

Equity and Mobility Advisory Committee (EMAC) 2022 – 2025 Work Plan

EMAC’s Purpose

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 ODOT and Other Toll Advisory Committees

Although EMAC's mission is not changing, the scope of the committee's work is going to be focused on turning their recommendations (delivered to the OTC in July 2022) into commitments for sustainable, accountable equity processes and outcomes. EMAC will continue to review and provide guidance on the toll projects, supporting the Statewide Toll Rulemaking Advisory Committee (STRAC) workplan and the ongoing development of the Low-Income Toll Program. For development of the Low-Income Toll Program, EMAC input will support outreach plans required to reach robust participation levels.

We are planning for the following interaction between EMAC, STRAC, and the Regional Toll Advisory Committee (RTAC):

- An active member of EMAC will have a seat on the STRAC and RTAC. This will allow for understanding of committee status at each meeting.
- STRAC will receive the EMAC recommendations as part of the materials that will guide the committee's work. EMAC will provide a recommendation to the STRAC on the draft rules and rate setting process (including low-income program options) for I-205 Toll Project prior to 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 2022 – 2025

Timing of the EMAC interactions with ODOT, OTC, and STRAC, as well as a draft plan for committee meetings are detailed in the charts below.

	2022	2023				2024				2025
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
Toll projects (NEPA process and outcome equity)	EMAC ODOT RMPP Scoping	EMAC ODOT 205 EA RMPP EA	EMAC STRAC 205 RMPP	EMAC ODOT RMPP	EMAC ODOT RMPP			EMAC STRAC RMPP		
Turning OTC recommendations into commitments and sustaining accountability			EMAC STRAC 205 Toll	ODOT EMAC Accountability Workshop	OTC			ODOT EMAC Accountability Workshop EMAC STRAC RMPP	ODOT LITP	OTC

Month	Meeting Type	Topics
2022		
October	Onboarding	<ul style="list-style-type: none"> Onboarding Meetings with new members <ul style="list-style-type: none"> Member introductions Overview of OTC, ODOT and UMO toll work to date and future plans Review EMAC work including key documents: Equity Framework, Foundational Statements and July 2022 Recommendations
December	EMAC	<ul style="list-style-type: none"> Formal Introductions of new members and brief overview based on EMAC onboarding presentation Review EMAC Game Plan 2022 – 2025 Review final Low-Income Toll Report and OTC update Overview/Update of RMPP Scoping planning phase (including outreach & engagement)
2023		
Early January	Subcommittee	<ul style="list-style-type: none"> Update for I-205 draft EA and public comment process Discuss/Comment on NEPA Scoping process Review/Discuss Equity Framework & RMPP EJ/Social performance measures (indicators) Review turning EMAC Recommendations into commitments and sustaining accountability work plan (committee liaisons report from James, RTAC; report from Phil, STRAC, space provided at each meeting for liaison updates) Discuss Low-Income Toll Program (LITP)

EMAC 2022-2025 Work Plan

Month	Meeting Type	Topics
January	EMAC	<ul style="list-style-type: none"> ● Discuss/Comment I-205 draft EA and public comment process ● Recommendation for RMPP performance measures and comments on public engagement plan ● Update on STRAC customer interaction rule making and engagement plan ● Discuss/Comment on LITP ● Present turning EMAC Recommendations into commitments and sustaining accountability work plan
February	Subcommittee	<ul style="list-style-type: none"> ● Discuss toll project (customer interaction) for I-205 – STRAC update: Have EMAC’s equity considerations been accounted for? ● Update for RMPP EA and engagement processes ● Update/discussion on STRAC customer interaction rule making ● Discuss/Comment on LITP
March	EMAC	<ul style="list-style-type: none"> ● Review progress with Equity Framework applications with I-205 and RMPP ● Recommendation to STRAC for and customer interaction rule development ● Discuss/Comment on LITP ● Update for turning EMAC Recommendations into commitments and sustaining accountability work plan
April	Subcommittee	<ul style="list-style-type: none"> ● Discuss progress with Equity Framework applications with RMPP and draft EA ● Discuss STRAC update I-205 toll project rate setting ● Discuss/Comment on LITP
May	EMAC	<ul style="list-style-type: none"> ● Recommendation to STRAC on I-205 toll project rate setting and rulemaking ● Discuss/Comment on LITP ● Discuss turning EMAC Recommendations into commitments and sustaining accountability work plan progress in preparation for ODOT Workshop 1 ● Recommendation for final ODOT Workshop 1 agenda and meeting materials for turning EMAC Recommendations into commitments and sustaining accountability
June	Subcommittee	<ul style="list-style-type: none"> ● Update on RMPP and draft EA ● Develop recommendation to STRAC for initial toll rate decision ● Discuss/Comment on LITP ● Discuss progress/finalize materials for ODOT workshop for turning EMAC Recommendations into commitments and sustaining accountability

