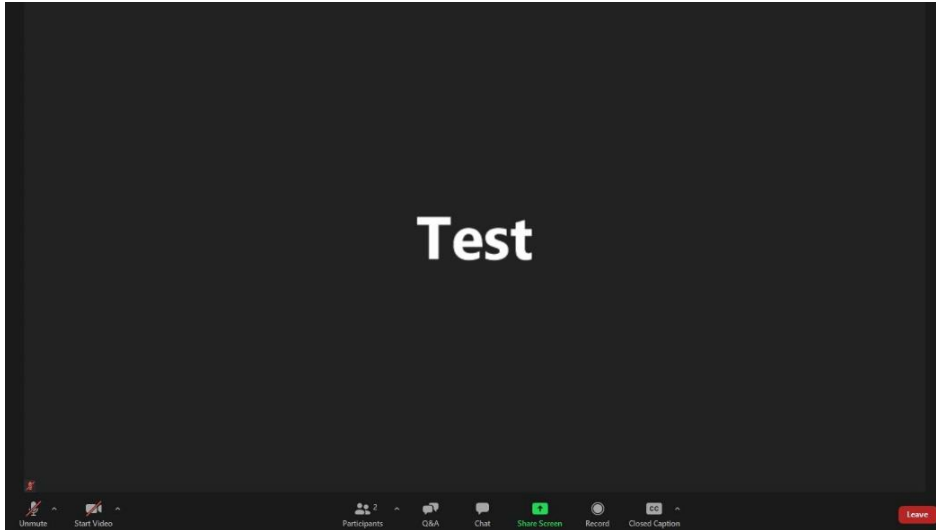
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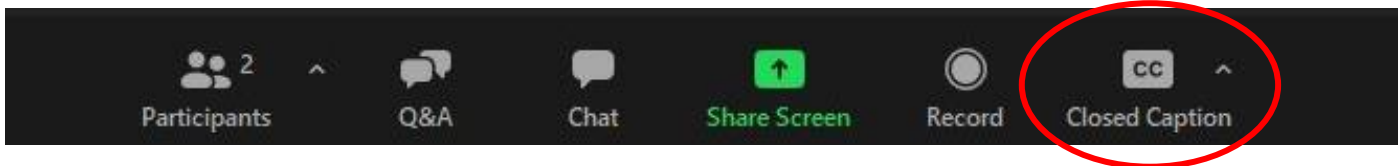
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# Reminders

- ▶ We encourage EAG members to turn on your video.
- ▶ Please say your name when you begin to speak.
- ▶ If you experience technical difficulties, please contact program staff at: **(360) 329-6744**

# Public Input Instructions

- ▶ There will be an opportunity to provide brief public input later in the meeting today.
- ▶ To submit input after the meeting:
  - Email comments to [info@interstatebridge.org](mailto:info@interstatebridge.org) with “EAG Public Comment” in the subject line
  - Call 888-503-6735 and state “EAG Public Comment” in your message



# Today's agenda

- ▶ Icebreaker
- ▶ Program Administrator update
- ▶ EAG Modified LPA Recommendation development
- ▶ IBR & Oregon Toll Program
- ▶ Public Comment
- ▶ Close out

# Icebreaker

In your ideal world, what does the Portland-Vancouver Metro Region look like in 2050? (1 min each)

# Program Update

Greg Johnson, Program Administrator



# EAG Modified LPA Recommendation Development

Jake Warr, Equity Lead

Matt Hines, EAG member

# Next steps

- ▶ Incorporate EAG feedback on draft
- ▶ Send out to the group for a review and vote



# IBR & Oregon Toll Program

Meghan Hodges, Govt Relations Manager

Garet Prior, ODOT

Jessica Stanton, Toll Equity & Mobility Advisory Committee Facilitator

# What is tolling?

- ▶ **Tolling: charging for use of a road or bridge**
  - **Flat rate pricing:** the toll is static at all times
  - **Variable pricing:** the toll varies by time of day and day of week based on set schedule; the cost is predictable for the traveler.
  - **Dynamic pricing:** the tolls vary in real-time based on demand and congestion levels; the traveler is uncertain of the cost until they enter the toll facility
    - *Note: dynamic tolls are typically used on price managed lanes that operate adjacent to toll-free general purpose lanes rather than all lanes of a bridge or road.*
- ▶ **The program and local agency partners have agreed that IBR will include variable rate tolling with the goal to support**
  - Revenue generation to fund construction and facility operations and maintenance.
  - Reduce congestion and manage demand
  - Improve mobility through the corridor

