

Equity and Mobility Advisory Committee Meeting 27 Public Comments

Below are the comments received via the Oregon Tolling email and the toll program web comment form directed to the EMAC. This summary includes all comments received between December 1, 2024 and January 29, 2024. A total of six comments are included in this packet.

Date received	12/1/2023
Source	Letter
From	Tom Holt on behalf of the Borland Neighborhood Association
Subject	EMAC Public Comment

To the Equity and Mobility Advisory Committee:

I am submitting these comments on behalf of the Borland Neighborhood Association, a group of property owners adjacent to I-205 and south of the Tualatin River near Stafford and Borland Roads. We have three major concerns regarding the I-205 project and possible tolling:

- I-205 expansion is a generational project, meaning that subsequent material changes are unlikely to occur for decades. That means ODOT should plan not just for how the I-205 corridor is today, but also for how it is likely to develop over the next 20-30 years. To our knowledge, ODOT's plans assume that no significant new development will take place in the Borland-Stafford area. Yet Borland-Stafford has been mapped as Urban Reserves for many years, and ODOT participated in past visioning plans for its high-density development, which is also called out in a Clackamas County-Metro IGA. Given the high need - short- and long-term - for housing, it is likely that when Borland-Stafford is brought inside the Metro Urban Growth Boundary high-density development will be required. It is the largest Tier 1 Urban Reserve area in the tri-county area. A cost-effective approach for the life of the I-205 project therefore should include related improvements to interchanges and approaches to accommodate future high-density development.
- In developing any tolling plan, ODOT must include mitigation measures for surrounding surface roads for overflow and diversion traffic. We are very concerned that ODOT thus far has not made adequate provision for this, which could result in both local governments and property owners unfairly being forced to bear the costs of infrastructure improvements that properly should be borne by the I-205 project.
- Any tolls imposed should be structured to minimize economic impacts on the community and should be solely dedicated to the capital and maintenance costs of I-205 expansion. Tolls should not be used as a general transportation funding source.

ODOT's plan as it now stands is inadequate and should not move forward. We would welcome the opportunity to collaborate with ODOT on a more robust plan that addresses the above concerns. Thank you for your consideration.

Memorandum

EMAC Public Comments / December 1, 2023 – January 29, 2024

Date received	12/4/2023
Source	Email
From	Dana Hindman
Subject	EMAC Public Comment

ODOT,

As a Clackamas County resident, I am deeply opposed to tolling on the highways that we already pay for. If implemented it will have a dramatic impact on citizens financially, hurting the lowest income residents the hardest. It will also create new hazards through residential neighborhoods creating congestion and safety issues with more cars pouring through once quiet neighborhoods, with people trying to avoid the tolling corridor. Another factor that needs to be considered are the businesses on either side of the tolling corridor could potentially see a drop in business revenue due to the cost of tolling, and people wanting to skip going to the restaurants etc. to avoid those areas. Essentially the bottom line is we already paid for 205, and it would put undue hardship on all Clackamas County residence bearing the brunt for the whole state. Tolling was only approved by an administrative committee, not a VOTE of the people. Oregon's administrative state cannot continue to usurp the vote of the people, ethically all new State taxes should be put to the people for a vote otherwise it is taxation without representation.

Clackamas County Residents overwhelmingly OPPOSE TOLLS!

Thank you,
Dana Hindman-Allen

Date received	12/10/2023
Source	Email
From	Richard Osterman
Subject	EMAC Public Comment

It seems to me that Oregon Dept. of Transportation is determined to have their way with tolling even though most people in that are in the tolling district are against the idea. Those that will not be affected are probably OK with the idea of tolling. Oregon has never been a tolling state and I don't think we should start now...it's a complicated process that has a lot of bugs in it, and it will be expensive to instigate it. Maybe we should have a vote on it with just the people in the Portland metropolitan area voting. See how they like it...I'm in that district and I hate it...It's a California thing and I don't think Oregon is anything like California. There are much better and cheaper ways to pay for whatever this is for. Such as a \$1 -\$2 dollar tax on charging an EV every time using public charging stations, but not at home. Raise the gas tax a little more. Tax people that use studded tires \$5 for each tire put on their car each winter. In fact, you could do all of those...license and registration fees are already high enough so don't raise them. That's all the ideas I have at this time. Please don't try to just bully this program into existence. That's what governments often do...and it's just not right and it leave a bad taste in your mouth for the state and how they do business. I've lived in this state for 81 years now and I don't want it ruined by California ideas...

Richard

Memorandum

EMAC Public Comments / December 1, 2023 – January 29, 2024

Date received	1/3/2024
Source	Email
From	Joseph Crunkilton
Subject	STRAC Public Comment

To whom it may concern,

I'm sending this email in complete frustration due to the lack of accountability by Oregon's government. Now you're considering adding tolls to roads in an attempt to improve urban mobility? What do you think tolling roads is going to do? You're asking citizens to pay for policies they don't want.

Citizens who are already being taxed at every turn, government with no accountability on their spending, where does it end? Citizens will simply avoid toll roads, causing congestion and frustrations on backroads. Urban mobility?

How about you take the money you spend millions on fighting homeless? We know that's going nowhere. How about the money you already tax on gas?

Here's a groundbreaking idea. Redirect money that's being wasted to fund your new project if there needs to be one. We know there's millions and millions being spent frivolously.

Thank you,
Joseph Crunkilton.

Date received	1/17/2024
Source	Email
From	Jim Santee
Subject	EMAC Public Comment

What is going to happen to those who very infrequently travel in the Portland area and get caught up in the tolling system? In other states I have been to in the past if one does not have an account previously setup a processing fee is added to the toll and mailed out the car owner. In some situations where the car owner has setup an account with the tolling agency a monthly fee is added as a maintenance fee on top of the tolling. I have not followed the tolling process very closely but I have not seen anything to give a hint on what the rural residents will encounter if they get caught up the tolling process. I only come to Portland very rarely mainly to get the heck out via PDX or visit a cemetery. A large amount of traffic flows through Portland with no intent of stopping. It looks like ODOT and the City of Portland is looking at milking the pass through for whatever can be gleaned from the pass through.

I am NOT opposed I just want clarity and thoughtfulness in the process. From my point of view tolling the exit ramps would "capture" the local impact traffic. I will be contact my legislative representatives shortly to make sure those of us who live in the rural areas are not penalized in the tolling process. I live about fifteen miles EAST of Astoria, near US30. I have lived and traveled in many communities though out the US and travel internationally on a regular basis. I am very familiar with traffic impact.

Memorandum

EMAC Public Comments / December 1, 2023 – January 29, 2024

Sincerely,
Jim Santee
[phone number redacted]
Rural Clatsop County

Date received	1/19/2024
Source	Email
From	Shane Wavra
Subject	EMAC Public Comment

Dear EMAC, RTAC and STRAC,

I am resending this previous email to all three of you.

I feel people should not have to pay tolls because road maintenance should already be covered in Oregon's State Budget. Our taxes are supposed to automatically go towards things that are necessary for maintaining our infrastructure, including roads, streets, bridges and sidewalks without any additional fees/charges, which includes tolls. Forcing people, especially drivers, to pay tolls makes the State of Oregon appear greedy. Furthermore, it shows that our state government is not being fiscally responsible with the money it already receives from the taxpayers, thus wasting taxpayer dollars. Please reconsider how the State of Oregon spends its money so that only things like tolls are not even considered in the future.

Thank you for your consideration!