

State Representative
Kim Thatcher (R-Keizer)

State Senator
Larry George (R-Sherwood)



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Thatcher, George Sponsor Toll Road Legislation

(Salem) In light of the [latest report on tolling options](#) for highway projects of statewide significance, [State Representative Kim Thatcher](#) (R-Keizer) and [State Senator Larry George](#) (R-Sherwood) introduced two new measures today to restrict the use of toll roads in Oregon. "State policy is at a crossroads. We need to impose some limits before ODOT tolls everything that moves," said Thatcher.

This week the [Oregon Transportation Commission](#) essentially put the brakes on the proposed [Sunrise Corridor project](#) in Clackamas County after receiving a report from a [group of consultants](#). The report found tolls alone would not be able to pay for construction of the nearly one billion dollar project. Thatcher pointed out, "once again, the state has contracted with one of the largest toll road companies in the world to produce this review. Of course they're going to focus on tolls, and not put a lot of emphasis on the possibility of other revenue sources." A similar [report was issued last month for the Newberg-Dundee Bypass](#).

Two new bills were filed today by Thatcher and George. House Bill 2518 requires approval from the Legislature before the Oregon Department of Transportation can initiate any more toll road projects beside the Newberg-Dundee project. Senate Bill 469 prohibits tolling of existing roadways. Thatcher and Senator George are not only concerned about the bypass, but also the implications for other large projects such as the Sunrise Corridor. "I'm not opposed to toll roads, I just think there are plenty of other funding options that have not been explored," said George who is a member of the Senate Committee on Business, Transportation and Workforce Development.

[State Representative Linda Flores](#) (R-Clackamas) co-sponsored the bills because she is very concerned about the fate of the Sunrise Corridor project. "This new highway is critical to the economic viability and livability of our region. We can't let one questionable report discourage us from moving forward," noted Flores. "If we don't get some controls on tolling policies I'm afraid motorists will be saddled with a very expensive burden."

In addition to the Sunrise Corridor, the new report also looks at the alternatives for [improving I-205](#), building more lanes between I-5 and I-84. The three lawmakers are concerned about the suggestion that tolls should be charged on the current freeway and the new lanes. That project could cost hundred of millions of dollars.

The first phase of the [Sunrise Corridor](#) would be a six lane highway running five miles from the Highway 212/224 corridor to the Rock Creek Junction. The second phase would continue eight miles from the Junction to Highway 26 to accommodate the new growth in the Damascus area.

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