# Why is tolling used?

Tolling offers potential benefits to invest in transportation improvements and keep travelers and the economy moving

## ▶ Revenue generation

- One piece of financing to help build a replacement bridge

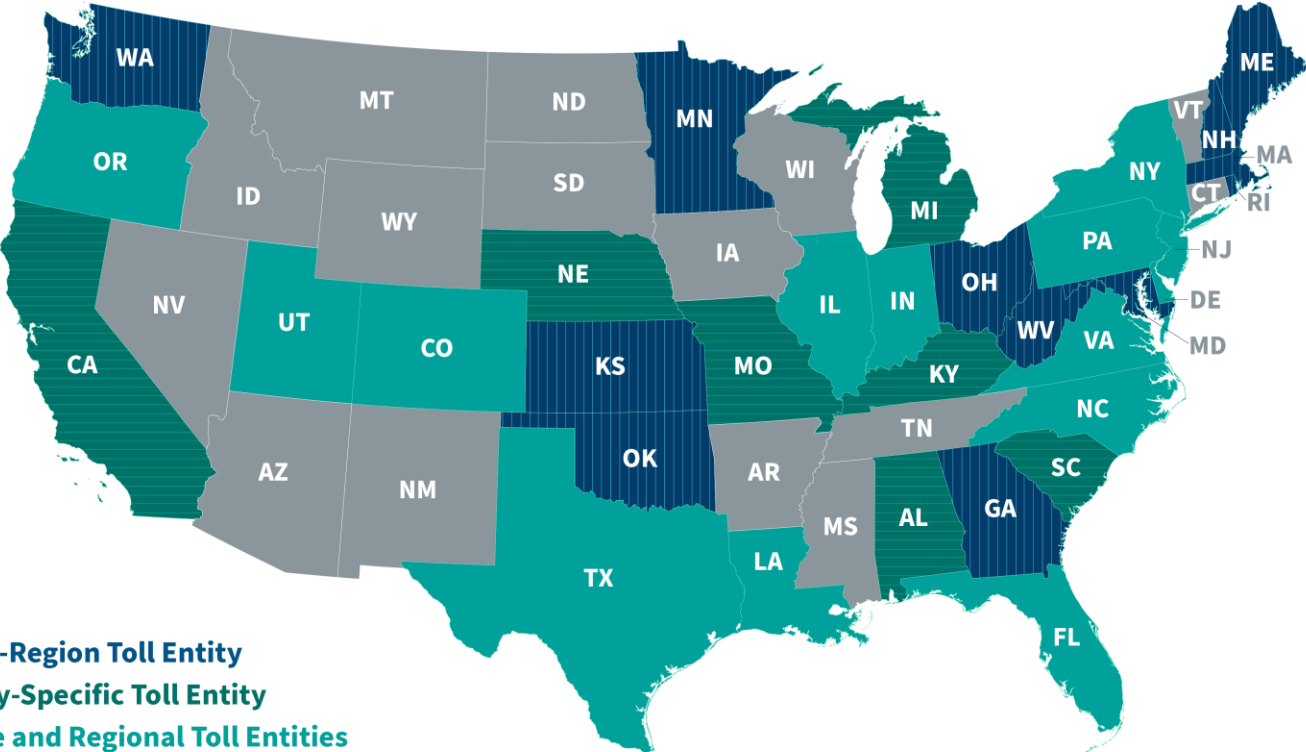
## ▶ Congestion reduction, combined with more multimodal options

- Variable rate tolling shifts discretionary trips away from the busiest travel times or shifts them to different modes
- Allows the system to flow more efficiently, resulting in improved travel times and reliability

## ▶ Indirect benefits

- Safety—May lower the number of crashes that occur in traffic back-ups
- May reduce greenhouse gas emissions released by idling vehicles that sit in back-ups
- May help keep vehicles that want to be on the freeway system from divert to local streets to avoid congestion

# Tolling across the US



- Statewide/Multi-Region Toll Entity
- Regional/Facility-Specific Toll Entity
- Mix of Statewide and Regional Toll Entities



# Tolling on a Bi-State Facility

Body	Area of Responsibility					
	Create Tolling Statutes	Authorize Individual Toll Facilities and Determine How Toll Revenue is Spent	Set Toll Rates, Related Fees, and Exemptions	Plan, Analyze, and Construct Facilities	Build and Operate Toll Collection Systems, Collect Tolls	
WA State Legislature	✓	✓				
OR State Legislature	✓					
WA State Transportation Commission (WSTC)			✓			
OR Transportation Commission (OTC)		✓	✓			
WSDOT				✓	✓	
ODOT				✓	✓	

