

Equity and Mobility Advisory Committee (EMAC) 2024 Work Plan

EMAC’s Purpose

Guide ODOT in turning Oregon Transportation Commission (OTC) and EMAC recommendations into commitments for sustainable, accountable equity processes and outcomes with the Oregon Toll Program.

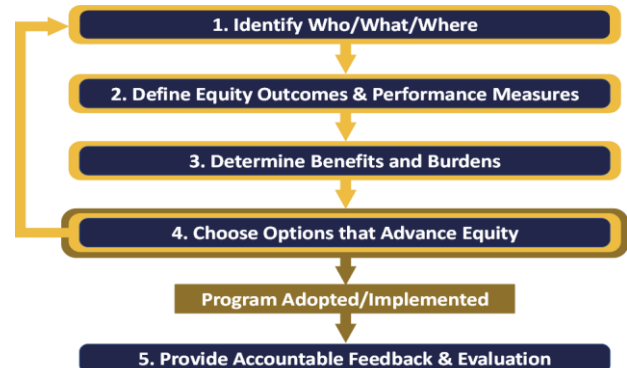
EMAC’s Mission

EMAC was charged by the OTC to advise the OTC and ODOT in making decisions for equitable matters in connection with the Regional Mobility Pricing Project (RMPP) and I-205 Toll Project, which includes:

- Addressing impacts on neighborhood health and safety from potential traffic diversion
- Increasing access to transit and multimodal alternatives
- Addressing impacts to people experiencing low incomes
- Supporting equitable engagement and the process of decision-making

EMAC Workflow Process

Following the iterative steps of the Oregon Toll Program’s Equity Framework, the committee process includes a process of reviewing information, discussion, and recommendation development. These actions occur in multiple meeting cycles. All tasks do not result in formal published recommendations, as some recommendations are provided as comments made directly to toll project team members during meetings.



EMAC’s Foundational Statements and Recommendations to the OTC for Shaping an Equitable Toll Program

EMAC presented “Recommendations for Shaping an Equitable Toll Program” to the OTC in July 2022. The report included Foundational Statements that serve as building blocks for the EMAC recommendations to inform commitments from ODOT and the OTC to advance equity through the Oregon Toll Program. To provide high-level consensus, the following Foundational Statements were developed by EMAC, in partnership with ODOT staff and unanimously supported by the OTC at their November 18, 2021, meeting:

FOUNDATIONAL STATEMENTS

1. Provide enough investment to ensure that reliable, emissions-reducing, and a competitive range of transportation options (bike, walk, bus, carpool, vanpool, etc.) are provided to advance climate, safety, and mobility goals, and prioritize benefits to Equity Framework communities.
2. Climate and equity needs are connected, and solutions must be developed to address both at the same time. Further work needs to be done to support both congestion management and vehicle miles

traveled (VMT) reduction with an emphasis on increasing functional alternatives to driving, while not increasing diversion nor heavily impacting low-income car-dependent people.

3. There must be toll-free travel options available to avoid further burdening people experiencing low incomes who are struggling to meet basic needs (food, shelter, clothing, healthcare).
4. To the greatest degree possible, investments that are necessary to advance equity must be delivered at the same time as highway investments and be in place on day 1 of tolling or before. Additional work needs to be completed to identify these investments.
5. Tolling must 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.
6. Equitable benefits that are offered in Oregon must extend into Southwest Washington.
7. Although the toll projects will have a statewide impact, they must be developed in coordination with regional partners to build an equitable and successful transportation system, together.

