

# I-205 Toll Project

## Meeting Summary

<b>Subject</b>	Equity and Mobility Advisory Committee Meeting #20
<b>Date and Time</b>	December 7, 2022 / 3:00 p.m.
<b>Location</b>	Hybrid; recording available via <a href="#">YouTube livestream</a>

Attendees	Organization
Tangerine Behere	Ride Connection
Paul Burgess	Fourth Plain Forward
Jeff Christian	At-large member; Columbia Distribution
LaQuinta Daniels	Clark County Juvenile Court
Michael Espinoza	Portland Bureau of Transportation
Amanda Garcia-Snell	Washington County Community Engagement
John Gardner	TriMet
Fabian Hidalgo Guerrero	Oregon Food Bank
James Paulson	WorkSystems, Inc.
Eduardo Ramos	At-large member
Adam Torres	Clackamas County Public Health
Rachel Winslow	At-large member
Dr. Philip Wu	Oregon Environmental Council
Commissioner Sharon Smith	Oregon Transportation Commission Liaison

Not in attendance: Ismael Armenta, At-large member / Oregon Walks; Germaine Flentroy, Beyond Black / Play, Grow, Learn

## 1 Project Team

Name	Meeting Role	Name	Meeting Role
Jessica Stanton	Facilitator	Logan Cullums	Project team
Mandy Putney	Project team	Rochelle Brahalla	Project team
Garet Prior	Project team	MJ Jackson	Project team
Josh Channell	Project team	Jodi Mescher	Project team
Nick Fazio	Zoom host	Kirsten Beale	Project team

## 2 Welcome

Jessica Stanton, Facilitator, welcomed Equity and Mobility Advisory Committee (EMAC) members and led them through a centering exercise. Jessica then reviewed meeting logistics, proposed meeting outcomes, and the meeting agenda.

### 3 Where We Have Been

Garet Prior, Project Team, shared an overview of EMAC's history. He noted that this committee was established in the very early phases of the Oregon Toll Program, and he added that this is a unique process compared to other tolling programs around the nation. He then briefly introduced the trauma-informed perspective, which is a key pillar for EMAC.

Garet then shared an example of the I-205 performance measures. He presented the foundational statements supported by the EMAC, ODOT, and OTC with the goal of advancing equity by elevating people, climate and related investment goals. Garet then presented the specific policy direction recommended by EMAC, which was based on the foundational statements.

Next, Commissioner Smith reflected on her experience with EMAC as the OTC liaison. She noted the valuable experience of learning from EMAC members and sharing that with OTC. She noted that throughout this process, OTC has been fully committed and fully supportive of the committee's recommendations. She shared that there will be some new changes to OTC in January when a new commissioner will be appointed. She will be transitioning off the committee and a new commissioner will be appointed as the EMAC liaison. She added that she is fully committed to working with and supporting the work of EMAC.

***Discussion: What helped EMAC be successful these past 2 years? What were the challenges? What stands out to you about EMAC?***

- An EMAC member asked if ODOT has briefed the new members on the distinction between I-205, RMPP, and IBR.
  - Mandy responded that it is critical to understand these different projects. She is happy to be a contact for specific questions about these ODOT projects.
- An EMAC member noted that having support from a third party is critical for supporting this program. The process of coming to an agreement on the foundational statements was like coming to a consensus on values. From there, recommendations can point to one or more of those values. Understanding those values is critical, as it sets the stage for a common understanding.
- An EMAC member asked if anyone spent time ranking or prioritizing the foundational statements.
  - Jessica said that there was consensus that all seven statements are important and that this was intentional non-prioritization.
- An EMAC member noted that it's challenging when there are many other conversations happening in other venues around this topic, and there's not a lot of cross-communication. This can lead to a siloed effect.
  - Another EMAC member noted that it doesn't feel siloed to him, but it is very transparent that EMAC is informing this process and not directing it. They added that this has been a very well-staffed committee. They recommended that new EMAC members leverage staff support when needed.