EMAC 2022-2025 Work Plan

Month	Meeting Type	Topics
July	Workshop	<ul style="list-style-type: none"> ● Workshop 1 with ODOT for turning EMAC Recommendations into commitments and sustaining accountability
August		<ul style="list-style-type: none"> • No Meeting
September	EMAC	<ul style="list-style-type: none"> ● Recap ODOT Workshop 1 ● Recommendation for RMPP EA public comment process and engagement plan ● Recommendation to STRAC on initial I-205 toll rate decision and STRAC Progress Report ● Discuss/Comment on LITP
September	OTC	<ul style="list-style-type: none"> ● STRAC presents Progress Report to OTC, incorporating feedback from EMAC regarding equity and the LITP ● Present Progress Report for Turning Recommendations into Commitments
October	Subcommittee	<ul style="list-style-type: none"> ● Update on RMPP EA ● Discuss/Comment on RMPP EA public engagement plan and draft recommendation ● Update on STRAC Progress Report to OTC ● Discuss/Comment on LITP
November	EMAC	<ul style="list-style-type: none"> ● Final Recommendation for LITP <ul style="list-style-type: none"> ○ Year end reflections and celebration
December		<ul style="list-style-type: none"> • No Meeting
2024		
January	EMAC	<ul style="list-style-type: none"> ● Update on RMPP EA public comment ● Discuss/Comment on LITP ● Review turning EMAC Recommendations into commitments and sustaining accountability
February	Subcommittee	<ul style="list-style-type: none"> ● Update on RMPP EA public comment and engagement report ● Discuss/Comment on LITP
March	EMAC	<ul style="list-style-type: none"> ● Update on RMPP EA public comment and engagement report ● Discuss/Comment on LITP ● Discuss turning EMAC Recommendations into commitments and sustaining accountability
April	Subcommittee	<ul style="list-style-type: none"> ● Discuss/Comment on LITP
May	EMAC	<ul style="list-style-type: none"> ● Discuss/Comment on LITP ● Discuss turning EMAC Recommendations into commitments and sustaining accountability
June	Subcommittee	<ul style="list-style-type: none"> ● Recommendation for final ODOT Workshop 1 agenda and meeting materials for turning EMAC Recommendations into commitments and sustaining accountability ● Discuss/Comment on LITP
July	Workshop	<ul style="list-style-type: none"> ● Workshop 2 with ODOT for turning EMAC Recommendations into commitments and

EMAC 2022-2025 Work Plan

Month	Meeting Type	Topics
		sustaining accountability
August		<ul style="list-style-type: none"> No Meeting
September	EMAC	<ul style="list-style-type: none"> Discuss/Comment on LITP Discuss workshop 2 outcomes for sustainability and accountability
Fall 2024	OTC	<ul style="list-style-type: none"> Present Progress Report for Turning Recommendations into Commitments
October	Subcommittee	<ul style="list-style-type: none"> As needed
November	EMAC	<ul style="list-style-type: none"> Discuss/Comment on LITP Discuss workshop 2 outcomes for sustainability and accountability Year end reflections and celebration
December		<ul style="list-style-type: none"> No Meeting
2025		
January	EMAC	<ul style="list-style-type: none"> Discuss/Comment on LITP implementation Discuss/Comment on ongoing accountability program
February	Subcommittee	<ul style="list-style-type: none"> As needed
March or TBD	EMAC	<ul style="list-style-type: none"> Final Meeting Closing comments and long-term reflection: for NEPA I-205 and RMPP, toll rate setting, low-income toll programs, workshops for sustainability and accountability Final reflections

Summary of Recommendations

Month	Meeting Type	Topics
2023		
January	EMAC	● Recommendation for RMPP performance measures and comments on public engagement plan
March	EMAC	● Recommendation to STRAC for LITP and customer interaction rule development (phase one)
May	EMAC	● Recommendation to STRAC on I-205 toll project rate setting and rulemaking ● Recommendation for final ODOT Workshop 1 agenda and meeting materials for turning EMAC Recommendations into commitments and sustaining accountability
July	Workshop	● Workshop 1 with ODOT for turning EMAC Recommendations into commitments and sustaining accountability
September	EMAC	● Recommendation for RMPP EA public comment process and engagement plan ● Recommendation to STRAC on initial I-205 toll rate decision and STRAC Progress Report
Fall 2023	OTC	● Present Progress Report for Turning Recommendations into Commitments
November	EMAC	● Final Recommendation for LITP ● Recommendation for RMPP EA public comment process and engagement plan
2024		
June	Subcommittee	● Recommendation for final ODOT Workshop 1 agenda and meeting materials for turning EMAC Recommendations into commitments and sustaining accountability
July	Workshop	● Workshop 2 with ODOT for turning EMAC Recommendations into commitments and sustaining accountability
Fall 2024	OTC	● Present Progress Report for Turning Recommendations into Commitments

***Note:** EMAC will provide recommendations in support of the development of the Low-Income Toll Program. When the project schedule has been released, EMAC’s work plan will be coordinated with the LITP work plan and updated accordingly.