Many benefits and strategies can be used to address the potential impacts of implementing congestion pricing in the Portland metro area. Here are some example solutions:

**Strategies to benefit low income communities**

- **Toll discount or subsidy programs for low income drivers** to offer reduced tolls or credits for those that qualify.

- **Low or no toll for off-hours**

- **Alternative payment and toll transponder assistance programs** to accommodate cash-based or “unbanked” drivers by allowing them to create and maintain accounts at local retail locations where they can add funds to pay tolls.

- **Carpooling incentives** to allow vehicles with multiple occupants to use priced roads or lanes, and benefit from congestion pricing, without paying the toll.

- **Improved transit access** to extend the direct benefits of congestion pricing to those on transit through express service on transit vehicles that benefit from reduced traffic.

- **Enhanced transit service and improved multi-modal facilities** to improve transit service, vehicles and facilities that help people access transit – like park-and-rides and pedestrian and bicycle infrastructure along highly traveled regional routes.

- **Transit incentives** to help lower income populations that use transit along priced corridors and also drive a personal vehicle at times by providing toll credits for taking a trip on transit.

**Strategies for adjacent communities**

- **Traffic calming on impacted arterials** using different roadway design features to discourage travelers who divert from tolled roadways from using local streets in adjacent neighborhoods and improve safety for pedestrians and bicyclists in these areas.

- **Advanced traffic management** to improve traffic flow on local streets when drivers divert from tolled roads, often through optimized traffic signal timing.

- **Payments for reduced property value** because of decreased access or increased traffic volumes that impact residents or businesses.

- **Bans on heavy vehicles from neighborhood streets** to address concerns about increased truck traffic that has diverted from priced lanes or roadways.

**Other strategies**

- **Freight incentives** to reduce restrictions on trucks within the area or provide trucks with access to the priced facility.