

Equity and Mobility Advisory Committee (EMAC) Meeting 25 Public Comments

Date received	9/30/2023
Source	Project inbox
From	Carol Goodwin
Subject	Charbonneau community feedback

Dear Tolling Committee, Thank you for the opportunity to provide feedback. I surely hope that any feedback you receive makes a difference and is just not filed somewhere where it cannot inform decision making.

As a Charbonneau community resident (voting block of 3300 people), I am very concerned that our voices may not be heard over the push of greater interests within our state. Because of our community's geographical location (just under the Willamette bridge) we are essentially "landlocked" in terms of our ability to get services and food. We are primarily a retired population. Our best option for obtaining food and medical care is to use the bridge that crosses the Willamette to the first Wilsonville exit to get these services. There is no regular city bus from here either, not that that would suffice if you need more than a single bag of groceries.

Many of us travel to Wilsonville at least four times a week for medical and food needs. Most of us take the first exit to Wilsonville, which means you rarely ever merge onto I-5. We don't want to be penalized because of where we are located at the bridge.

As I see in your new plan options, it looks like Plan B-2 would allow Charbonneau residents to get to food and services without being tolled. If this understanding is correct, that would be most beneficial for us all.

Please confirm that my understanding is correct. Secondly, if this is truly an option, what needs to happen to make this option the one that moves forward?

I thank you in advance for your response.

Date received	10/04/2023
Source	Project inbox
From	Florence HB
Subject	EMAC Public Comment

I am opposed to all selected tolls on I-5 and I-205. Are the people making the decisions using these highways? How about democracy. Let's put this issue on the ballot to see what the majority of the people think of tolling, especially those living in Clackamas County!

If you have your heart set on tolls, the only fair ones would be at the Oregon/Washington border so that people who live in Washington can pay for Oregon highways.

Memorandum

EMAC Public Comment / January 31, 2022

Date received	11/2/2023
Source	Project inbox
From	Nellie Kesterson
Subject	EMAC Public Comment

I am not against a very progressive taxation to improve and maintain roads / public transportation. For me the method of taxation must factor impact on individual buying power over mere usage.

This proposed toll tax is so very regressive and punitive to workers lacking the flexibility to avoid commute that I do not support ODOT's plan. A person budgeting \$60,000.00 a YEAR pays the exact same toll tax to drive on tolled roads as, for example, Kaiser's CEO with \$1,500,000.00 a MONTH income or his subordinate executives making \$500,000.00 a MONTH.

That is wrong. ODOT management made no attempt at financial impact fairness.

For me to support a new tax that tax must impact the buying power of the rich as closely as possible to the buying power of the middle and working class.

ODOT must develop a fair tax plan that impacts the wealthy buying power as much as it does the working and middle class if ODOT needs more money to do its job. Let's maintain and improve our roads and public transportation in a fair and just manner.

ODOT could consider an additional yearly vehicle registration tax that starts with a minimal .01% taxing cars blue book valued for the first \$20,000.00 - \$30,000.00 bracket. Each additional \$10,000.00 blue book value for a car is taxed and additional 1% more on that value exceeding \$30,000.00 value continuing this process for all cars \$200,000.00 or more. Everyone gets a break on the first \$20,000.00 blue book value- even people owning the most expensive vehicles. At least this plan tries to consider the actual impact on buying power. Generally poorer people own less valuable vehicles. Middle class people own midrange vehicles and the very wealthy own very expensive vehicles.

ODOT could consider an extra income based tax starting with net incomes over \$30,000.00 using number of dependents and out of pocket medical expenses for deductions of gross only - nothing fancy. Every taxpayer rich, poor or middle pays no extra tax on the first \$30,000.00 yearly net. Every tax payer pays .01% on the net income between \$30,000.00- \$50,000.00. Every taxpayer pays .025% on the net income between \$50,000.00 - \$70,000.00. Every taxpayer pays .04% on any income \$70,000.00 - \$100,000.00. Then every taxpayer pays .8% on all net income between \$100,000.00 - \$150,000.00. Then every taxpayer pays 1.5% on all net income \$150,000.00-\$200,000.00. Then every taxpayer pays 3.5% on all net income between \$200,000.00 - \$250,000.00. And so forth increasing the % tax by 1.5% on net incomes in \$50,000.00 blocks to include incomes \$20,000,000.00 or more. The tax at least tries to impact buying power equably.

But taxing the extreme wealthy at the same tax rate as a working or middle class person is regressive and just plain wrong. That is what toll taxes do.

Plus my type of taxation negates our highways being "executive roads" and prevents high use of secondary roads by people avoiding tolls.

Thank you. Nelle Kesterson