



# Equity & Mobility Advisory Committee

Fact Sheet  
Fall 2021

## Dear Community Members,

We, the **Equity and Mobility Advisory Committee (EMAC)**, have been working with the Oregon Department of Transportation (ODOT) to develop an equitable toll program for the Portland Metropolitan area. Here are some things we want to share with you:

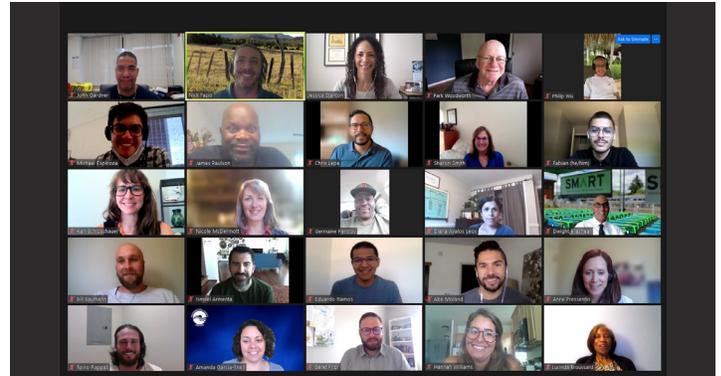
- Who we are
- Why tolls are planned
- How we are working to advance equity
- Our Foundational Statements
- How you can share your thoughts

### Equity and Mobility Advisory Committee

We are a group of individuals with professional or lived experience in equity and mobility. Our mission is to advise the Oregon Transportation Commission (OTC) and ODOT on how the Oregon Toll Program can benefit communities that have been historically or are currently underrepresented or underserved by transportation projects. As identified in [our Charter](#), one purpose of the committee is to provide input and recommendations to the OTC on strategies to address affordability, neighborhood health and safety impacts, and multimodal transportation options in the toll program. Learn more about our committee and stay up to date on our process [here](#).

### Why Toll?

Our outdated transportation system requires us to take action and make improvements. Tolling is one necessary tool to fix our transportation system. ODOT has plans for two toll projects on I-205 and I-5 to manage congestion, provide needed funding for safety improvements and critical infrastructure, help address the climate crisis, and reduce existing inequities. Toll prices will be higher



*The Equity and Mobility Advisory Committee meets monthly and invites public comments.*

at peak traffic times, a concept known as “congestion pricing.” Watch this [video](#) to learn more about the toll program or visit the [toll program website](#).

### Important Grounding: Advancing equity with tolling

ODOT and the OTC recognize that past land-use and transportation investments in the Portland metro area— including highway investments—have resulted in negative cultural, health, economic, and relational impacts to local communities and populations, especially for historically excluded groups. ODOT worked with equity experts, including EMAC, to develop an Equity Framework to guide the program and ensure tolling on I-205 and I-5 will lead to equitable outcomes.

As EMAC members, ODOT staff, and the OTC work to advance equity with tolling, we must recognize, and to the degree possible, account for the climate crisis, widening wealth gap, existing health disparities, and housing affordability challenges that are deepening economic and social divides in Oregon and Washington. These elements are central to our foundational statements included on the next page.

# Foundational Statements: for EMAC's Recommendations<sup>1</sup>

For ODOT and the OTC to further their commitment to EMAC and the future recommendations offered by the committee, EMAC and ODOT, agree to the following:

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 reduction of vehicle miles travelled (VMT) 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 transportation 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.

<sup>1</sup>EMAC will present the Foundational Statements referenced in this document to the OTC on November 18 for their agreement. As a result, EMAC may amend these statements in support of the development of their future recommendations.

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The information in this document, and the public and agency input received, may be adopted or incorporated by reference into a future environmental review process to meet the requirements of the National Environmental Policy Act.



## Stay involved

We want to hear from you about the work EMAC is doing. What do you think of our foundational statements? Is anything missing? Do you have other ideas? Help us develop the creative partnerships we need to address equity and mobility together.

### Contact us to share your thoughts!

**Email:** [oregontolling@odot.state.or.us](mailto:oregontolling@odot.state.or.us)

Note "EMAC Foundational Statements" in the subject line.

**Phone:** 503-837-3536