

Proposed revisions to Task Force tolling themes based on November 9 meeting discussion (edits in purple)

Tolling and equitable mobility

- Tolling has the potential to improve equitable mobility over the status quo, particularly compared to a "do nothing scenario," which will likely lead to either increased congestion or highway expansion, each of which have associated costs.
- There are still doubts that tolling can be implemented equitably. Transportation investments and decisions to date have **disproportionately** burdened Black, Indigenous, People of Color, low-income Portlanders and persons with disabilities. If tolling proceeds, an explicit commitment to minimizing burdens on these **groups is critical**.
- **Local stakeholder involvement in revenue allocation is essential to developing a tolling system that advances equitable mobility.**

Tolling system design and priority outcomes

- **The goal of a tolling system should be to improve mobility for people and goods through demand management. Tolling system design should also explicitly** prioritize climate and equity outcomes.
- Prices should be set to effectively reduce combustion engine and single-passenger vehicle miles travelled.
- Variable rates and discounts/rebates/exemptions should be used to minimize impacts on low-income community members.
- For tolling to advance equitable mobility, safeguards must be built in to avoid discrimination and/or disproportionate burdens on Black, Indigenous, Latinx and People of Color, low-income drivers and persons with disabilities. **This includes :**
 - **Toll program design that addresses:**
 - **Accessibility of payment systems (I.e. drivers who don't have credit card/bank account)**
 - **Accessibility of technology (I.e. transponder access)**
 - **Privacy concerns for program technology**
 - **Impact of toll fees on low-income drivers**
 - **Toll payment enforcement processes that address:**
 - **Profiling concerns for different communities**
 - **Impact of fines and tickets on low-income drivers**
- More research is needed to identify specific models of these safeguards **and to consider things like geographic impacts and ease of use.**

Tolling revenue and complementary strategies

- The use of toll revenue is very important. If revenue use is restricted, tolling is less likely to positively impact equitable mobility.
 - If driving is more expensive, robust alternatives to driving alone must be available. Revenue should be available to support these alternatives.
 - Transit is one of the most critical potential investment areas.
 - There are concerns about the potential implications of the constitutional restriction on reinvestment, which could limit the ability of tolling to support equitable mobility improvements.
- Tolling is not a stand-alone solution. Our region must continue make non-driving options more accessible and attractive, while also improving car access for low-income people when non-driving options are not realistic.
 - This includes investments in transit, biking and walking infrastructure; expanded mobility incentives; land use planning policies, to create more complete neighborhoods; preservation and development of affordable housing near centers and corridors; and support for transitioning to electric and low-carbon fuel powered vehicles.