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- An EMAC member said he appreciates the conversation around EMAC's challenges and the role of advising.
- An EMAC member said that the depth of the work so far is quite phenomenal. Stepping into this is daunting because there is so much work. It's really solid work and a strong foundation so far.
- An EMAC member noted that they always appreciate open discussion because there's so much information to process. One challenge for EMAC is the clarity on revenue generation. This has been discussed before, and the modeling work is still taking place, but it does lead to a gap in information because the scale of the revenue is unknown. What will be left for multimodal infrastructure and the other foundational goals?
- Gareth added that one of the great attributes of this committee is compromise - the ability to voice opinions and come together as a group to reach consensus. Gareth noted that he is continually impressed with the quality of character on this committee.
- An EMAC member said that there have been plenty of times when the project team has a goal in mind, and as a result of open conversations with EMAC, that goal isn't always reached, and the schedule needs to be modified. They appreciate the flexibility and resiliency of the project team to keep the ball rolling.

## 4 Where We Are Going

Jessica invited EMAC members to review the EMAC 2022 – 2025 Work Plan in the meeting packet. She highlighted the work plan objectives for toll projects, the low-income toll program, rulemaking, and accountability.

Gareth Prior presented the framework for broad public and stakeholder engagement. He highlighted the roles of RTAC and STRAC and noted that these committees advise ODOT rather than having a direct line to OTC like EMAC. Dr. Wu has been proposed for STRAC's EMAC representative, and James Paulson currently serves as the EMAC representative on RTAC.

Gareth then provided an update on the Low-Income Toll Program (LITP). EMAC will support ODOT in shaping, implementing, and creating accountability structures for the LITP.

Gareth then discussed the role of EMAC at the toll project level. EMAC will continue to inform development of tolling projects. An annual accountability workshop between ODOT and EMAC will be held to focus on turning EMAC's recommendations into a work plan.

Gareth presented a summary of EMAC recommendations for 2023.

- An EMAC member asked if EMAC's structure of subcommittees and work groups will be in place moving forward.
  - Jessica responded yes, and that schedule is included in the meeting packet. The full committee meetings will be held once a month and subcommittee meetings will be held during the months in between the meetings.

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- An EMAC member asked how it was determined that an annual accountability check-in with the decision-making body will be sufficient.
  - Mandy responded that this was a guess about what might be helpful, and it may not be enough. EMAC's work plan will need to be updated as the schedule shifts. If there's a desire to have those workshops more frequently, that is possible.
  - An EMAC member noted that moving forward, it will be important to have that face-to-face interaction. They appreciate that this was thought through to increase accountability and transparency.

**Discussion question: What are the opportunities and challenges with this work plan? What are EMAC's priorities for this plan?**

- An EMAC member noted that this is a very aggressive plan, and they don't want to get to a point where the committee is stamping things through to meet the timeline. Additional meetings may be necessary to arrive at a better outcome.
- An EMAC member said that they want to see a discussion around revenue investments and building accountability. EMAC's first foundational statement is related to having revenue for future investments. They hope that EMAC can have a continued discussion around that.
  - An EMAC member noted that the give and take between EMAC, RTAC and STRAC is important. They asked if the EMAC agenda is dependent on their agendas.
  - Jessica said that yes, the three committees have coordinated agendas.
  - An EMAC member added that the committees will have different priorities and there will be trade-offs.
  - An EMAC member noted that it's one thing to be a representative and another to be an adjudicator.
- An EMAC member said that the other committees have likely talked about investments in their work plans. They asked if EMAC has been included in that conversation around investments.
  - Mandy responded that the intent is for EMAC to be included in the conversation before decisions are made. One of the goals in the RTAC charter is to talk about revenue generation. One challenge is that the revenue projections are not yet ready.
- An EMAC member asked if it would make sense for RTAC and STRAC to have people sitting on this committee.
  - Mandy responded that James and Philip serve as those liaisons, but there is the potential for joint workshops or joint meetings in the future.
  - An EMAC member added that EMAC is more prominent because this committee has been established longer. EMAC has set the conversation on several topics.
  - Mandy said that this won't change and STRAC will have access to all of EMAC's work.
- An EMAC member asked if the work plan is delayed, does that trigger a delay for the other decision-making bodies. They also asked about the statutory backing for the other committees.

