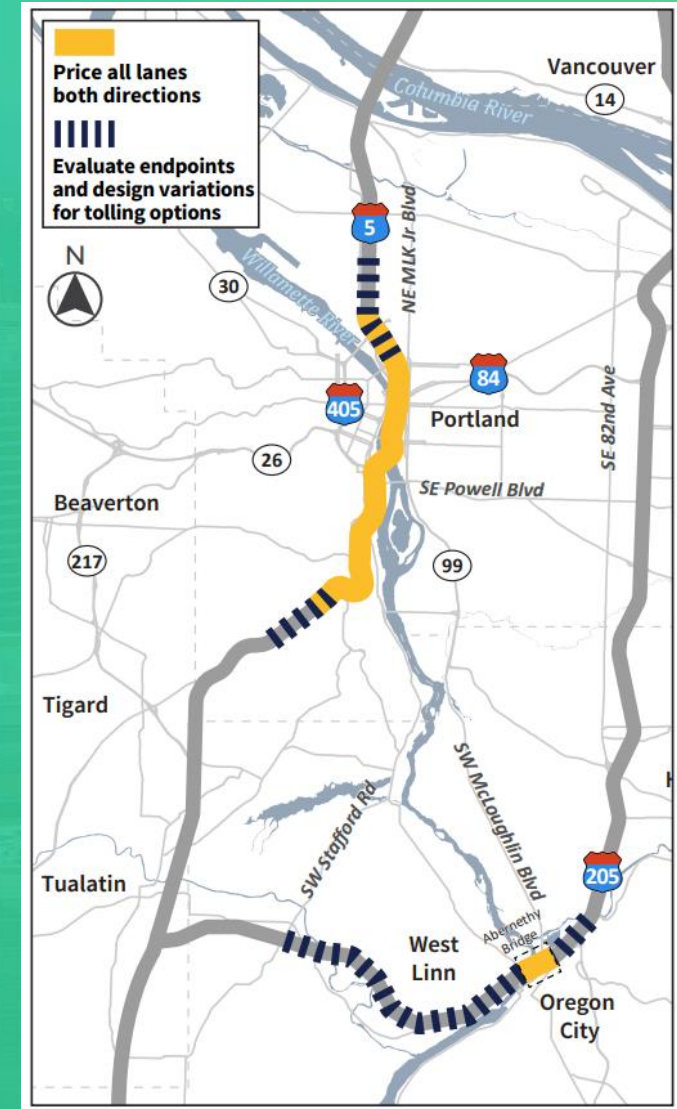


Oregon Toll Program Background

- **2017: Oregon Legislature passes HB2017, "Keep Oregon Moving"**
 - Directs Oregon Transportation Commission to implement tolling on I-5 and I-205 in the Portland region to manage traffic congestion
- **2017-2018: ODOT conducts a feasibility analysis**
 - Convened Value Pricing Policy Advisory Committee
 - Analysis showed tolling could **help manage congestion and raise revenue** on I-5 and I-205
 - ODOT submitted application to FHWA to advance tolling projects
- **2019-Present: ODOT advancing environmental policy review on I-5 and I-205 projects**



