

Strategy	Description	Implementing Authority*	Geography	Timeline	Pros	Cons
Roadway Pricing / Highway tolls	Charging a direct fee to drive on a particular road, bridge, or highway; may be flat or variable	Roadway owner, but additional approvals may be required	I-5 and I-205 in the near term; potentially all highways	2025 at the earliest (I-5 and I-205)	<ul style="list-style-type: none"> • Reduce miles driven by encouraging alternative travel options, which can lower congestion and traffic safety risks while improving system efficiency • Revenue generation • More reliable and efficient movement of freight • Reduce GHG emissions • Reduce air pollution and respiratory risks near highways 	<ul style="list-style-type: none"> • Diversion to local roads may shift air pollution and health risks to different neighborhoods • Can make driving on the highway more expensive for those without other viable options, if discounts, rebates, or exemptions are not provided • New enforcement technologies may raise privacy concerns • Most expensive to implement • Moderate revenue potential
Road Usage Charge (RUC) or Vehicle Miles Traveled (VMT) Fee	Charging a fee for every mile traveled	State [Need to mandate VMT for all OR vehicles*]	State of Oregon	No timeline identified. [Since 2015, OReGO has operated as a voluntary mileage-based fee system with a fixed per-mile rate]	<ul style="list-style-type: none"> • Reduce miles driven, leading to lower congestion • Improve system efficiency, and reduced traffic safety risks • Generate revenue more proportionate to usage (potential to reinvest in safety improvements) • Reduce GHG emissions 	<ul style="list-style-type: none"> • Moderately to most expensive • Can reduce current financial benefits of switching to electric if electric and more fuel-efficient vehicles
Cordon or Area Pricing	Charging vehicles a fee to enter a dense congested area, such as a city center or central business district; drive within that area; price may be flat or variable, or depend on vehicle type or fuel type, occupancy, time of day, congestion level	Unclear - authority is needed.	Downtown Portland; could also include South Waterfront, NW Portland, Central Eastside Industrial District, Lloyd District	No timeline identified	<ul style="list-style-type: none"> • Generate revenue which could be reinvested in multimodal alternatives for traveling into and around the cordoned area • Reduce miles driven by encouraging use of alternative travel options, which can lower congestion and improve system efficiency particularly within the cordoned area • High mode shift to transit 	<ul style="list-style-type: none"> • New enforcement technology needs could raise privacy and personal safety concerns
Parking Pricing	Drivers pay to park in certain areas; rates may be flat or variable	Local jurisdictions		Already in existence	<ul style="list-style-type: none"> • Generate revenue which could be reinvested in safety improvements • Can reduce driving trips and overall miles driven, which is correlated with reduced traffic safety risks • Can support turnover at the curb, ensuring customers can access business destinations • Can reduce GHG emissions if it disincentivizes driving and encourages use of more climate-friendly travel options (walking, biking, transit, carpooling) • Can reduce air pollution associated with driving and circling while waiting for open spots • Can improve physical health by encouraging active transportation • Uses existing technology 	<ul style="list-style-type: none"> • Can add costs for people and businesses who have to make frequent driving trips
Prices on Vehicle Commercial Services	1) Fees on private for-hire transportation services, including taxis and TNCs (transportation network companies) such as Lyft and Uber 2) Fees on urban delivery services for food, groceries, and parcels.	Local jurisdictions		No timeline identified	<ul style="list-style-type: none"> • Can generate revenue which could be reinvested in mobility improvements • Can potentially benefit brick-and-mortar establishments • Can reduce miles driven by encouraging use of alternative travel or delivery options, which can lower congestion and improve system efficiency • Can reduce air pollution associated with combustion engine use and idling if driving is reduced 	<ul style="list-style-type: none"> • Can potentially burden urban delivery-reliant businesses

* Based on Portland Metro Congestion Pricing Study, p. 77, <https://www.oregonmetro.gov/regional-congestion-pricing-study>