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- Mandy responded that for STRAC, the charter will be a framework of how they will operate, and it will not be constitutional or set in policy. There is concurrence and agreement from OTC on this.

## 5 Toll Project Status Update

Mandy Putney presented an update on the I-205 project status.

- An EMAC member asked if there will be an opportunity to influence mitigation solutions before they are finalized.
  - Mandy responded that there will be a comment period when the draft EA is published, and the public will have a chance to review and provide comment.
- An EMAC member asked who makes the mitigation decisions.
  - Mandy responded that the project team has been working with local partners to identify mitigation needs based on local traffic impacts. ODOT has had conversations with jurisdictional partners and FHWA has been a part of those conversations. Mitigation is based off of study findings and the solutions that ODOT recommends.
- An EMAC member said that they have heard a lot about diversion. When mitigation is proposed people could still say it's not enough. For example, a business owner could claim that they have lost revenue as a result of diversion on local roads.
  - Mandy responded that there will be a monitoring program once tolling is implemented. Further conversations will take place to determine the specifics of monitoring.
- An EMAC member clarified that FHWA will have the final approval of mitigation recommendations. At that point, they are commitments. Once mitigation solutions are approved by FHWA, the ability to be accountable to what happens at the local level will be limited.
  - Mandy noted that the monitoring process will benefit from EMAC input.
- An EMAC member said they are concerned that once those dollars are set, there won't be enough funding for monitoring. They asked if those funds could be used for additional mitigation.
  - Mandy responded that during NEPA, the focus is on the impacts and benefits rather than cost. The state will be responsible for funding both mitigation commitments and monitoring.
- An EMAC member said that they see the NEPA decision as the minimum requirement. There's nothing stopping ODOT from going beyond that.
  - Mandy noted that there has to be a clear nexus between an impact and the resulting mitigation solution. Mitigation has to tie directly to an impact. There will be costs associated with monitoring and that will be a toll program cost.
  - Garet added that OTC committed to the Urban Mobility Strategy. The biggest long-term impact lies with the policy-level decisions rather than NEPA.

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Next, Josh Channell provided a status update on RMPP. He shared that RMPP is currently in the NEPA scoping phase and a 50-day comment period is now open through January 6, 2023. Once complete, the results will be published in an Environmental Assessment (EA). Josh then reviewed the outreach done prior to and during this phase, and he shared how to comment during the scoping comment period. He proceeded to review next steps through implementation of RMPP tolling in late 2025.

- An EMAC member asked if notifications for scoping have gone to the regional counties.
  - Josh responded that a lot of this work goes through Metro and agencies in Southwest Washington. Two full engagement reports are available online, which summarize who has been engaged through outreach activities.
  - An EMAC member asked if these are the materials available online, as they have reviewed what is available and did not see these engagement reports.
    - Mandy responded that the summaries available online address work that's been done prior to NEPA scoping and there will be another report specifically for RMPP activities. Additionally, toolkits were provided to both partner agencies and CBOs about how to provide comments.

**Discussion question: What comments does EMAC have on the content of the Regional Mobility Pricing Project scope? What comments does EMAC have on the process of engaging the community?**

- Jessica noted that this conversation can be continued at the January meeting if necessary.
- An EMAC member noted that other communities have done tolling and gone through the NEPA process. Examples of how they moved through the process would be helpful.
- An EMAC member noted that they don't see any content about impacts to the workforce and specifically low-income workers.
- An EMAC member said that when looking at climate change and safety, understanding the vehicle miles traveled, including on local roads, is a core element to understanding the equity implications. Understanding if there are investments in transit is also important.
  - An EMAC member noted that reoccurring questions are important for tracking, so they would like to amplify that point and see it come up again in discussion.

The group agreed to spend more time on this topic at the January meeting.

## 6 Public Comment

Sarah Iannaronne noted that she is with the Street Trust and she is also an RTAC member. She noted her concerns with how the EMAC liaison's feedback has been taken at RTAC. She stressed that EMAC should continue to press hard to get that feedback discussed with OTC. Sarah also made a request for clarity around revenue spending and how this is discussed with OTC. She hopes to address various types of modal equity and to recognize the impacts on transit riders.