# What is needed for tolling to begin on IBR?

- ▶ In order to toll, the legislatures need to authorize tolling
  - Tolling on I-5 beginning at the state line has been authorized in Oregon
  - The Washington legislature has not yet authorized tolling on the Interstate Bridge

## Setting Toll Rates

*– The program anticipates seeking tolling authorization in Washington in the 2022 session*

- ▶ The Washington State Transportation Commission and Oregon Transportation Commission will jointly set toll rates.
- ▶ The program will complete an analysis that will test policies (such as possible discounts or exemptions) and multiple toll rate scenarios to see how they affect demand, in coordination with both state's transportation commissions.





# When will tolling on the Interstate Bridge begin?

- Since this is a large program, it is assumed that a variety of funding sources are needed including state (from OR and WA), federal, and tolling sources.
- Assuming legislative authorization, tolling is expected to be implemented on the existing bridge after construction of a replacement bridge has started.
- Tolling is currently anticipated to begin as early as late 2025 or early 2026

## How Tolling Works Today

- All electronic toll collection systems
- No toll booths, no cash exchanged



# Exemptions and Discounts

- ▶ **Various policies exist or are being considered in each state around exemptions and discounts for buses, vanpools, emergency vehicles, and low-income travelers**
  - Washington State Transportation Commission and Oregon Transportation Commission will determine exemptions and discounts
- ▶ **Oregon has legislation regarding equitable income-based toll rates**
  - “Before the Department of Transportation assesses a toll, the department shall implement a method for establishing equitable income-based toll rates to be paid by users”
- ▶ **Low-income exemptions do not currently exist within Washington**
  - WSTC recently published a report regarding low-income toll options for users of the I-405 and SR 167 Express Toll Lanes
    - *“The recommendations contained herein provide a foundation for taking steps towards establishing a future low-income tolling program for the I-405 & SR 167 Express Toll Lanes”*

# IBR Program and Oregon Toll Program

- ▶ The IBR program and Oregon Toll Program are separate but related efforts to improve key highways and manage congestion on the regional transportation system through investments in the corridors in which tolls are collected.
- ▶ Each state's approach and framework for transportation policy and investments will need to be accounted for as the tolling approach is developed for IBR.
- ▶ To understand the impacts on Washington and Oregon travelers and the impacts on each project, the IBR and ODOT tolling teams are coordinating to ensure that consistent tolling assumptions are considered in the traffic modeling for both projects.
- ▶ While the details of how tolling may be implemented as part of either effort are still being determined, from a customer perspective, the operation of the two efforts will be seamless for travelers on the regional transportation system.



For more information contact:

info@interstatebridge.org

360-859-0494 or 503-897-9218

888-503-6735

<https://www.interstatebridge.org>

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# Questions?

[www.interstatebridge.org](http://www.interstatebridge.org)



