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RESOLUTION NO. 2023-04-11

A RESOLUTION relating to Clark County Council opposition to tolling of the I-5 Bridge replacement, and the I-5 and I-205 corridors in the Portland metropolitan area.

WHEREAS, the Clark County Council approved Resolution No. 2022-11-06 opposing tolling of the I-5 Bridge Replacement, and the I-5 and I-205 corridors in the Portland metropolitan areas; and

WHEREAS, the I-205 Toll Project Environmental Assessment is soliciting feedback through April 21, 2023; and

WHEREAS, the seven (7) concerns outlined in the Tolling and Mobility Pricing paper still stands; and

WHEREAS, tolling system places unreasonable burden on Washington residents; and

WHEREAS, the public narrative erroneously states that there is no opposition to tolling from Washington state; and

WHEREAS, the residents in Clark County provided valuable feedback through an advisory vote where 68.39 percent opposed light rail; and

WHEREAS, additional decisions are being made without the opportunity for the residents in Clark County to provided feedback, such as additional advisory votes; and

WHEREAS, ODOT decided that light rail will be used for the I-5 bridge replacement and TriMet has stated that they will not cover Vancouver’s operations and and maintenance costs; and

WHEREAS, the Clark County Council supports C-Tran’s bus rapid transit

24 as being the best option for rapid transit; and

25 WHEREAS, more than 75,000 Clark County residents work in Oregon and
26 therefore pay Oregon income tax; and

27 WHEREAS, ODOT has not provided a plan on how they intend to address the
28 thousands of residents who are predicted to divert to side roads in order to avoid tolls; and

29 WHEREAS, the estimated cost of the Interstate Bridge Replacement has increased
30 from about \$3.2 billion in 2020 up to \$7.5 billion in 2023; and

31 WHEREAS, there will be negative impacts to commerce because of tolls;
32 increasing costs of goods; thereby, adding additional financial strain on residents; and

33 WHEREAS, tolling provides additional financial burden on residents with low or
34 or fixed income; resulting in disparate treatment for the most vulnerable population; and

35 WHEREAS, estimated costs have fluctuated by more than \$2 billion dollars with no
36 specific plan, leaving an abundance financial uncertainty; and,

37 WHEREAS, the bridge design elements have not been solidified, again creating
38 financial uncertainty; and

39 WHEREAS, mobility pricing, or congestion pricing, would charge a higher tolls
40 during peak travel periods. While the intent is to encourage drivers and truckers to drive at
41 alternate times or use carpools or transit, the anticipated result of increased tolls on I-5 and
42 I-205 is major diversion to side streets giving innocent children playing ball in the streets
43 higher doses of greenhouse gases. Mobility pricing is the equivalent of a toll or fee on top
44 of the existing toll; and

45 WHEREAS, transportation and mobility is vital in Southwest Washington for both
46 residence and commerce; and

47 WHEREAS, there is insufficient planning and analysis, including, but not limited
48 to, infrastructure, design, economic impacts, neighborhood and side street impacts,
49 maintenance and operations, all of which are vital in ensuring a transportation system
50 that effectively supports the residents and commerce in our region; and

51 WHEREAS, the implementation of a tolling system will not achieve the purported
52 beneficial outcomes.

53 NOW, THEREFORE,

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

56 On behalf of the residents in Clark County, the Clark County Council continues to
57 oppose to tolling the I-5 and I-205 corridors as proposed. The Council understands that tolls
58 may be necessary to build large infrastructure projects like the I-5 Bridge. If specific tolls
59 related to the initial construction of the I-5 Bridge only, that sunset after a predetermined
60 period of time, can be proposed, they could be considered.

ADOPTED on this 19th day of April, 2023.

CLARK COUNTY COUNCIL
CLARK COUNTY, WASHINGTON



Karen Dill Bowerman



Michelle Belkot, Councilor



Gary Medvigy, Councilor