

## RESOLUTION NO. 22-06

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### **A RESOLUTION CALLING FOR COMPLETION OF THE REGIONAL MOBILITY PRICING PROJECT PRIOR TO A DECISION ON TOLLING I-205 AND FOR CONSTRUCTION OF THE ABERNETHY BRIDGE PROJECT WITH OTHER FUNDS**

**WHEREAS**, after the passage of HB 2017 in 2017, Oregon Department of Transportation (ODOT) began planning to replace the Abernethy Bridge and widen I-205 from four lanes to six lanes from the Willamette River to the Stafford Road exit. HB 2017 also kicked off the Regional Mobility Pricing Project and tied the widening of I-205 to tolling; and

**WHEREAS**, replacement of the Abernethy Bridge with a structure that can withstand a major earthquake is needed to make Oregon and the Portland metropolitan area more resilient and prepared for disaster; and

**WHEREAS**, funding can be made available to complete replacement of the Abernethy Bridge without imposing tolls on I-205; and

**WHEREAS**, funding for other phases of the I-205 project, including adding additional freeway lanes and improving other bridges on I-205, depends on the imposition of tolls. ODOT has applied to amend the Regional Transportation Plan (RTP) to include tolling as part of the I-205 project; and

**WHEREAS**, in addition to I-205, tolls are being considered as part of the Regional Mobility Pricing Project, the Interstate Bridge Replacement Project, and the Road User Fee Task Force. These overlapping projects are causing substantial public confusion; and

**WHEREAS**, we support efforts to replace the gasoline tax with user fees that reduce congestion, encourage use of alternative modes, reduce greenhouse gas emissions, and ensure all users are fairly charged and generate revenue for maintenance and enhancement of our transportation system; and

**WHEREAS**, there is near universal public opposition to tolling I-205, and imposing tolls on this project alone may cement public opposition rather than improve the public's understanding of the need for new revenue for transportation; and

**WHEREAS**, ODOT's modeling shows that a substantial number of trips and hours of congestion will move from I-205 to county roads and local streets; and

**WHEREAS**, diversion remains unaddressed by the I-205 Tolling Project. Many of the roads that will experience diversion are already congested, have inadequate transit service, and lack bicycle and pedestrian facilities; and

**WHEREAS**, diversion will substantially harm Regional and Town Centers in Oregon City, West Linn, Tualatin, and Lake Oswego, which are important to the Region in managing future population and employment growth and creating vibrant communities. The health of these centers is the first goal of the RTP; and

**WHEREAS**, ODOT has failed to apply their own Equity Framework to analyze the impact of tolling on historically marginalized communities, particularly the elderly, low-income residents, and Latino households who will be impacted by expected diversion; and

**WHEREAS**, ODOT's application to amend the RTP asks our region to find that tolling is consistent with regional goals and objectives before critical modeling work, coordination with transit providers, analysis of environmental benefits, and funding for mitigation measures is complete.

**NOW, THEREFORE, OREGON CITY RESOLVES AS FOLLOWS:**

**Section 1.** The region should complete the Regional Mobility Pricing Project before implementing tolling on any single section of highway.

**Section 2.** Prior to amending the RTP, ODOT should convene a working group to develop a plan for capital and programmatic projects needed to deal with the impacts that communities, neighborhoods, and residents will experience from diversion from a toll on I-205.

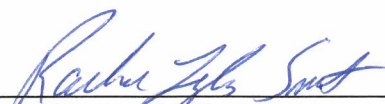
**Section 3.** ODOT should evaluate funding the construction of Phase 1A of the I-205 project, the construction of a seismically sound Abernethy Bridge, with other sources of funding.

**Section 4.** ODOT, Metro, and the Cities and Counties of the region should recognize the widespread and substantial public opposition to tolling and should invest in an extensive public campaign and interagency coordination to increase public acceptance of user fees and congestion pricing.

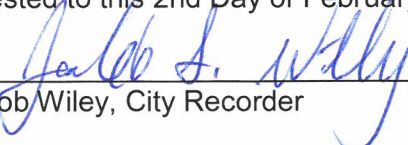
**Section 5.** The 2023 update of the Regional Transportation Plan should explicitly address the question of whether road user fees may be used as a funding source for future capital projects. The RTP should also set policy for the elements that need to be in place prior to implementation of user fees and congestion pricing, such as an equity framework, programs for low-income residents, policies for analyzing diversion, adequate transit services, infrastructure for carpooling and vanpooling, and safe and connected bicycle and pedestrian infrastructure.

**Section 6. Effective Date.** This Resolution shall take effect upon passage.

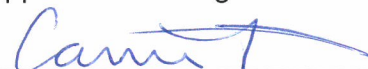
Approved and adopted at a regular meeting of the City Commission held on the 2nd day of February 2022.

  
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Rachel Lyles Smith, Mayor

Attested to this 2nd Day of February 2022

  
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Jakob Wiley, City Recorder

Approved as to legal sufficiency:

  
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City Attorney