# Low Income Toll Report

Interstate Bridge Replacement  
Equity Advisory Committee

May 15, 2022

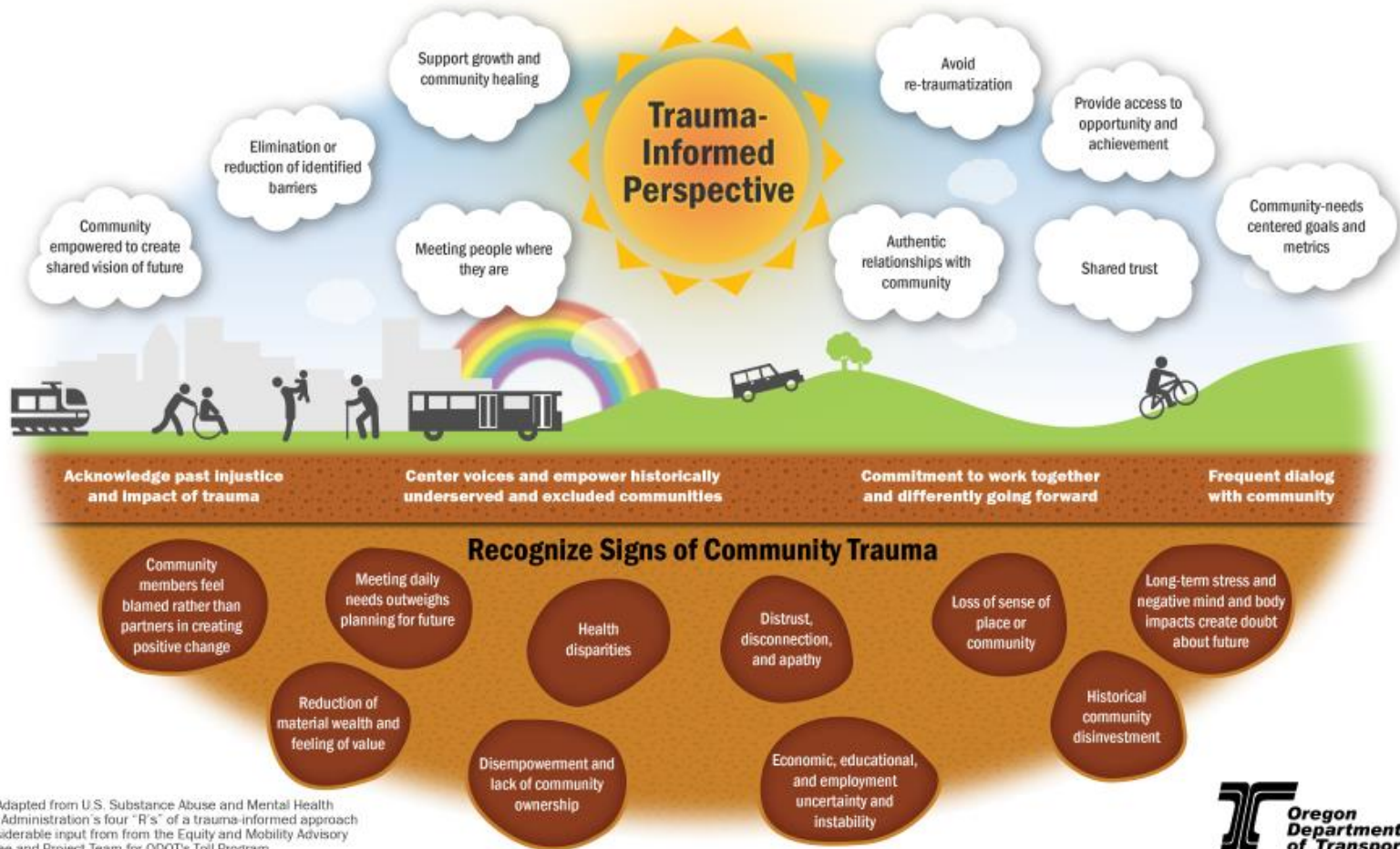


# Equity and Mobility Advisory Committee & Oregon Transportation Commission



- Neighborhood health and safety
- Low-income
- Transit and multimodal

# Trauma-Informed Perspective



Source: Adapted from U.S. Substance Abuse and Mental Health Services Administration's four "R's" of a trauma-informed approach and considerable input from the Equity and Mobility Advisory Committee and Project Team for ODOT's Toll Program

emissions-reducing, and competitive transportation

Climate and equity are connected

Toll-free travel options for people struggling to meet basic needs

Equity investments, there on day 1

User-friendly system (language, tech access, and ability)

