

Joint Values on the Proposed Regional Congestion Pricing and Toll Projects within the Portland Metro Region

LOGO REQUEST VERSION

The jurisdictions named here support a functional regional transportation system that prioritizes safety, equity, a vibrant economy, healthy and active communities, climate action, disaster resilience, and the reliable movement of people and goods.

We acknowledge that additional transportation funding is needed to address maintenance and capital projects on the interstate system. We recognize ODOT has been directed to pursue pricing in some form, but also that toll collections have been paused until 2026 in order to better address local concerns. As ODOT continues to advance tolling and explore other funding strategies, the jurisdictions listed here will advocate for the following values to be reflected in any proposed policy or project.

These values are not an endorsement of any proposal to implement tolling or congestion pricing.

To rebuild trust with local communities, ODOT should...

- Deliver clear benefits to the drivers, communities, and businesses affected by toll corridors
- Be influenced by local voices and jurisdictions ahead of implementation
- Prioritize robust and inclusive community engagement
- Incorporate and track commitments made with local and regional partners through transparent and consistent communication

To ensure the transportation system works for Oregonians, the OTC and the State Legislature should direct ODOT to...

- Extend the existing revenue sharing models with local jurisdictions to apply to toll revenues
- Prioritize the completion of the bottleneck projects identified in HB 2017 (2017) and HB 3055 (2021)
- Explore alternative funding mechanisms beyond pricing to address transportation funding needs
- Advance adequate public transit infrastructure within proposed toll corridors

To ensure the efficient and equitable movement of people and goods, tolling or congestion pricing programs should...

- Decrease diversion into local communities
- Increase safety on and off the interstate system
- Ensure that all tolling or congestion programs are designed with regional implementation in mind to avoid economic disadvantages or unfair burdens on people and communities
- Maintain a regionally balanced transportation system that provides reliable travel times for commuters and employers on and off the tolled corridor
- Establish viable travel alternatives to accommodate mode shifts, including bicycle and pedestrian networks and accessible transit programs in areas with inadequate or no service
- Provide considerations for local trips with few or no alternatives
- Improve transportation system resiliency to natural disasters, such as earthquakes and wildfires
- Improve regional air quality and reduce vehicle pollution, both on and off the interstate system
- Establish a long-term oversight and accountability program to showcase financial transparency
- Consider recommendations from the Low-income Toll Report and the Equity Mobility Advisory Committee (EMAC)
- Address the land use implications inherent with how tolling will affect local communities

*****Supporting Logos*****



LOGO PAGE

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JOINT VALUES ON REGIONAL CONGESTION PRICING AND PROPOSED TOLL PROJECTS WITHIN THE PORTLAND METRO REGION

~~JOINT VALUES OF THE CLACKAMAS COMMUNITIES ON I-205 TOLLING AND REGIONAL CONGESTION PRICING~~

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SAVAS AND C4 TOLL STRATEGY SUBCOMMITTEE PROPOSED REVISIONS

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To ensure the efficient and equitable movement of people and goods, tolling or congestion pricing programs should...

- Decrease diversion into local communities
- Increase safety on and off the interstate system
- Ensure that all tolling or congestion programs are designed with regional implementation and collaboration in mind to avoid disproportionate economic ~~disadvantages~~impacts or unfair burdens on people and communities
- ~~Maintain~~Support a regionally balanced transportation system that provides reliable travel times for commuters and employers on and off the tolled corridor
- Establish viable travel alternatives to accommodate mode shifts, including bicycle and pedestrian networks and accessible transit programs in areas with inadequate or no service
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- Address the land use implications inherent with how tolling will affect local communities