

Equity and Mobility Advisory Committee Meeting 17 Public Comments

Date received	2/21/2022
Source	Project inbox
From	Christian Kruse
Subject	Committee Public Comment

The proposed I-205 toll road as well as the future I-5 toll puts an immense burden on Canby's lower income workers.

Canby's location on the southern end of Portland Metro means workers have few choices of employment within the city and have no choice but to commute via either I205 or I5. Many are working class people who work in trades, and therefore have no choice but to drive work vehicles to their jobsite. While many people within the Metro area may be able to telecommute, tradesmen have no such opportunity. Putting the burden of an additional tax on an already low income people is as morally wrong as it is inequitable. In fact, its a regressive tax on the working poor.

To have these tolls proposed at a time the state has surpluses is an added insult. Canby residents already pay gas taxes on their daily commute as well as Metro taxes while receiving no additional services. Gas taxes ARE user taxes. These tolls create a toll wall for Canby workers. Oregonians are not looking for additional taxes while the state already has a surplus. Find a new source of revenue that doesn't penalize the working poor.

Date received	2/22/2022
Source	Project inbox
From	Steve Morris
Subject	Oregon Toll Presentation question / Committee Public Comment

Since Senator Wyden said tolls are not fair - What is ODOT doing to ensure that tolls will not disproportionately impact the working poor? These are the people that have to drive for their service level jobs in pickups you see on the highway. They're already being forced to pay \$4/gal for gas and now you want to increase the price of going to work?

Date received	2/23/2022
Source	Project inbox
From	Mary Rigert
Subject	Committee Public Comment

No tolling of taxpayer highways in Oregon!!! The gas tax is plenty. Stop over subsidized efforts for bikes! A growing and prosperous economy needs transportation with energy and well maintains roads! A lifelong

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Oregonian farmer who built this state! It is amazing to me the arrogance of people who have never built anything tell me what to do!

Date received	2/28/2022
Source	Project inbox
From	Tony
Subject	Committee Public Comment

I have been following your idiotic tolling idea and it is just that idiotic. I saw a write up recently where polling has shown that tolling will reduce traffic....of course it will, people will bypass the tolls and clog up the surface streets. Any and ALL persons involved in this idiotic idea needs to be fired. It will serve NO GOOD for the freeway system other than force motorists to avoid the freeway altogether and increase the traffic on surface streets. The ONLY idea as far as tolling goes that makes any sense at all is to toll ONLY the lane you want to add so motorists will have a choice not be FORCED into paying an idiotic toll that quite honestly is robbing motorists of their hard earned money. If ODOT has a clue at all how to manage their damn budget they would have plenty of money to take care of the roads but they don't. TRASH THE TOLLING IDEA, IT IS TOTALLY UNFAIR ROBBERY OF MOTORISTS HARD EARNED MONEY. All the money spent "studying" this idea could have already been used to improve the freeways but typical ODOT wasting of money the "studies" continue.

Date received	2/28/202
Source	Project inbox
From	Michael Lightbourne
Subject	Committee Public Comment

Unfortunately, YouTube had the discussion turned off, so I could not ask questions. But it sounded to me like this is a done deal; that tolls are coming (first to I-205). The first question that I have is, how many of you live in the Oregon City, West Linn area? My guess is none. The second question I have is, how many of you have been elected by the voters? My guess is none again. And if I am correct in my assessment, not only are you making decisions for the southeast quadrant of Portland, but none of you will be affected by your decisions. Not to mention, that your decisions are being made without voters approving your decisions. I have written to the governor, many lawmakers, as well as our Congressional and Senate appointees (all elected by vote) to ask why adding tolls to roads in Portland is not being put on the ballot? Today's committee ceremony was sanctimonious. Although my first impression was that none of you are really informed, but yet are pushing ahead with tolls. None of you really have a handle on the impact for folks living in Oregon City (and surrounding communities) or West Linn (and surrounding communities). I am also disturbed that the proposed tolling funds would not be going strictly to improving I-205 (making the section between Oregon City and Stafford Road three lanes and widening the Abernethy Bridge), but would be going to other projects as well. Which means that down the line, tolling will be nothing more than an additional tax that can be used for whatever purpose Salem decides. Which me again makes wonder, why is tolling not on the ballot? My guess is because the voters would vote it down. What does that tell you??

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Date received	2/28/2022
Source	Project inbox
From	Lori Meuser
Subject	Committee Public Comment

Washington County funds their road system through the MSTIP (Major Streets Transportation Improvement Program, vehicle registration fees and county gas tax at the very least. Multnomah County and City of Portland have multiple funding sources for road improvements and maintenance. Clackamas County has fairly recently adopted a vehicle registration fee and those residents pay the least in the tricounty area for their road improvements. Clackamas County residents are concerned about tolling resulting in more use on local streets yet they pay the least to maintain them. The tolling project should consider that Clackamas County residents and the Board of Commissioners opposition to the tolling is appalling as they pay the least in road fees and maintenance costs. They have created their own road maintenance problems for decades by not paying their fair share to maintain their roads.