Benefits extend into SW Washington



State, region, and local communities working together

# FOUNDATIONAL STATEMENTS






# Urban Mobility Strategy Map






## Currently Funded by HB2017

-  System Improvement Project
-  Bike/Ped Crossing Project

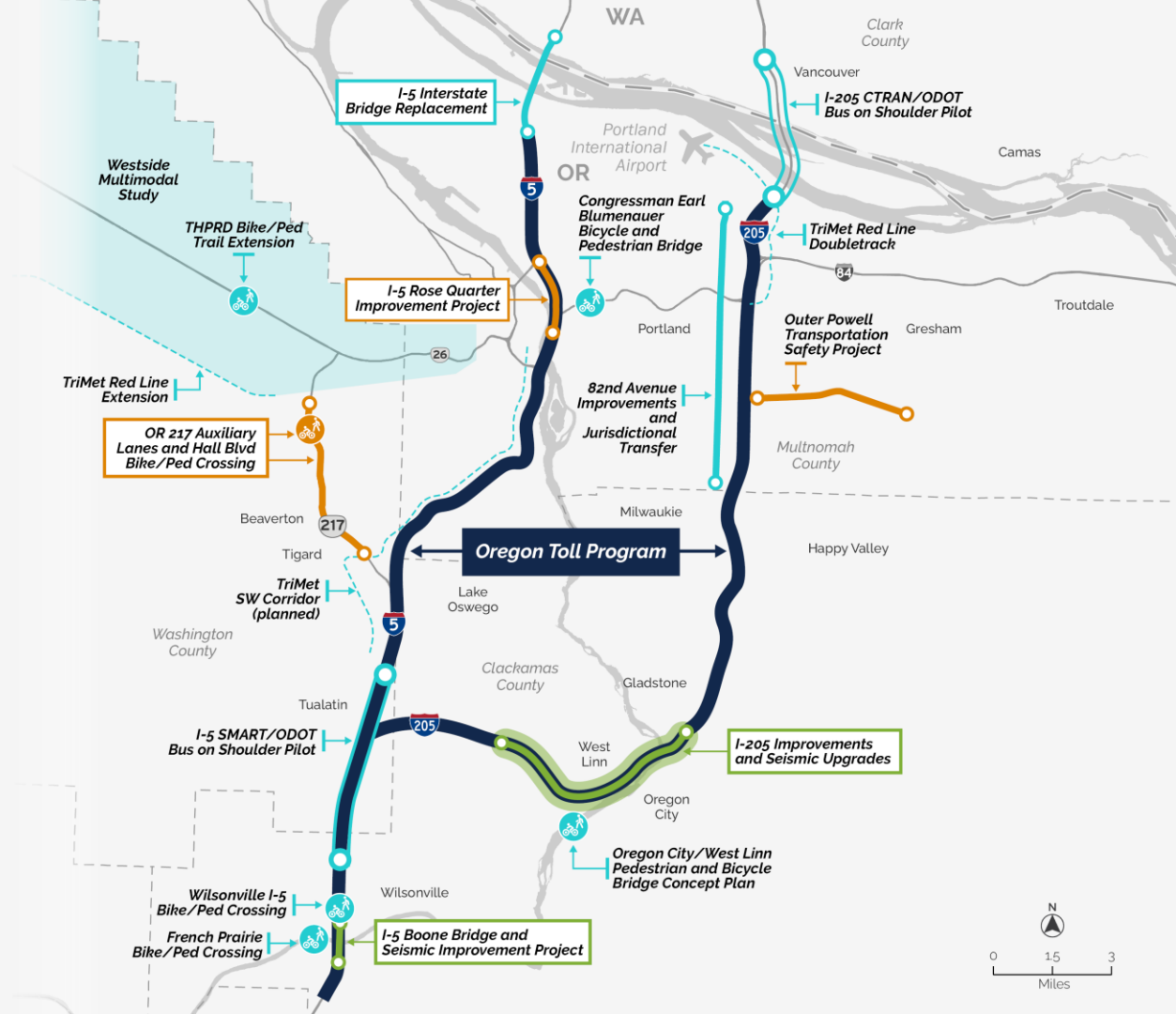
## Made Possible with HB3055

-  System Improvement Project
-  Regional Mobility Pricing Project
-  I-205 Toll Project

## Partner Project with ODOT Support

-  System Improvement Project
-  Bike/Ped Crossing Project
-  Bus on Shoulder Pilot
-  TriMet Project
-  Multimodal Study

Note: Core project names are boxed





# Low Income Toll Report

Oregon Department of Transportation

# History in Oregon

- ▶ From 2017-2018, ODOT and the OTC convened a Policy Advisory Committee to provide input into the Value Pricing Feasibility Analysis and a **priority mitigation strategy was to address the cost impacts to people experiencing low-incomes**
- ▶ In 2020, the OTC commissioned and chartered an **Equity and Mobility Advisory Committee** to provide recommendations on how transportation needs of, and benefits for, people of color and people with low-incomes, limited English proficiency or disabilities that live near or travel through the project area

# History in Oregon

- ▶ From 2020-2021, the Equity and Mobility Advisory Committee, with support from ODOT and the OTC, conducted extensive research of what other toll programs have done in the country to propose a set of performance measures for ODOT to incorporate into toll project studies and an initial list of policy options
- ▶ In late 2021, the **Equity and Mobility Advisory Committee, ODOT, and the OTC agreed in principle on a set of Foundational Statements** to address equity and mobility needs for the Oregon toll program
- ▶ In 2022, the Equity and Mobility Advisory Committee will be a **central voice in providing recommendations to ODOT and the OTC in development of the Low Income Toll Report**

# Purpose of the report

- ▶ **Conduct analysis and gain feedback to identify the next steps** for how the Oregon toll program will address impacts to people experiencing low-incomes
- ▶ **Report will provide ODOT recommendations and findings** for the Oregon Transportation Commission and propose any legislative changes to the Oregon Legislature's Joint Committee on Transportation

*Timing note:* In order for the Oregon toll program's low-income program to be in place by day one of tolling, which is first planned to occur on the I-205 Toll Project, it will need to be operating in 2024

# Key topic areas and questions

# Income-level and type of discount

- ▶ What level of income should ODOT provide a price discount from tolling?
- ▶ Should it be a partial credit, full exemption, or somewhere in between?
- ▶ How can ODOT provide toll-free travel options available to avoid further burdening people experiencing low-incomes who are struggling to meet basic needs (food, shelter, c healthcare)?