EMAC'S RECOMMENDATIONS

EMAC's Recommendations for "Shaping an Equitable Toll Program" also included several recommended actions to shape ODOT's strategic direction for developing the Oregon Toll Program. These recommendations build from and connect to the Foundational Statements. These recommendations were officially adopted by the OTC in July 2022:

1. Recommended Action #1 (connects to Foundational Statements 1, 2, 3, and 7): The following goals should guide ODOT's decisions on tolling related to congestion management, including design, setting rates, monitoring, and adjusting tolls, with an emphasis on avoiding disproportionate burdens and focusing on benefits among Equity Framework communities:
 - Price the system to maximize efficiency of the toll corridors, emphasizing moving as many people as possible in the existing lanes, coupled with robust investments by ODOT and regional partners in reliable, emissions-reducing, and a competitive range of transportation options (bike, walk, bus, carpool, vanpool, etc.) to advance climate, safety, and mobility.
 - Limit freight and longer-trips diverting into local communities.
 - Improve access to jobs, healthcare services, education, recreation, and natural spaces.
 - Improve air quality and reduce Greenhouse Gas (GHG) emissions.
 - Reduce vehicle miles traveled (VMT) per capita.
 - Increase mode shift from single-occupancy vehicles to higher-occupancy vehicles or transit.
 - Price the system so that lower-income households pay a lower percentage of household income than middle and upper-income households pay.
2. Recommended Action #2 (connects to Foundation Statement 1, 2, 3, and 7): For the approach to revenue generation, the Oregon Transportation Commission should pursue the following strategy:
 - Prioritize providing a substantial contribution to the low-income program (e.g. discounts, credits, or exemptions) to address affordability impacts for those with the least ability to pay.
 - Select a rate schedule that emphasizes demand management and equity advancement.

- Maintain the lowest possible toll rates for everyone while generating sufficient revenue for Oregon Legislature-identified multi-modal capital investments and project mitigations (including for the low-income program).
3. Recommended Action #3 (connects to Foundational Statements 1, 4, and 7): Identify and commit to a plan for increasing the percentage of dollars spent on Disadvantaged Business Enterprises, Minority Business Enterprises, and Women Business Enterprises that are awarded contracts for designing, building, and operating the toll system and projects supported by toll revenues.
 4. Recommended Action #4 (connects to Foundational Statements 1, 4, 5, and 7): Provide ongoing funding for community-based organizations (CBOs) that serve communities identified in the Oregon Toll Program's Equity Framework and that are impacted by tolling to support the following transportation-related activities including, but not limited to:
 - CBO transportation services for carpool, vanpool, and other transportation programs building upon the concept of ODOT's newly created Innovative Mobility Program.
 - Compensation for community members to participate in tolling-related transportation planning activities, projects, or committees.
 - Toll education programs and ongoing engagement to inform the toll program.
 - Increase enrollment in the Oregon Toll Program account holders and access to the low-income toll program.
 - Include CBOs in the monitoring process to identify and help prioritize actions to address neighborhood health and safety issues caused by increased diversion of freight or longer-trips from tolling.
 5. Recommended Action #5 (connects to Foundational Statements 4, 6, and 7): To center equity in the important rule-making and I-205 Toll Project rate setting process, the following elements should be included:
 - Include an EMAC member on the Rules Advisory Committee.
 - The Rules Advisory Committee should include delegates on behalf of Equity Framework communities, people with lived or professional experience with equity. As delegates, committee members should be empowered to effectively and meaningfully participate in committee decision making.
 - EMAC should be provided with the investment-grade traffic and revenue analysis information and be given the opportunity to give feedback directly to the Rules Advisory Committee before they make a recommendation to the Oregon Transportation Commission.
 6. Recommended Action #6 (connects to Foundational Statement 1, 2, 3, 5, 6 and 7): Once tolls are in place and EMAC's work is complete, ODOT and the OTC should continue to support a toll equity accountability committee (that is separate and complementary to the Rules Advisory Committee) or establish another structure where equity voices are at the table in a consistent, transparent, and resource-supported way to ensure long-term accountability. Either the committee or another structure will review progress of the toll program over time to provide feedback and guidance to ODOT and the OTC to help advance equity processes and outcomes with tolling on I-5 and I-205. The committee (or other entity) would monitor, evaluate, and provide feedback on the following:

- Equity commitments made to address EMAC's core intent: addressing issues of affordability, and the impact of diversion on neighborhood health and safety, and transit and multimodal transportation options.
- Equity commitments made as a part of mitigation in the I-205 and RMPP toll projects.
- Enrollment in and economic impacts of the low-income toll program over time.
- Disadvantaged Business Enterprise (DBE) commitments for workforce development and contracting of toll operations and projects funded by tolling.
- Improving ODOT's approach to equitable engagement and customer service practices.

