I-5 and I-205 Toll Projects

Equity and Mobility Advisory Committee Meeting #3

Wednesday, August 26, 2020
Facilitator: Christine Moses
Welcome

Today’s purpose:

- Listen and learn through reflection and discussion.
- Share your insights.

1. Frame the work of the committee by reviewing proposed changes to the committee charter.

2. Draft I-205 and I-5 Toll Projects’ Equity Framework Step 1: Initial identification of communities that could be disproportionately affected by the I-205 Toll Project.
Welcome and Technical Info

• We will be recording the entire meeting. What you say is part of the public record and open to public records requests through the Oregon Public Records and Meetings Law. We will post the recording on the Equity and Mobility Advisory Committee webpage later this week.

• To find more information about the project go here: OregonTolling.org

Brett is our tech helper. Please call or email him at: 206-922-6223 bwatson@enviroissues.com

I-5 and I-205 Toll Projects
Agenda

1. Welcome
2. Committee member report-out
3. Public comment
4. Committee processes – Charter
5. Draft toll projects’ equity framework
6. How did we get here?
   HB-2017 overview; request from Oregon Transportation Commission
7. Draft toll projects’ equity framework step 1: Identify communities that could be disproportionately affected by the I-205 Toll Project
8. Next steps

I-5 and I-205 Toll Projects
Land Acknowledgement

I-5 and I-205 Toll Projects
Centering Exercise

» Close your eyes or gaze softly downward.
» Feel the chair under your legs.
» Breathe in deeply through your nose and out your mouth.
» Feel your hands in your lap.
» Breathe in deeply through your nose and out your mouth.
» Feel your feet on the ground.
» Breathe in deeply through your nose and out your mouth.
» Slowly open your eyes.
» Breathe normally.
Reflection: Based on the conversation had during our last meeting on the draft I-205 and I-5 Toll Projects’ Equity Framework, what are two other perspectives that you learned about that you did not hold before?

Please take 2 minutes to write down your reflection. We will use this information during our discussion.
Working Together: Agreements

✓ Listen, believe and reflect.
✓ Accept non-closure for the moment.
✓ Speak your own truth with compassion.
✓ Listen to understand; don’t listen to respond.
✓ Value and celebrate each other’s experiences.
✓ Open hearts + open minds ➔ Exploration of possibilities.
✓ Make space, then take space; be concise.
✓ Bring your best thinking into the room.
✓ Attack the problem, not the person.
✓ Disagreement, frustration and differences of opinion are acknowledged, explored and addressed.

I-5 and I-205 Toll Projects
Welcome! You have up to **2 minutes to speak**.

Please **raise your virtual hand** so Penny can unmute you when she calls on you.

Please speak about **today's topic**.

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**To provide comments at any time:**

- **Email** [OregonTolling@odot.state.or.us](mailto:OregonTolling@odot.state.or.us) with “Committee Public Comment” in subject line to provide written comments.
- **Call** 503-837-3536 and state “Committee Public Comment” in your message to provide verbal comments.

Thank you for your participation.
Review of Committee Questions and Public Comments

Outstanding questions and requests for follow up from July meeting

Any discussion of the comments received for this meeting?
Committee Report-Outs

What have you been hearing from your constituencies/communities?
Committee Process

CHRISTINE MOSES, FACILITATOR
DIANA AVALOS LEOS, COMMITTEE MEMBER
LEAGUE OF UNITED LATIN AMERICAN CITIZENS; LATINO YOUTH CONFERENCE

I-5 and I-205 Toll Projects
Committee Charter Revisions

Revised committee charter, includes:

✓ Trauma-informed practice
✓ COVID-19’s influence on development and implementation
A Trauma-Informed Approach

Ensuring a trauma-informed lens and authentic voice requires a principled approach and transparent process. Our model begins and ends with community voice – specifically those people who live, speak and identify as our target audience.