## 7 Low Income Toll Program Update

Garet Prior provided a brief update and shared that OTC adopted the LITP proposed by EMAC. The Joint Committee on Transportation will meet December 8<sup>th</sup> to review the LITP. The project team is developing a workplan to have the LITP running at the time that tolling begins.

## 8 Closing

Jessica closed the meeting by noting that in January, EMAC will hold a subcommittee meeting (remotely) and an EMAC meeting towards the end of the month. EMAC will continue review of the work plan and will address anything that was not discussed at this meeting. Hybrid meetings will continue to be held in 2023, with the in-person component continuing at EcoTrust.

## 9 Meeting Evaluation Results

### Equity and Mobility Advisory Committee Meeting #20 Evaluation

#1

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Thursday, December 08, 2022 12:11:04 PM  
**Last Modified:** Thursday, December 08, 2022 12:14:00 PM  
**Time Spent:** 00:02:56  
**IP Address:** [REDACTED]

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Q1

What topics or issues do we need to address or revisit in future meetings? Feel free to add anything that you believe was missed in this meeting.

safety plan and partners for the expected increase in neighborhood traffic caused by Toll avoiders

Q2

What aspects of today's meeting and/or the preparation for the meeting did you like or dislike?

I like the Hybrid aspect - its great, please think through a way to show online participants on screen and continue to provide it as an option its a great resource and it worked really well

Q3

Somewhat agree

The meeting met my expectations for equitable involvement and treatment of committee members, consistent with the guiding principles in the Committee Charter.

Q4

Somewhat agree,  
Comments (optional)::  
ran short on time

The presentation and speakers were engaging and encouraged dialog.

Q5

Strongly agree

I clearly understood the meeting objectives and knew what we were trying to accomplish.

Q6

Strongly agree

The communications and materials sent in advance of the meeting were relevant, advanced my learning, and contributed to my ability to meaningfully participate.



Equity and Mobility Advisory Committee Meeting #20 Evaluation

**Q7**

**Strongly agree**

I had the opportunity to speak, be heard, and contribute to decisions under consideration.

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**Q8**

Do you have any closing thoughts on the process for developing the recommendations?

Facilitation was great and so was staff support

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**Q9**

What were your pain points and triumphs?

it would be nice to get more feedback/participation from folks on the phone

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**Q10**

What would you say to incoming EMAC members?

welcome and get ready to work!

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Equity and Mobility Advisory Committee Meeting #20 Evaluation

#2

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Monday, December 12, 2022 12:43:33 PM  
**Last Modified:** Monday, December 12, 2022 12:50:55 PM  
**Time Spent:** 00:07:21  
**IP Address:** [REDACTED]

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Q1

What topics or issues do we need to address or revisit in future meetings? Feel free to add anything that you believe was missed in this meeting.

Given the iterative nature of the planning process, I recommend that we continue to come back to coordination and communication in how EMAC is positioned within and across the array of Toll Program Inputs. Assuring that whomever is representing and speaking for EMAC in both the RTAC and STRAC settings, I believe, is important.

Q2

What aspects of today's meeting and/or the preparation for the meeting did you like or dislike?

I liked the thoroughness of the discussion around the work plan, even though I think we could have dedicated more time to that still. It was overall an effective meeting; coming away from it I felt like I had an improved understanding of concrete steps our committee will be taking in the months ahead.

Q3

Somewhat agree

The meeting met my expectations for equitable involvement and treatment of committee members, consistent with the guiding principles in the Committee Charter.

Q4

Strongly agree

The presentation and speakers were engaging and encouraged dialog.

Q5

Somewhat agree

I clearly understood the meeting objectives and knew what we were trying to accomplish.

Equity and Mobility Advisory Committee Meeting #20 Evaluation

**Q6**

**Somewhat agree**

The communications and materials sent in advance of the meeting were relevant, advanced my learning, and contributed to my ability to meaningfully participate.

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**Q7**

**Strongly agree**

I had the opportunity to speak, be heard, and contribute to decisions under consideration.