EMAC Scope and Interaction with Toll Advisory Committees

To advance equity with the toll program, EMAC focuses on partnerships and collaborations to guide ODOT in turning their recommendations (delivered to the OTC in July 2022) into commitments for sustainable, accountable equity processes and outcomes. Since 2022 and 2023, an active member of EMAC has actively participated in the Regional Toll Advisory Committee (RTAC) and Statewide Toll Rulemaking Committee (STRAC). This involvement allows EMAC members to stay informed about what is happening within the committees, including their progress, decisions, or any updates discussed during the meetings.

Looking ahead to 2024, RTAC will provide iterative strategic input to ODOT on criteria for allocating net toll revenue. EMAC will provide input on this framework before RTAC finalizes its recommendation. Throughout 2024, EMAC will continue to support the committee by maintaining a seat on the committee and supporting RTAC on the various workstreams identified in RTAC's workplan.

The Statewide Toll Rulemaking Advisory Committee (STRAC) was convened in January 2023 to help develop Oregon Administrative Rules that will determine how customers interact with and use the toll system and how toll rates are set up and adjusted. In 2023, when STRAC was convening, EMAC recommendations were provided as part of their materials and as a guide for the committee's work. Through joint committee meetings, project staff, and an active EMAC member who served as a liaison, EMAC provided a recommendation to the STRAC on the draft rules and rate-setting process (including low-income program options) for the I-205 Toll Project before STRAC's recommendation to ODOT. This will occur again when a rulemaking committee is convened for the Regional Mobility Pricing Project.

EMAC Meetings Work Plan 2024

The EMAC Meetings Work Plan 2024 - 2025 describes work streams directly related to EMAC's [Shaping an Equitable Toll Program: Recommendations to the OTC](#). These work streams continue EMAC's focus areas and support the collaborative efforts and results from the first annual EMAC-ODOT accountability workshop, where ODOT leaders and EMAC committee members identified significant intersections across various workstreams.

EMAC Work Streams

1. **Long - term accountability:** Develop a proposed equity accountability structure to continuously measure and monitor effects of the Oregon Toll Program to equity, ensuring ODOT's equity commitments are sustained over time.
2. **Engagement:** Stay informed on the Public Involvement Plan's application to outreach efforts. Advise public involvement tactics and relationship-building strategy to ensure equitable community engagement processes are taking place.
3. **Environmental (NEPA) Advising:** Develop proposed equity metrics and advise ODOT on the RMPP environmental and technical analysis. Stay informed and identify key concerns on the RMPP Options refinement process, including technical analysis for the Environmental Assessment as well as the I-205 Supplemental Environmental Assessment.
4. **Draft Toll Rules and Low-Income Toll Program Implementation:** Advise ODOT's rulemaking process by providing input on the Draft Toll Rules and key components of the Low-Income Toll Program. Advise ODOT on education efforts to support engagement efforts to engage equity communities and those eligible for low-income toll options are enrolled in a low-income toll program at higher-than-average rates.
5. **Revenue Allocation:** Advise ODOT on equity criteria for net revenue allocation as it applies to toll program equity process and outcomes. For example, Recommendation #5 includes EMAC commenting on the investment-grade traffic and revenue analysis and having the opportunity to give feedback directly to the Regional Toll Advisory Committee before they make a recommendation on net revenue allocation criteria to the Oregon Transportation Commission.
6. **Diversity and workforce:** Advise ODOT on a plan for increasing the percentage of dollars spent on Disadvantaged Business Enterprises (DBE), Minority Business Enterprises (MBE), and Women Business Enterprises (WBE) that receive contracts to design, build, and operate the toll system and projects supported by toll revenues. Advise ODOT on monitoring DBE commitments for workforce development and contracting of toll operations and projects funded by tolling.

Work Plan Updates and Schedule

Project updates and informational items will be included in the agenda for all scheduled meetings. **Please note that the work plan and timing of each meeting topic's discussion are subject to change as project schedules are refined.** This framework ensures that each meeting contributes strategically to the overarching goal of shaping an equitable Toll Program, fostering collaboration between EMAC, ODOT, OTC, and other advisory committees.