While we recognize that not all communities have expertise in public health, EVERY community or culture has expertise in how they engage with public health topics. Alignment and unwavering respect is non-negotiable.
• Trust the community response and adjust as directed
• Engage additional content reviewers if possible to check consistent resonance and reception

• Align messaging with stated need
• Match tone, style, and conversational depth
• Check for bias, privilege, and assumptions in every message

• Seek wisdom and experience from target audience/community
• Identify community stakeholders, natural leaders, and influencers
• Identify stated needs, values, and priorities for the issue at hand

**I-5 and I-205 Toll Projects**

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A Trauma-Informed Approach - Charter

In the committee charter:

• Apply new, independent and creative thinking grounded in humility and a culture of continuous learning towards equity in tolling to provide equitable outcomes and an equitable engagement process for the I-205 and I-5 Toll Projects

• Apply a holistic approach within the transportation system that looks at other social determinants of health, including trauma caused by historic injustices

• Foster safety in our conversations by acknowledging and centering the current inequities that exist in the transportation system and the injustices that have been committed against people from historically underrepresented and underserved communities

• Use a trauma-informed approach to crafting policy recommendations prevent harm, to facilitate benefits and to possibly address past harms
A Trauma-Informed Approach – Charter Cont.

In the committee charter:

• Consider best practices for community engagement to create inclusive, comfortable, welcoming and safe environments for all, and provide resources and strategies that are appropriate for the populations we wish to serve.

• Promote a shared understanding of social justice, equity and trauma-informed approaches amongst all partners to support health, affordability and access to opportunity for the Portland Metro and Southwest Washington areas.
Committee Charter

With these edits, are we ready to adopt?
Draft Toll Projects’ Equity Framework

Discussions and requests from last meeting:

• Incorporate trauma-informed perspective
• Reflect COVID-19’s influence on development and implementation
• More information about team who created the draft
2020 Committee Work Plan

- **August: (Step 1)** Use draft I-205 and I-5 Toll Project’s Equity Framework to Identify who/what/where could be impacted by the I-205 toll project
- **September: (Step 2)** Define equity outcomes and performance measures and how this project intersects with the environmental review process
- **October: (Step 2)** Define equity outcomes and performance measures; receive update on measures in development; identify mobility strategies; Metro presentation of their equity performance measures
- **November: (Step 3)** Determine benefits and burdens; discuss potential impacts
- **December:** Learning session with I-205 and I-5 Toll Projects Working Groups: Regional Modeling Group and Transit/Multimodal Working Group
- **January: (Step 4)** Choose options that advance equity; equity and mobility strategies for toll projects; strategies specific to I-205 alternatives
Draft I-205 and I-5 Toll Projects’ Equity Framework

Step 1: Identifying communities that could be disproportionately affected by the I-205 Toll Project

- Baseline of historic and current injustices
- Communities that use I-205
- Communities affected by rerouting from I-205
- Factors in the project area that affect equitable mobility

1. Identify Who/What/Where
2. Define Equity Outcomes & Performance Measures
3. Determine Benefits and Burdens
4. Choose Options that Advance Equity
   - Program Adopted/Implemented
5. Provide Accountable Feedback & Evaluation

I-5 and I-205 Toll Projects

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How Did We Get Here?

TRAVIS BROUWER, ASSISTANT DIRECTOR - OREGON DEPARTMENT OF TRANSPORTATION REVENUE, FINANCE AND COMPLIANCE

I-5 and I-205 Toll Projects
How Did We Get Here?

Keep Oregon Moving (HB 2017)

• Toll implementation
• Transit funding for agencies and counties across state
• Pedestrian, bike and safe routes to school investment
• Potential use of toll revenue

I-5 and I-205 Toll Projects
Request for Committee Input from Oregon Transportation Commission

At meeting on August 13, ODOT Toll Program made a request that Oregon Transportation Commission specify that toll revenues collected on a tolled corridor be used within that corridor area.

Oregon Transportation Commissioner Julie Brown asked for input from the committee.
Article IX, section 3a, of the Oregon Constitution requires that “any tax or excise levied on the ownership, operation or use of motor vehicles” “be used exclusively for the construction, reconstruction, improvement, repair, maintenance, operation and use of public highways, roads, streets and roadside rest areas in this state.”