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**Q8**

Do you have any closing thoughts on the process for developing the recommendations?

No closing thoughts at this time.

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**Q9**

What were your pain points and triumphs?

N/A.

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**Q10**

What would you say to incoming EMAC members?

N/A.

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Equity and Mobility Advisory Committee Meeting #20 Evaluation

#3

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Thursday, December 15, 2022 3:05:49 PM  
**Last Modified:** Thursday, December 15, 2022 3:11:21 PM  
**Time Spent:** 00:05:31  
**IP Address:** [REDACTED]

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**Q1**

What topics or issues do we need to address or revisit in future meetings? Feel free to add anything that you believe was missed in this meeting.

More topics on what the revenue will look like.

**Q2**

What aspects of today's meeting and/or the preparation for the meeting did you like or dislike?

Topics were relevant, committee members were engaged and demonstrated good dialogue.

**Q3**

**Strongly agree**

The meeting met my expectations for equitable involvement and treatment of committee members, consistent with the guiding principles in the Committee Charter.

**Q4**

**Strongly agree**

The presentation and speakers were engaging and encouraged dialog.

**Q5**

**Strongly agree**

I clearly understood the meeting objectives and knew what we were trying to accomplish.

**Q6**

**Strongly agree**

The communications and materials sent in advance of the meeting were relevant, advanced my learning, and contributed to my ability to meaningfully participate.

Equity and Mobility Advisory Committee Meeting #20 Evaluation

**Q7**

**Strongly agree**

I had the opportunity to speak, be heard, and contribute to decisions under consideration.

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**Q8**

Do you have any closing thoughts on the process for developing the recommendations?

N/A

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**Q9**

What were your pain points and triumphs?

Hesitation from representatives when pressed about revenue.

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**Q10**

What would you say to incoming EMAC members?

Very effective Advisory Committee

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Meeting Summary: Equity and Mobility Advisory Committee Meeting #20, December 7, 2022 / 3:00 p.m.

## 10 Meeting Chat Record

11:29:34 From Suzanne Donaldson To All Panelists:  
Thank you

## 11 Written Public Comment

<b>Date received</b>	7/19/2022
<b>Source</b>	Project inbox
<b>From</b>	Rachel Long
<b>Subject</b>	Committee Public Comment

I am writing to express my concerns about the tolling project underway in Oregon City. This is direct discrimination against Oregon City residents. We already pay an outrageous amount in taxes and now you want to make residents pay each way just to go to work each day. This project is a complete disaster of epic proportions! Not only will it make traffic congestion worse, it is stealing money from hurting families and residents of a small community. No one asked the residents of small communities that will be directly affected for our opinions. Almost no one knows about the project. It's like it's being done in secret, behind the backs of the residents. This is NOT okay! Such a huge damning affect this will have on already struggling families. Everyone knows the tolls should be between Oregon and Washington and California. The interstate travel is what makes our traffic the way it is. NOT OKAY to unjustly tax already overtaxed residents of a small Oregon community. You are discriminating against residents of a particular area and forcing us to pay more than other residents in other surrounding areas. How is this justified?! I am beyond dissatisfied with Oregon government.

<b>Date received</b>	8/22/2022
<b>Source</b>	Project inbox
<b>From</b>	Crista Toth
<b>Subject</b>	Committee Public Comment

Everyone I know strongly objects to the toll being built on the highways at present. Right now all people are struggling with the regular daily cost of living due to inflation. We see the amount of money being spent on building a device that will cost the individual. It is the regular people that will suffer for this. The people simply can not afford additional fees at this time. Take a look around and assess the situation rationally. People are suffering. Don't cause more harm at this time.

Stop the toll building now. When it was approved, the people had no idea how strapped that we would be at this time due to financial hardship imposed by Covid and out of control inflation.

Stop the building of this now! Or else we will all suffer the consequences. Our family for one will never drive on the toll road. We will cause traffic delays elsewhere a purpose in order to avoid paying more in government fees, and that is what should be expected here in Oregon.

Stop the madness.