Recommendation  
S



# Tradeoffs between price discounts and transportation goals

- ▶ What are the tradeoffs between not collecting tolls and achieving state-wide transportation goals (e.g. climate, safety, equity, congestion management, etc.)?
- ▶ Would people experiencing low-incomes prefer ODOT collecting tolls and reinvesting them back into the system?

Findings

# Designing an inclusive, effective low-income toll program

- ▶ Research shows that income-based toll programs are drastically under enrolled. What can ODOT do to ensure that whatever benefits are determined reach the people they were designed to meet?
- ▶ How can Oregon's tolling be a user-friendly system that is clear and easy to use by people of all backgrounds and abilities, including linguistic diversity, and those without internet access?
- ▶ How can benefits extend across state lines?

Recommendations

# Operation, administration, and implementation

- ▶ This will be a new program for ODOT, what are issues that need to be addressed for administration and implementation on day 1 of tolling?

Findings

# Process to develop the report

# Issues and opportunities

Coordinate across toll projects (IBR, 205, Boone, RMPP)

Research best practices (Washington study)

Build upon input from equity outreach

Politically sensitive and engaging topic

Investment-grade analysis not available in 2022

More work on administration will be needed

Draft options  
with Equity and  
Mobility  
Advisory  
Committee  
(Jan – May)

- Interstate Bridge

Replacement  
engagement

Draft report  
with Equity and  
Mobility  
Advisory  
Committee  
(June – July)

- Oregon  
Transportation  
Commission  
check in

- Interstate Bridge

Final report  
(Aug – Sept)

- Oregon  
Transportation  
Commission
- Oregon  
Legislature

# Learn more and let us know what you think!

Website: [www.oregontolling.org](http://www.oregontolling.org)

Follow us @UrbMobilityOfc

Email: [oregontolling@odot.oregon.gov](mailto:oregontolling@odot.oregon.gov)

Phone: 503-837-3536

Office Hours: 2<sup>nd</sup> and 4<sup>th</sup> Fridays of each month  
from 9:00 – 10:00am PST



1. Are we looking into the right questions?
2. What issues or opportunities do you know about that we didn't cover?
3. How can we best learn from our efforts on equity?







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**Toll Policy Manager**  
**Oregon Department of Transportation**

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**Cell: 503.396.2588**



# Public comment

# Comment Instructions

- ▶ Through Zoom:
  - ▶ Please use the link located in the meeting description on the YouTube meeting page or on the IBR EAG meeting webpage.
  - ▶ Commenters will be allowed to turn on their webcams, but will not be allowed to share their screens and will be removed from the room once the public comment period concludes.
- ▶ By phone:
  - ▶ Dial 253-215-8782
  - ▶ Meeting ID: 986 0940 5983
  - ▶ Passcode: 701376
  - ▶ Dial \*9 to raise your hand
  - ▶ Dial \*6 to unmute yourself
- ▶ The facilitator will call on participants to provide comment
- ▶ Please provide your name and affiliation.
- ▶ Commenters will be given 2 minutes to speak.

**If we run out of time and you have not had a chance to speak, you can still provide comments after the meeting.**



or



# Comment Instructions

## To submit comment after the meeting:



- ▶ Fill out the comment form on the program website or email your comments to [info@interstatebridge.org](mailto:info@interstatebridge.org) with “EAG Public Comment” in the subject line.



- ▶ Call **888-503-6735** and state “EAG Public Comment” in your message.
- ▶ Written comments need to explicitly say “**EAG Public Comment**” in the subject line or in the body of the message for them to be identified and distributed to EAG members.
- ▶ All written comments must be received prior to 48 hours in advance of each upcoming meeting in order to be distributed to advisory group members. Comments received after that point will be distributed to members in advance of their next meeting.

# Wrap up

- Takeaways
- Meeting evaluation
- Next meeting: Monday June 20, 5:30 – 7:30 p.m.



Thank you!