ODOT has interpreted that **tolls may constitute a tax**, subject to this clause.

ODOT has concluded that it most likely can **fund the following transit and bicycle/pedestrian programs** using resources constitutionally dedicated to highway purposes.

- Congestion management options such as dedicated lanes for transit or carpooling, shared lanes for mixed auto/light rail traffic, and queue-jumping lanes
- Transit facilities within public highway rights-of-way such as transit stops and transit stations
- Park and ride locations in or adjacent to the right of way that serve buses
- Transit signal priority
- Highway pull outs to accommodate buses
- Bicycle and pedestrian facilities within the highway, road, or street right-of-way

I-5 and I-205 Toll Projects
Draft toll projects’ equity framework step 1: Identifying Communities that Could be Disproportionately Affected by the I-205 Toll Project
History of I-205 Planning and Implementation

EMILY BENOIT, CONSULTANT TEAM - WSP
TRANSPORTATION PLANNER
Regional Context

Who was here when I-205 built?
• Multnomah County
• More rural than today
• Predominately white 40 years ago

Who was missing?
• Communities of color
• Native American Tribal settlements

Why?
• Treaties and treatment of Native Americans
• Exclusionary laws
History of I-205 – Three Key Points

- Outer loop alignment selected
- Public opposition and alignment changes
- Official approval for I-205 and construction

1955

1982
Early 1960’s
Outer Loop Alignment Selected

- Two possible routes in eastern Multnomah County proposed for connection from Vancouver across the Columbia River
- The Highway Department began refining and determining routes and planning highway connections across region
- All original alignments went through Lake Oswego

I-5 and I-205 Toll Projects

Figure 3. 52nd Avenue and 96th Avenue alignment alternatives for Interstate 205.53

Mid 1960’s

Public Opposition and Alignment Changes

• Residents in neighborhoods that would be affected voiced their opposition to I-205 alignments and other proposed highways

• Lake Oswego was organized in opposition and the alignment was modified

• Maywood Park incorporated as a new community and organized to move alignment further west towards Rocky Butte
Late 1960’s to 80’s

Official Approval for I-205 and Construction

- First section opened in 1970
- First National Environmental Policy Act Environmental Impact Statement in Oregon for a transportation project
- Legal challenges to halt I-205 were unsuccessful - lawsuits continued through early 1970s
- Construction finished in 1982
Step 1: Identify Who/What/Where

1. Who/where are the underserved and underrepresented communities in our region that use the I-205 corridor?

2. What are the factors in this area that affect equitable mobility?

3. Who/where are the underserved and underrepresented communities in our region that may be affected by rerouting from I-205?
Transportation Equity Index

What is the transportation equity index and how does it help us understand the potential for disproportionate effects to underserved and underrepresented communities?

ABE MOLAND, COMMITTEE MEMBER
CLACKAMAS COUNTY HEALTH AND TRANSPORTATION IMPACT PLANNER
Transportation Equity in Clackamas County

Evaluation of where historically underrepresented or underserved groups are, including:

- 65 and older
- Younger than 18
- Communities of color
- Hispanic/Latin American ethnicity
- Low income households
- People with limited-English proficiency
- People with one or more disabilities

1. Calculate County average for each group.
2. Build 5 bins centered on County average with scores of 0-4:

<table>
<thead>
<tr>
<th>Below County Average</th>
<th>County Average</th>
<th>Above County Average</th>
<th>Well Above County Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;12</td>
<td>13-14</td>
<td>15-19</td>
<td>&gt;20</td>
</tr>
</tbody>
</table>

3. Add scores to create index:

*Adopted from Delaware Valley Regional Planning Commission ‘Communities of Concern’ analysis
I-205 Area – Canby

I-5 and I-205 Toll Projects

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## Transportation-Related Health Outcomes

### Lung Health
- Asthma
- Asthma-related condition
- Chronic obstructive pulmonary disease

### Cardiovascular Health
- Cardiovascular disease
- Coronary artery disease
- Hypertension
- Heart attack history
- Stroke history

