

1 **RESOLUTION NO. 2022 - 11-06**
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3 A RESOLUTION relating to Clark County Council opposition to tolling of the I-5
4 Bridge replacement, and the I-5 and I-205 corridors in the Portland metropolitan area.

5 WHEREAS, the recently approved Modified Locally Preferred Alternative
6 (Modified LPA) for the I-5 Bridge replacement includes an assumption that a variable
7 rate toll will be implemented; and

8 WHEREAS, tolling is currently being pursued by the Oregon Department of
9 Transportation (ODOT) for portions of both the I-5 and I-205 corridors in the Portland
10 Metropolitan area; and

11 WHEREAS, tolling the I-5 Bridge replacement, and the I-5 and I-205 corridors in
12 the Portland area has not demonstrated that it will save travel time for passenger vehicles
13 or freight, and some analyses anticipate increased travel times despite the imposition of
14 variable price tolling; and

15 WHEREAS, the lack of increased travel time reliability will mean that tolling will
16 not improve freight corridors and free movement of goods, as proponents argue; and

17 WHEREAS, the imposition of tolls, combined with the continued traffic
18 congestion on the I-5 and I-205 corridors, will result in more vehicles diverting to side
19 streets. As a result, rather than providing the environmental benefits that tolling
20 proponents suggest, the environmental problems will merely be moved to the side streets,
21 closer to pedestrians, bicyclists, businesses, and homes; and

22 WHEREAS, tolling revenue from the I-5 Bridge replacement and the I-5 and I-
23 205 corridors is not guaranteed to be used for identifiable, specific planned regional
24 system transportation improvements; and

25 WHEREAS, the cost of collecting tolls is significant. Elsewhere in Washington,
26 at times approximately 40% of the toll revenue collected was necessary simply to pay the
27 cost of toll collection; and

28 WHEREAS, mobility pricing, or congestion pricing, would charge a higher toll
29 during peak travel periods. While the intent is to encourage drivers to drive at alternate
30 times or use carpools or transit, the anticipated result of increased tolls on I-5 and I-205 is
31 major diversion to side streets. Mobility pricing is the equivalent of a toll or fee on top of
32 the existing toll; and

33 WHEREAS, the tolling system, as proposed, places unreasonable and
34 inappropriate burden on Washington residents, low-income residents, those who cannot
35 modify their work schedule, and overall, those who can least afford the toll; and

36 WHEREAS, the implementation of a tolling system will not achieve the purported
37 beneficial outcomes.

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39 NOW, THEREFORE,

40 BE IT ORDERED AND RESOLVED BY THE CLARK COUNTY
41 COUNCIL, STATE OF WASHINGTON, AS FOLLOWS:

42 The Clark County Council is opposed to tolling the I-5 and I-205 corridors as
43 proposed. The Council understands that tolls may be necessary to build large
44 infrastructure projects like the I-5 Bridge. If specific tolls related to the initial

45 construction of the I-5 Bridge only, that sunset after a predetermined period of time, can
46 be proposed, they should be considered.

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ADOPTED on this 1st day of NOV., 2022.

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Attest:

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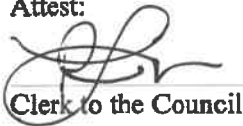
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CLARK COUNTY COUNCIL
CLARK COUNTY, WASHINGTON


Clerk to the Council


Karen Dill Bowerman, Chair

Approved as to Form Only:
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By: 
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