*I-205 Toll Project*

Meeting Summary: , 8/22/2022

<b>Date received</b>	8/22/2022
<b>Source</b>	Project inbox
<b>From</b>	Travis Woodward
<b>Subject</b>	Committee Public Comment

Benjamin Franklin once said "Those who would give up essential Liberty, to purchase a little temporary Safety, deserve neither Liberty nor Safety."

Please don't punish those less fortunate than yourselves by charging them for traveling through your area. All people are created equal. That even includes those who are less fortunate financially. Please look into your hearts and feel their utter frustration. You will only regulate travel if you want to further dishearten people and further the social divide.

<b>Date received</b>	8/26/2022
<b>Source</b>	Project inbox
<b>From</b>	E Thor
<b>Subject</b>	Committee Public Comment

As a resident of Oregon who commutes daily through the pdx area I am opposed to any tolls. The use of tolls unfairly burdens the economically disadvantaged and ensure they are unable to travel freely. As an indigenous person enrolled with a federally recognized tribe in Oregon I find it offensive that the state wants to restrict my movement about my ancestral lands, and a toll is a restriction as you are taking my resources without my ability to refuse.

<b>Date received</b>	8/26/2022
<b>Source</b>	Project inbox
<b>From</b>	Francis Vandervelden
<b>Subject</b>	Chapter 3 57 page tolling document draft report.

EMAC I was reading the whole document and had a question or two that didn't go into further detail. Persons experiencing a disability:

Is there a consolidated list from all the review studies on the term Disabled is? There has to be a list on all the other regions, Cities on what constitutes them. Case in Point I am a disable veteran with a VA 55% disability. I hobble around and refuse for now to get a DVM Disabled permit. Will the tolling like the OREGO I have been with for a couple years have the disability tag forwarded to the tolling company for the discount? Will this also show for temp Disability people that have them for a set period? If I show I have a disability and don't show the tag (many take it off the mirror) when they drive, still have the disability?

Black, indigenous, and people of color (BIPOC)



I-205 Toll Project

Meeting Summary: Committee Public Comment, 8/28/2022

My Father in Law is Native American, (he hates the word indigenous) I drive him to all of his appointments at KP, will the tolling separate out when I drive him around verses just the family or himself, John is Blackfoot and 75+ years old.

Outcome Equity:

Travel costs. Change in travel costs for historically excluded and underserved communities:

So we coworkers all live in Independence and Monmouth. Black, White,

Asian and Hispanic. We are underserved as a rural community. Driving to and from Portland we are already driving 57.5 miles each way to work. Why should we have to pay the toll when we already share a car pool? Will car/van pooling discounted since are doing are part to save fuel, reduce emissions and snooze all the way to work?

Just a few things in my head, thank you for your time. BTW OREGO is AWESOME!

<b>Date received</b>	8/28/2022
<b>Source</b>	Project inbox
<b>From</b>	Mary Rigert
<b>Subject</b>	Committee Public Comment

NO TOLLS!

I do not know how or when this “committee” has been formed and come to the conclusion that Oregon citizens want “tolls” on our roads.

WE DO NOT WANT TOLLS ON OREGON ROADS.

We expect gas taxes and money from other Oregon taxes to with upkeep and new roads strengthen our road system. Commerce needs to be encouraged, NOT discouraged.

Several family/friend members have left Oregon. I want to stay and keep it filled with prosperity which includes a thriving transportation system for vehicles.

You say:

“They help solicit feedback and participation from youth, older adults, Black, Indigenous, people of color, and multi-racial people, people who may speak a language other than English, and people living with a disability.”

Each of us is a WHOLE person who pays taxes or just want the state to take care of the roads so that we will transport ourselves, no matter age, color, sex or other language! Grow up, please. We are each adults to prosper and take care of our environment very well, thank you.

Note: This comment was sent verbatim on 6/20/2022 and appears in the Meeting 19 Public Comments.

