

 James Farley



December 14, 2023

Re: Oregon Transportation Planning Subcommittee on Tolling

Committee Members:

Thank you for allowing me to provide my input regarding tolling.

The Portland metro area has a traffic congestion problem, not the rest of the state; therefore, we need a comprehensive metro-wide solution that does not unfairly burden residents outside this area.

The Department of Transportation must stop looking at each interstate highway project as a tollable event! Please, engage METRO to develop a comprehensive plan to support the management of traffic through corridors, e.g., I-205 from I-5 to the Glenn Jackson bridge. Don't fix one problem, only to create another one. For example, if I-5 bridge has a toll it is obvious that traffic will divert to I-205 making the Glenn Jackson bridge a bottleneck unless it also has a toll.

A tolling plan must demonstrate that there will be a demonstrable decrease of vehicle miles traveled (VMT), especially during peak traffic periods, as a primary goal. This could happen through a variety of mechanisms, including:

- Congestion pricing;
- Broad expansion of Public Transit, especially in areas of Clackamas County that have no access to light rail, or reliable and frequent bus service;
- **Address the impact to local communities (excessive household costs and local traffic diversion) by creating toll and no-toll lanes through corridors (a common practice in most cities), and make the toll lanes reversible to accommodate the flow of traffic; and,**
- The plan and its performance must be transparent: projects must meet budget and timelines, VMT, and annual community impact reviews.

The debate about tolling has highlighted that funding our highways has become antiquated and warrants updating the State Highway Fund (ORS 366.505) to develop new revenue options such as an annual fee for EV's.

Respectfully,

James Farley