### Mental Health
- Depression
- Anxiety
- Alzheimer's

### Physical Health
- Diabetes
- Obesity

### Travel Safety
- Travel-related injury (drivers) ER admissions
- Travel-related injury (walkers and bikers) ER admissions

### Cancer
- Cancer
- Cancer history

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*Loooked at by race, ethnicity and age when available*
Corridor Usage

JOSH CHANNELL, CONSULTANT TEAM - WSP
TRANSPORTATION PLANNER, I-5 CORRIDOR LEAD
Step 1: Identify Who/What/Where

Who/where are the underserved and underrepresented communities in our region that use the I-205 corridor?
## Abernethy Bridge Trip Origins by Toll District - Percent of Daily Vehicle Trips

<table>
<thead>
<tr>
<th>Origin District</th>
<th>2015 Share</th>
<th>2027 Share</th>
<th>Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Oregon City Urban Area</td>
<td>6%</td>
<td>7%</td>
<td>2,022</td>
</tr>
<tr>
<td>2 Oregon City Rural Area</td>
<td>2%</td>
<td>2%</td>
<td>319</td>
</tr>
<tr>
<td>3 West Linn Area</td>
<td>11%</td>
<td>11%</td>
<td>2,238</td>
</tr>
<tr>
<td>4 Lake Oswego Area</td>
<td>5%</td>
<td>5%</td>
<td>724</td>
</tr>
<tr>
<td>5 Tualatin Area</td>
<td>5%</td>
<td>5%</td>
<td>1,009</td>
</tr>
<tr>
<td>6 Canby Area</td>
<td>0%</td>
<td>0%</td>
<td>-50</td>
</tr>
<tr>
<td>7 Rural Clackamas Co.</td>
<td>6%</td>
<td>5%</td>
<td>-451</td>
</tr>
<tr>
<td>8 NW Clackamas Co.</td>
<td>13%</td>
<td>13%</td>
<td>1,684</td>
</tr>
<tr>
<td>9 North Clackamas Co.</td>
<td>9%</td>
<td>9%</td>
<td>2,393</td>
</tr>
<tr>
<td>10 South Portland</td>
<td>1%</td>
<td>1%</td>
<td>182</td>
</tr>
<tr>
<td>11 NW Portland</td>
<td>0%</td>
<td>0%</td>
<td>29</td>
</tr>
<tr>
<td>12 East Portland</td>
<td>7%</td>
<td>6%</td>
<td>719</td>
</tr>
<tr>
<td>13 North Portland</td>
<td>1%</td>
<td>1%</td>
<td>239</td>
</tr>
<tr>
<td>14 Clark County</td>
<td>2%</td>
<td>2%</td>
<td>567</td>
</tr>
<tr>
<td>15 Rural North Washington Co.</td>
<td>0%</td>
<td>0%</td>
<td>24</td>
</tr>
<tr>
<td>16 West Urbanized Washington Co.</td>
<td>2%</td>
<td>2%</td>
<td>595</td>
</tr>
<tr>
<td>17 Rural South Washington Co.</td>
<td>0%</td>
<td>1%</td>
<td>247</td>
</tr>
<tr>
<td>18 West Clackamas Co.</td>
<td>2%</td>
<td>2%</td>
<td>928</td>
</tr>
<tr>
<td>19 East Multomah Co.</td>
<td>3%</td>
<td>3%</td>
<td>722</td>
</tr>
<tr>
<td>20 Wilsonville Area</td>
<td>4%</td>
<td>4%</td>
<td>963</td>
</tr>
<tr>
<td>21 East Urbanized Washington Co.</td>
<td>4%</td>
<td>4%</td>
<td>363</td>
</tr>
<tr>
<td>22 Tigard Area</td>
<td>5%</td>
<td>5%</td>
<td>877</td>
</tr>
<tr>
<td>23 Sherwood Area</td>
<td>2%</td>
<td>2%</td>
<td>724</td>
</tr>
<tr>
<td>24 External: I-5 North</td>
<td>0%</td>
<td>0%</td>
<td>-5</td>
</tr>
<tr>
<td>25 External: I-5 South</td>
<td>7%</td>
<td>6%</td>
<td>664</td>
</tr>
<tr>
<td>26 External: US-26 West</td>
<td>0%</td>
<td>0%</td>
<td>1</td>
</tr>
<tr>
<td>27 External: I-84 East</td>
<td>1%</td>
<td>1%</td>
<td>214</td>
</tr>
<tr>
<td>28 External: OR-99W</td>
<td>1%</td>
<td>1%</td>
<td>112</td>
</tr>
<tr>
<td>29 Other External</td>
<td>1%</td>
<td>1%</td>
<td>-31</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100%</strong></td>
<td><strong>100%</strong></td>
<td><strong>18,014</strong></td>
</tr>
</tbody>
</table>