KEY MILESTONES FOR 2024

	2024				2025	
	Q1	Q2	Q3	Q4	Q1	Q2
Long-term accountability		Prepare for Accountability Workshop #2	Accountability Workshop #2			
Engagement	Toll Engagement Activities					
Environmental (NEPA) Advising	RMPP Options refinement and comparison process					
Draft toll rules (including the Low-Income Toll Program)		Provide input on toll rules and Low-Income Toll Program				Low-Income Toll Program Implementation
Revenue allocation						
Diversity and workforce						

EMAC MEETING TOPICS - 2024

Date	Meeting Type	Topics	Work Streams
January 31 2024	EMAC Meeting #27 (in-person at Ecotrust)	<ul style="list-style-type: none"> Formal Introductions of new members EMAC 2023 – 2025 Work Plan Reginal Mobility Pricing Project Options refinement and comparison - Overview of upcoming technical analysis and Options Refinement and how this relates to overall environmental analysis. Updates on Advancing Equity (understand and provide input on ODOT’s progress and challenges to advancing equity in the Toll Program) <ul style="list-style-type: none"> RTAC progress 	<ul style="list-style-type: none"> Long-term accountability Environmental advising
February 2024	Subcommittee (Virtual)	Regional Mobility Pricing Project <ul style="list-style-type: none"> Clarify subcommittee role. EMAC members to advise on using Equity Framework as a tool for RMPP Options refinement process. Project team to share refinement requests received from partners. 	<ul style="list-style-type: none"> Environmental advising
February 2024	Subcommittee (Virtual)	I-205 Toll Project – Supplemental EA <ul style="list-style-type: none"> Share and consult on high-level plans for outreach in 2024, including draft schedule, events list, and communities identified. EMAC members to advise on using Equity Framework as a tool for meeting key performance measures in the I-205 Public Involvement Plan Equity Framework Discussion (tentative) <ul style="list-style-type: none"> Overview of Equity Framework history and continued exploration of application of the Equity Framework. 	<ul style="list-style-type: none"> Engagement

EMAC 2023-2025 Work Plan

Date	Meeting Type	Topics	Work Streams
March 13, 2024	EMAC Meeting #28 (in-person at Ecotrust)	<ul style="list-style-type: none"> • Equity Framework – Overview of Equity Framework history and continued exploration of application of the Equity Framework • Equitable engagement - Share and consult on high-level plans for outreach in 2024, including draft schedule, events list, and communities identified. Regional Mobility Pricing Project - Share summary of results of refinement tests and project team’s recommendations for each proposed refinement • Draft Toll Rules and public comment period discussion • Updates on Advancing Equity (understand and provide input on ODOT’s progress and challenges to advancing equity in the Toll Program): <ul style="list-style-type: none"> ○ Long-term accountability – update on progress matrix activities from ODOT commitment leaders ○ Adaptive Traffic Management Framework ○ Update on revenue allocation 	<ul style="list-style-type: none"> • Environmental advising • Engagement
Late March 2024	Subcommittee- (Virtual)	<p>Regional Mobility Pricing Project</p> <ul style="list-style-type: none"> • Overview of the refined Options and outcome of discussions with Technical Workgroup <p>Compare Options using equity metrics from February meeting based on 2030 and 2045 model output.</p>	<ul style="list-style-type: none"> • Environmental advising
April 2024	Subcommittee (Virtual)	<p>Briefing on toll rules for public comment on customer accounts, rate setting, exemptions, and Low-Income Toll Program. EMAC members to start developing comments on the Draft Toll Rules to submit to OTC.</p>	<ul style="list-style-type: none"> • Draft Toll Rules (including the Low-Income Toll Program)
April 2024	Subcommittee (Virtual)	<ul style="list-style-type: none"> • Initiate discussions on developing a recommendation to ODOT for ODOT-EMAC Accountability Workshop #2 agenda and meeting materials. • Explore allocating toll revenue and resources to further long-term accountability, including the low-income toll program and investments in toll education and support from community partners from identified communities. 	<ul style="list-style-type: none"> • Long-term accountability • Revenue allocation