Date received	3/14/2022
Source	Project inbox
From	Nicole Blanchard
Subject	Equity

ODOT Equity Committee,

I've read my share of biased propoganda, but this takes the cake. You know what is still missing? How ODOT will address the lack of public transportation options for local residents and how it impacts lower income residents, no sunset clause for the tolling, no disclosed tolling rate (even though ODOT has that information to base their estimated revenue on), and no solution for traffic diversion.

In a recent mailing from ODOT, the Tolling Program Coordinator, Lucinda Broussard, is quoted as saying "Unique is doing something that's never been done before. We're talking about tolling all lanes on an interstate to manage congestion. Managing congestion by pricing for all lanes is unique, and even more unique because we're talking about doing it on over 50 miles. I believe we will be successful. I consider congestion pricing a way to give people back some time in their lives." Find the quote here: <https://www.oregon.gov/odot/tolling/Pages/Latest-News.aspx>

This quote can be found in a link from email ODOT sent out celebrating Equity and Women's History month. It touts how equitable this tolling will be....except it never once mentions how tolling is equitable. Per Ms. Broussard's quote, people might be "getting more time back in their life," but they will have to pay for it which is inherently inequitable to those who can least afford it and do not have other transportation options. The workers with the least flexibility in their work schedules and families picking up and dropping of from schools and daycare do not have the luxury of adhering to congestion pricing. If simply saving time was an equity solution, we'd all choose to travel when the freeways were less congested. Most importantly, Ms. Broussard and her tolling team simply parroting the word "equity" over and over doesn't make the tolling any more equitable. They clearly have zero concept how tolling ALL lanes of a freeway

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system is going to impact our communities. I am shocked that the leader of this program has so little understanding of this as ODOT continues to push forward despite objection on every front.

There's no justification for tolling all lanes in both directions. It's inequitable and it's guaranteed that I will do everything in my power to make sure this gets on the ballot this fall. I'm confident that this proposal will fail when it comes to a vote because ODOT cannot expect to succeed while ignoring the proverbial "elephant in the room."

Can I please get a copy or link to the results of the equity study? I'd like to better understand how this tolling project will be equitable for people with options, and if exceptions will be granted, how this program would be implemented and thresholds for getting exceptions.

I'd also like someone from ODOT to contact me regarding the traffic diversion for the I-205 proposal. Simply stating ODOT doesn't think it will be an issue is not an answer. I'm a licensed engineer specializing in transportation and would like a technical explanation of what's being studied and how diversion will be addressed.

Date received	4/25/2022
Source	Project inbox
From	Joe Jensen
Subject	Committee Public Comment

I am OPPOSED to tolling in every shape and form. 1) It hurts the working class by driving up the cost of getting to and from work. 2) It will not significantly reduce traffic congestion. Use Biden's infrastructure money to expand the freeways and or build another by-pass around the Portland metro area to accommodate the ever increasing amount of traffic traveling from points south to Seattle.

Date received	4/25/2022
Source	Project inbox
From	Lyle Wiese
Subject	Committee Public Comment

Call it a toll, a road use fee, a tax or whatever you would like. Simply put, it is just another expense coming out of the local residents pocket every time we want to cross the Willamette River and/or the Tualatin River with a goal to charge us for using all of I-5 and I-205 in the Portland metro area.

The residents of Clackamas County already pay an extra \$30 per year for road maintenance when renewing their license plates. I was charged the Clackamas County fee when I renewed the plate on my car hauler trailer which sits in the driveway most of the time. Why should we have to pay more in the form of tolls?

In addition to the County fee, there is the Oregon DEQ vehicle emissions test fee requirement when renewing vehicle licenses. This would be in addition to all the other taxes and fees we pay just to live in the area. There are numerous taxes and fees on our PGE bills, telephone/internet bills, water bills,



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heating bills, deposits on various bottles and cans, which are very difficult to get back in Oregon City due to the lack of parking at the bottle return center, in addition to property, fuel (both state and federal) and income taxes.

One of the expectations of the toll is for employers to vary the employee start times to reduce congestion. How many employers are willing or able to change shift start times? For those companies that ship their products out via trucks daily, there is no room for change; the trucks are only able to pick up products at certain times during the day.

Another expectation is more people will work from home. As the pandemic has taught us, not everyone can work from home.

I recently drove from the local area to Seattle and back. The State of Washington is making massive improvements to their freeway system. The traffic noticeably improved after I crossed the I-205 bridge into Washington. When returning, the traffic was smooth until I came to the Glenn Jackson bridge where the traffic stopped. It is being said improving the freeway system will only cause more congestion. I disagree; the drive to and from Seattle proves differently. In addition, there were no tolls on the drive.

Part of the toll project is adding a third lane from Stafford to Oregon City. There was a third lane added from I-5 to Stafford without tolling.

The State of Oregon has received billions of dollars from the Federal Government. Use this money for the I-205 / I-5 improvements and do not toll the local residents.