Source: Developed using Metro Regional Travel Demand Model
### Abernethy Bridge User Demographics – Race & Ethnicity

<table>
<thead>
<tr>
<th></th>
<th>White</th>
<th>Black</th>
<th>Indigenous</th>
<th>Asian</th>
<th>Other Race</th>
<th>Multiple Races</th>
<th>Hispanic</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Streetlight User Demographics</strong></td>
<td>84.3%</td>
<td>1.7%</td>
<td>0.9%</td>
<td>4.9%</td>
<td>4.4%</td>
<td>3.6%</td>
<td>10.0%</td>
</tr>
<tr>
<td><strong>Portland Metro and SW Washington</strong></td>
<td>81.0%</td>
<td>2.9%</td>
<td>1.4%</td>
<td>5.7%</td>
<td>4.9%</td>
<td>4.0%</td>
<td>10.9%</td>
</tr>
</tbody>
</table>

- Streetlight data indicates Abernethy Bridge users have similar racial and ethnic make-up to Portland Metro average, but may be slightly less diverse
- Streetlight data may not be representative of overall population

Higher than regional average

Significantly lower (38-40%) than regional average

Lower than regional average

Source: Streetlight, Census 2010
### Abernethy Bridge User Demographics – Income

<table>
<thead>
<tr>
<th></th>
<th>Less than 50K</th>
<th>50K to 125K</th>
<th>More than 125K</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>I-205 Bridge User Demographics</strong></td>
<td>41%</td>
<td>43%</td>
<td>16%</td>
</tr>
<tr>
<td><strong>Portland Metro and SW Washington</strong></td>
<td>44%</td>
<td>42%</td>
<td>14%</td>
</tr>
</tbody>
</table>

- Streetlight data indicates Abernethy Bridge users tend to have similar income compared to Portland Metro average, but may have slightly higher income.

**Source:** Streetlight, Census 2010

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**I-5 and I-205 Toll Projects**

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Who/Where are the Underserved and Underrepresented Communities in our Region that use the I-205 Corridor?

**WHO**
- Persons experiencing disability
- Persons experiencing low income
- Persons of color
- Older adults and children
- Persons experiencing limited-English proficiency

**WHERE**
- Census tract
- Street level
- Origin-destination

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Persons Experiencing Disability

**WHO**
Types of Disabilities within 1.5 miles of I-205

**WHERE**
Census Map of Total Population with Disabilities by Census Tracts in I-205 area

**DETAILED EXAMPLE**
Sidewalk Gaps in Proximity to I-205 and Abernethy Bridge
Types of Disabilities
1.5 mile radius of I-205

<table>
<thead>
<tr>
<th>Disability Type</th>
<th>% of population with a disability</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hearing</td>
<td>4%</td>
</tr>
<tr>
<td>Vision</td>
<td>2%</td>
</tr>
<tr>
<td>Cognitive</td>
<td>5%</td>
</tr>
<tr>
<td>Ambulatory</td>
<td>6%</td>
</tr>
<tr>
<td>Self care</td>
<td>3%</td>
</tr>
<tr>
<td>Independent living</td>
<td>5%</td>
</tr>
</tbody>
</table>

% of population with a disability: 12%

Source: ACS 2011 – 2015, collected through caimaps.info
Note: From Congestion Pricing: I-5 and I-205 Variable Rate Tolling Demographic Analysis
Persons Experiencing Disability

