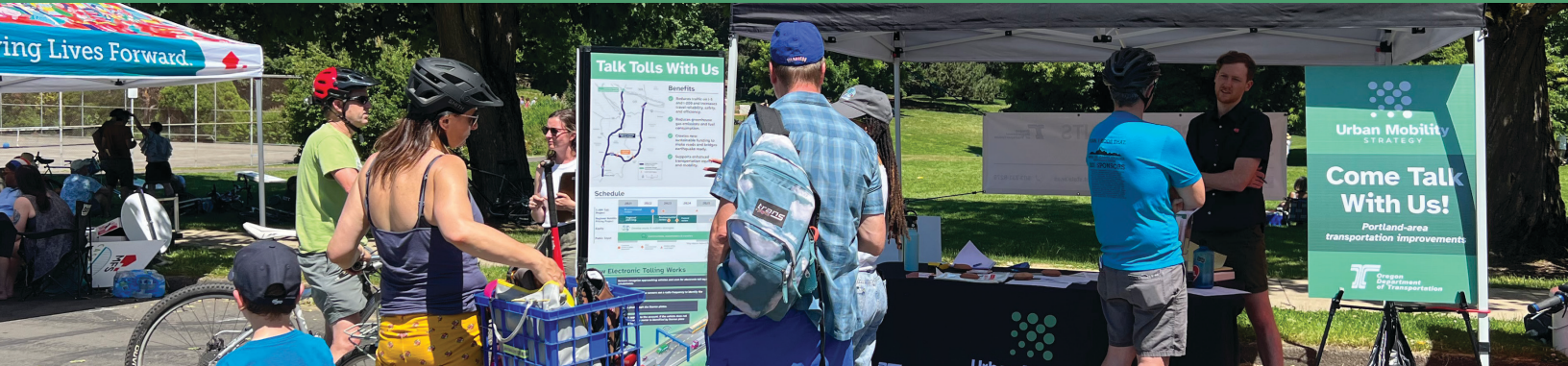


Community Voices on Tolling

A Summary of Input from Spring 2022 Community Engagement



The Oregon Department of Transportation (ODOT) is in the early planning stages to evaluate congestion pricing, using variable-rate tolls, on I-5 and I-205 in the Portland metropolitan area. Tolling will help manage traffic congestion while providing funding for transportation improvements.



Proposed Regional Mobility Pricing Project and I-205 Toll Project area.

Gathering Community Input

In spring 2022, the project team shared information and invited public feedback as part of program development.

We asked stakeholders and the public to provide input about ways to:



Help shape a **congestion pricing concept** for the Portland metropolitan region.



Advance equity through a tolling program.



Develop a **toll discount or credit program** for people experiencing low income.

Who Participated

78 discussion group participants

from historically excluded and underserved communities and community-based organizations.



7 interviews

with agencies that administer low-income programs and regional social service providers.



12,000 survey respondents

from community members across the Portland metropolitan region.



200 event attendees

at regional committees, community briefings, and tabling events.

What We Heard

The full report provides more detail on the themes heard in participant comments.

- Many respondents indicated general opposition to tolls and an **interest in paying as little as possible**.
- Mixed opinions emerged on how toll revenue should be used, although **roadway safety** is a general priority.
- Support exists for offering **low-income benefits to a wide range of people** that may be financially impacted, including middle-income drivers.
- Participants requested a **simple and accessible enrollment process** for low-income toll benefits that includes customer support and partnerships with community-based organizations.
- Respondents expressed that **transit is not a viable alternative** to driving alone and paying a toll unless there are significant improvements to make it more accessible and convenient.
- Frustration surfaced that **information is not yet available** about the toll program, especially anticipated toll rates, use of revenues, and expected impacts to surface roads.

“

I don't have the option of working from home like so many people these days and this is just another added cost for me that will just make it more difficult for me to support my family of four.”

– Survey Respondent

“

If people qualify for another low-income program (such as SNAP), they should just automatically get the low-income toll discount. People feel down about themselves when they are constantly having to apply for programs due to their lack of income.”

– Discussion Group Participant

- Many respondents said tolling is **not the right solution** to address congestion.
- Many questions were asked about **why new funding from tolls is needed** when ODOT has existing funding sources for roadway and multimodal improvements.
- Many respondents said that **toll proposals are unfair** and strategies are needed to **lessen potential toll impacts**, especially for communities that rely on I-5 and I-205.
- Respondents shared questions and concerns about the **decision process** to date and how **public input** would meaningfully shape the proposed toll project.

How Input is Guiding the Path Forward

Public input will help move tolling forward in a way that works for our region.



Congestion Pricing Concept

As part of the next steps in developing a congestion pricing project, ODOT will:

- Share and gather public feedback on a draft congestion pricing concept, including modeling results of potential benefits and impacts.
- Convene Statewide Toll Rulemaking Advisory Committee to review and provide input on a recommended toll rate schedule.
- Seek guidance from Regional Toll Advisory Committee on criteria for allocating net toll revenue.



Advancing Equity

As outlined in recommendations from the Equity and Mobility Advisory Committee, ODOT is considering:

- Congestion management approaches that provide benefits to historically excluded and underserved communities.
- Ongoing monitoring, evaluation, and feedback to advance equity once tolls are in place.
- Involving community-based organizations to better serve communities impacted by tolls.



Options for People Experiencing Low Incomes

As outlined in the Low-Income Toll Report, ODOT is considering:

- A significant toll discount for households with incomes equal to 200% of the Federal Poverty Level.
- A smaller, more focused toll discount for households with incomes above 200% and up to 400% of the Federal Poverty Level.
- Several toll discount and exemption options, acknowledging that transit credits may not be a viable alternative in neighborhoods without access to many transit options.

Next Steps

The environmental review process for the Regional Mobility Pricing Project begins in fall 2022 and will include extensive public and stakeholder involvement opportunities to gather input on the proposed project. The earliest tolling could begin under the Regional Mobility Pricing Project is 2025.

Connect with us and learn about upcoming ways to get involved at:
OregonTolling.org

- For Americans with Disabilities Act or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128.
TTY (800) 735-2900 or Oregon Relay Service 7-1-1.
- Si desea obtener información sobre este proyecto traducida al español, sírvase llamar al 503-731-4128.
- Nếu quý vị muốn thông tin về dự án này được dịch sang tiếng Việt, xin gọi 503-731-4128.
- Если вы хотите чтобы информация об этом проекте была переведена на русский язык, пожалуйста, звоните по телефону 503-731-4128.
- 如果您想瞭解這個項目，我們有提供繁體中文翻譯，請致電：503-731-4128。
- 如果您想了解這個項目，我們有提供簡體中文翻譯，請致電：503-731-4128。