EMAC 2023-2025 Work Plan

Date	Meeting Type	Topics	Work Streams
May 1, 2024	EMAC Meeting #29 (in-person at Ecotrust)	<ul style="list-style-type: none"> • Regional Mobility Pricing Project <ul style="list-style-type: none"> ○ Share refined Options and outcome of discussions with Technical Workgroup ○ Compare Options using equity metrics from January meeting based on 2030 and 2045 model output (<i>tentative</i>) • Briefing on toll rules for public comment on customer accounts, rate setting, exemptions, and Low-Income Toll Program. • Recommendation to ODOT for ODOT-EMAC Accountability Workshop #2 agenda and meeting materials. • Updates on Advancing Equity <ul style="list-style-type: none"> ○ Engagement Update <ul style="list-style-type: none"> ○ I-205 Supplemental EA schedule and engagement tactics ○ Updates on RTAC progress 	<ul style="list-style-type: none"> • Environmental advising • Draft Toll rules (including the Low-Income Toll Program) • Long-term accountability • Engagement
Mid-May 2024	Subcommittee (Virtual)	<ul style="list-style-type: none"> • Continue discussions on developing a recommendation to ODOT for ODOT-EMAC Accountability Workshop #2 agenda and meeting materials. 	<ul style="list-style-type: none"> • Long-term accountability
June 2024	Subcommittee- (Virtual)	<ul style="list-style-type: none"> • Review RMPP Level 2 Traffic and Revenue report. • I-205 Supplemental Environmental Assessment briefing to develop EMAC's formal comment. 	<ul style="list-style-type: none"> • Environmental advising
Mid-June 2024	EMAC Meeting #30 (virtual)	<ul style="list-style-type: none"> • Engagement <ul style="list-style-type: none"> - Share how outreach plans, materials and activities are being informed by EMAC's input and alignment with key performance measures in the I-205 PIP - Share upcoming schedule of engagement events and communities reached. • Discuss draft net toll revenue allocation equity criteria • Updates on Advancing Equity <ul style="list-style-type: none"> - Multimodal investments: Public Transportation Strategy and nexus projects 	<ul style="list-style-type: none"> • Revenue allocation • Long-term accountability

EMAC 2023-2025 Work Plan

Date	Meeting Type	Topics	Work Streams
July 10, 2024	ODOT-EMAC Accountability Workshop #2 (in-person at Ecotrust)	<ul style="list-style-type: none"> • ODOT- EMAC Accountability Workshop #2 with ODOT for turning EMAC Recommendations into commitments and sustaining accountability. • RMPP Complementary Project Lists (PTS/Nexus) <ul style="list-style-type: none"> ○ Provide input on process to refine complementary projects lists with results from traffic analysis, effects on equity framework communities and available funding. 	<ul style="list-style-type: none"> • Long-term accountability
August 2024	Subcommittee (virtual)	<ul style="list-style-type: none"> • Briefing to start developing EMAC's formal comment on the RMPP Environmental Assessment formal comment. 	<ul style="list-style-type: none"> • Environmental advising
September 11, 2024	EMAC Meeting #31 (in-person at Ecotrust)	<ul style="list-style-type: none"> • TBD Fall 2024: EMAC to provide input on RTAC's proposed revenue allocation framework. • RMPP Environmental Assessment briefing to develop EMAC's formal comment. • Updates on Advancing Equity 	<ul style="list-style-type: none"> • Revenue allocation • Environmental advising
October 2024	Subcommittee (virtual)	<ul style="list-style-type: none"> • TBD Diversity and workforce update from OECR and UMO including any preliminary planning, research, best practices and high level goals for the toll program • 2025 EMAC Work Plan 	<ul style="list-style-type: none"> • Diversity and workforce
November 6, 2024	EMAC Meeting #32 (in-person at Ecotrust)	<ul style="list-style-type: none"> • Equity Framework • 2025 EMAC Work Plan 	<ul style="list-style-type: none"> • Long-term accountability