I-5 and I-205 Toll Projects

Source: ACS 2014-2018 Disability Status, collected from data.census.gov
Note: Census tracts in the I-205 Corridor
Step 1: Identify Who/What/Where

What are the factors in this area that affect equitable mobility?
I-205 Area Transit

I-5 and I-205 Toll Projects

Source: Consultant team compilation

www.OregonTolling.org
### Weekday Frequency (Fall 2019)

<table>
<thead>
<tr>
<th>Line</th>
<th>Name</th>
<th>AM Hours</th>
<th>PM Hours</th>
<th>M</th>
</tr>
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<tbody>
<tr>
<td></td>
<td></td>
<td>1 2 3 4 5 6 7 8 9 10 11 12</td>
<td>1 2 3 4 5 6 7 8 9 10 11 12</td>
<td></td>
</tr>
<tr>
<td>31 SB</td>
<td>Webster Rd</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>31 NB</td>
<td>Webster Rd</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32 SB</td>
<td>Oatfield</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32 NB</td>
<td>Oatfield</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>33 SB</td>
<td>McLoughlin/King Rd</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>33 NB</td>
<td>McLoughlin/King Rd</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>34 SB</td>
<td>Linwood/River Rd</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>34 NB</td>
<td>Linwood/River Rd</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>35 SB</td>
<td>Macadam/Greeley</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>35 NB</td>
<td>Macadam/Greeley</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>79 SB</td>
<td>Clackamas/Oregon City</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>79 NB</td>
<td>Clackamas/Oregon City</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>99 SB</td>
<td>Macadam/McLoughlin</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>99 NB</td>
<td>Macadam/McLoughlin</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>154 WB</td>
<td>Willamette/Clackamas Heights</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>154 EB</td>
<td>Willamette/Clackamas Heights</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAT 99X SB</td>
<td>Oregon City-Woodburn</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAT 99X NB</td>
<td>Woodburn-Oregon City</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Buses per Hour**
- 5+
- 4
- 3
- 2
- 1

**Source:** Consultant team compilation
## Time Between Transit Vehicles

<table>
<thead>
<tr>
<th>Line</th>
<th>Name</th>
<th>Peak</th>
<th>Midday</th>
</tr>
</thead>
<tbody>
<tr>
<td>31</td>
<td>Webster Rd</td>
<td>30</td>
<td>30</td>
</tr>
<tr>
<td>32</td>
<td>Oatfield</td>
<td>30</td>
<td>60</td>
</tr>
<tr>
<td>33</td>
<td>McLoughlin/King Rd</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>34</td>
<td>Linwood/River Rd</td>
<td>40</td>
<td>40</td>
</tr>
<tr>
<td>35</td>
<td>Macadam/Greeley</td>
<td>15</td>
<td>30</td>
</tr>
<tr>
<td>79</td>
<td>Clackamas/Oregon City</td>
<td>30</td>
<td>30</td>
</tr>
<tr>
<td>99</td>
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<td>CCC</td>
<td>CCCXpress Shuttle</td>
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- **15 Minutes or Better**
- **16-30 Minutes**
- **Greater than 30 minutes**

Source: Consultant team compilation
I-205 Area Transit

Transit Accessibility
- 5 minute walk to transit stop
- 10 minute walk to transit stop
- Rail stop
- Bus and streetcar stop

I-5 and I-205 Toll Projects

Source: Metro Atlas of Mobility Corridors (2014)
Step 1: Identify Who/What/Where

Who/where are the underserved and underrepresented communities in our region that may be affected by rerouting from I-205?
Initial Screening - What We’re Seeing with Modeling of Tolls

DORA (JINGYAN) WU, CONSULTANT TEAM - WSP
TRANSPORTATION ENGINEER AND MODELER

I-5 and I-205 Toll Projects
Model Results: Changes in I-205 Traffic

Tolled sections of I-205 would see lower overall traffic volumes compared to a No-Toll scenario.

- Daily volume decrease 15% to 35% on tolled portion of I-205.
- Diversion (off I-205) is greater during the off-peak hours – much less diversion during peak hours.