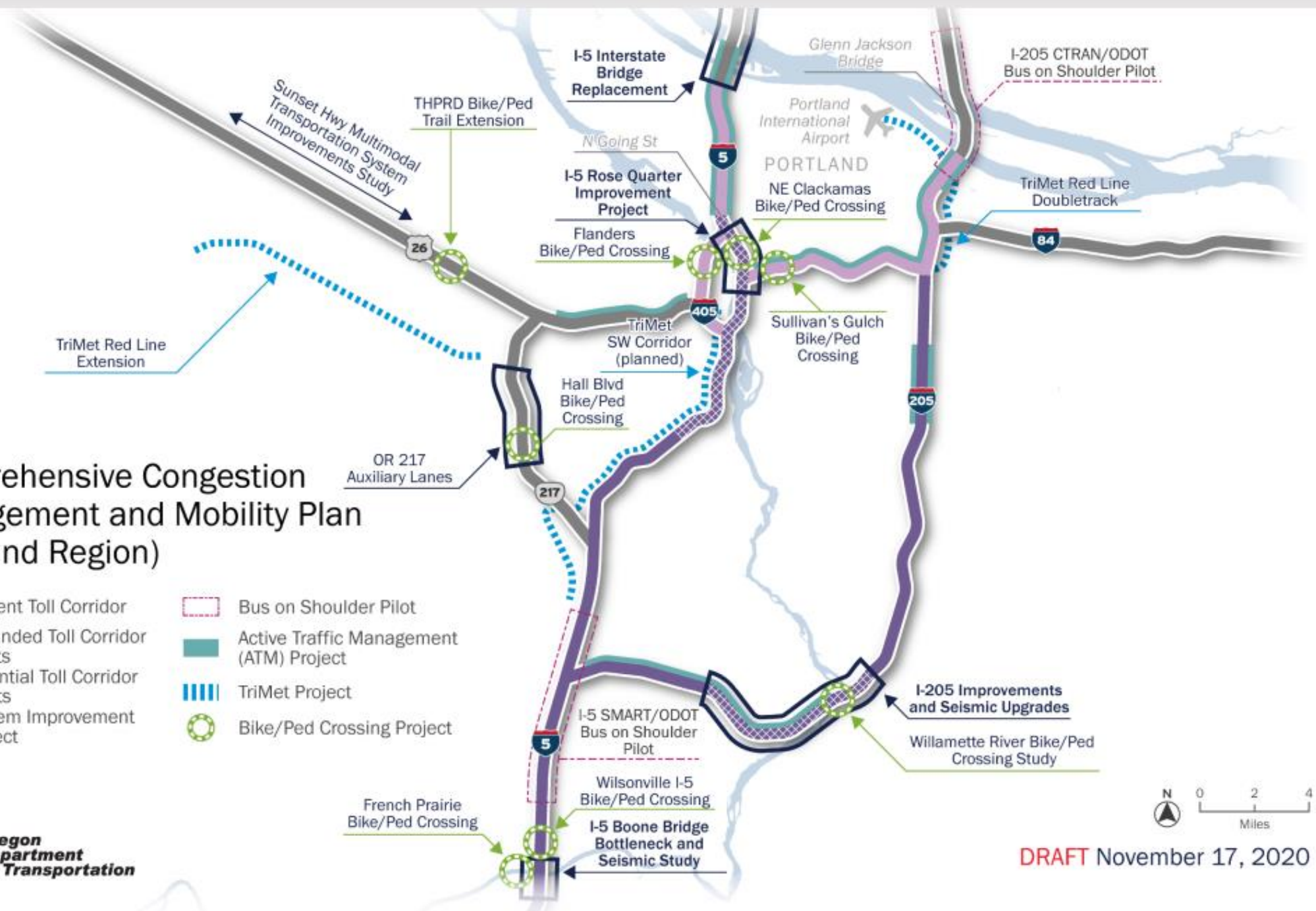
City of Portland feedback during Value Pricing feasibility analysis

- Primary objective of any pricing program should be to **manage demand in order to use the existing system efficiently and achieve climate benefits**, as opposed to generating revenue
- **Improved transit and other multimodal options must be matched with pricing** to most effectively manage congestion and provide affordable options for system users
- **Equity must drive policy development and design.** It is not enough to simply mitigate burdens to historically marginalized communities
- We must **maintain or improve safety levels** on the surrounding local network



Comprehensive Congestion Management and Mobility Plan (Portland Region)

-  Current Toll Corridor
-  Expanded Toll Corridor Limits
-  Potential Toll Corridor Limits
-  System Improvement Project
-  Bus on Shoulder Pilot
-  Active Traffic Management (ATM) Project
-  TriMet Project
-  Bike/Ped Crossing Project



DRAFT November 17, 2020

PBOT engagement and next steps

- We continue to advocate for points raised during the Value Pricing process
 - PBOT sharing input with ODOT through legislative process, at regional committee tables, and in coordination conversations
- POEM Community Task Force also discussing tolling values and recommendations
 - Plan to discuss these recommendations at upcoming Task Force meeting