Screening analysis model scenario results for 2027.

I-5 and I-205 Toll Projects
Model Results: Diversion off I-205

Where does I-205 traffic go?

Diversion (rerouting) to other roadways
- Regional highways and major routes
- Local routes – near tolled area

Other types of diversion
- Change time of day of travel
- Change of destination
- Sharing of ride
- Use of transit

Would demand change?
- Fewer drive alone vehicle trips
- More shared ride trips (4,000 – 5,000 additional trips per day)
- Small shift to transit (fewer than 500 additional transit trips)
- No significant shift from autos to bikes, walking
- Fewer cars on roads and less time spent driving overall in the region

Screening analysis model scenario results for 2027
Trip Diversion to I-5 and Other Highways

I-5 diversion

• Relatively minor shift to I-5 (0% to 5%)
• Some decrease in trips on I-5 south of the I-5/I-205 split (-2% to -5%)

Other highways

• Minor shift to/from other -5% to +2% on I-84, OR-217, US 26.

I-5 and I-205 Toll Projects
Portland Bridges Rerouting Effects

• All alternatives result in a relatively minor shift in trips from the I-205 Abernethy Bridge to other bridges over the Willamette River

• Diversion effects are greatest during off-peak hours and on Sellwood Bridge
Where are We Seeing the Biggest Changes?

Local communities around I-205

• Downtown Canby (OR-99E)
• Gladstone (multiple routes, OR-99E)
• Oregon City (downtown street grid, Oregon Arch Bridge)
• West Linn (Willamette Falls Dr)
Where are We Seeing the Biggest Changes?

Local communities around I-205

- Downtown Canby (OR-99E)
- Gladstone (multiple routes, OR-99E)
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Where are We Seeing the Biggest Changes?

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Screening analysis model scenario results for 2027

I-5 and I-205 Toll Projects
Where are We Seeing the Biggest Changes?

Local communities around I-205

- Downtown Canby (OR-99E)
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Screening analysis model scenario results for 2027
What’s Included and Missing in the Analysis?

- High level understanding of locations of historically and currently underserved and underrepresented communities in our region
- Factors that affect equitable mobility
- Preliminary understanding of diversion patterns through communities near I-205
- Business effects
- Access to employment
- Access to essential health promoting facilities
- Human health effects (air pollution, noise)
- Potential economic effects of tolls on people experiencing low income
- Incorporation of potential strategies to advance equity in toll program
Discussion Question

What information do we need to provide the committee in order to keep moving towards the draft toll projects’ equity framework step 2: Define equity outcomes and performance measures?

What format is most useful for you?
2020 Committee Work Plan

• **August: (Step 1)** Use draft I-205 and I-5 Toll Project’s Equity Framework to Identify who/what/where could be impacted by the I-205 toll project

• **September: (Step 2)** Define equity outcomes and performance measures and how this project intersects with the environmental review process

• **October: (Step 2)** Define equity outcomes and performance measures; receive update on measures in development; identify mobility strategies; Metro presentation of their equity performance measures

• **November: (Step 3)** Determine benefits and burdens; discuss potential impacts

• **December:** Learning session with I-205 and I-5 Toll Projects Working Groups: Regional Modeling Group and Transit/Multimodal Working Group

• **January: (Step 4)** Choose options that advance equity; equity and mobility strategies for toll projects; strategies specific to I-205 alternatives
Next Steps

1. Follow up on Step 1 (additional information requested)
2. Move into Step 2 (performance measures)
3. National Environmental Policy Act orientation
   - Role of performance measures
   - Identify National Environmental Policy Act decision and input points
4. Receive an overview of equity and mobility strategies from other toll programs
5. Stakeholder and public engagement update
   Meeting #4 | September 29, 3:30 p.m. – 6 p.m.
Have your say
Online open house and webinar recordings to gather input on I-205 toll options. Visit: oregonevents.org/openhouse/i205toll (English) or oregonevents.org/openhouse/i205toll-esp (Spanish)

Thank You!
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I-5 and I-205 Toll Projects