*I-205 Toll Project*

Meeting Summary: ATTN: Equity and Mobility Advisory Committee // RE: Tolling I-5 and I-205,  
11/22/2022

<b>Date received</b>	11/22/2022
<b>Source</b>	Project inbox
<b>From</b>	Benjamin Van Winkle
<b>Subject</b>	ATTN: Equity and Mobility Advisory Committee // RE: Tolling I-5 and I-205

I wanted to provide feedback on the proposed tolling I-5 and I-205. I have read the provided materials on the ODOT website, and I have watched the “How will tolling work on I-5 and I-205” video. After careful consideration, I remain strongly AGAINST tolling of I-5 or I-205. Please do not do this!

I am a Lyft driver. I make my very meager living on the road. I strongly suspect that adding tolls will add to my personal operating costs in a such a way as to make my work financially unfeasible. While I know that in areas with tolls Lyft typically adds the costs of those tolls to the rider’s fare, what many people do not realize about rideshare, is that all of the costs involved of GETTING to the passenger to pick them up are placed on the driver. This means that if the proposed tolls go through then I, as a driver, would have to pay just to get to my passenger’s pickup location. One or two tolls a day would not be that big of a deal, but multiple tolls would add up very quickly.

That’s my personal concern, about how the proposed tolls would affect me personally, but I am also dubious about the stated goal of reducing congestion. As I understand the premise, by inflicting a higher toll on drivers during busy times this will encourage drivers to plan their trips during non-peak hours, thus reducing congestion. But how will the proposed toll be any more of a disincentive than having to sit in traffic? What I mean is that the traffic jams during peak hours already provide a substantial disincentive to not drive during those times. The people who CAN plan their trips for different times are doing that already. I strongly suspect that the congestion on Portland area freeways has more to do with pure population growth, and less to do with people being careless about timing their trips. I don’t see adding a toll being an effective way to reduce congestion.

The long and the short of it is that this Portland area resident and voter is strongly AGAINST any tolling measures. Don’t do it!

<b>Date received</b>	11/22/2022
<b>Source</b>	Project inbox
<b>From</b>	Debbie Guzie
<b>Subject</b>	EMAC public comment

NO TOLLING please?

Please consider the risks and liabilities tolling will create.

Drivers hoping to avoid tolling will look to travel on surface streets and will negatively affect neighborhoods. The list of problems that this creates in just the Old Willamette neighborhood in West Linn include:

*I-205 Toll Project*

Meeting Summary: EMAC Public Comment, 11/22/2022

1. Miles of back up on Borland Road when I-205 is slow. This already occurs and will get much worse.
2. Additional traffic comes with more danger to pedestrians. This area has significant pedestrian traffic resulting from restaurants, food carts, bars, hair salons, summer markets, and more.
3. Risk of more fender benders. The on-street parking on Willamette Falls Drive, creates bad blind spots for those that are backing up into traffic.
4. More confused drivers with risk of additional accidents. There are weird set-back stop signs on the side streets that meet up with Willamette Falls Drive. These create a problem when you stop at the stop sign but then have to slowly roll forward so the oncoming traffic can see you.
5. Endangering school children and pets. The commuters that are in a hurry, already get off of Willamette Falls Drive and race through side streets that have no sidewalks. They expect 4 way stops that do NOT exist. They endanger the children at Willamette Primary School, pedestrians and pets.
6. More accidents. Many of the side streets do not have street lights. It is very dark! This becomes a much bigger issue when daylight hours are shorter and commuters are driving in the dark.
7. Hitting wildlife. We have plenty of wildlife since we are close to The Tualatin and Willamette rivers. Squirrels, Coyotes, Deer, Skunks, Possums, and feral cats live here alongside us and our pets. No one wants to run into an animal.

Freeway commuters that are unfamiliar with the area and it's nuances, will and already do cause additional risks for themselves, other drivers, pedestrians and animals. I've seen and experienced all of this first hand.

Please recognize that tolling I-205 comes with serious side effects. The traffic will not go away, it will be pushed into our neighborhoods and side streets. I have to question if ODOT has really considered ALL of the risks and liabilities.

Thank you,  
Debbie Guzie

<b>Date received</b>	11/22/2022
<b>Source</b>	Project inbox
<b>From</b>	NA NA
<b>Subject</b>	EMAC Public Comment

I am a home owner in North Portland and I am violently opposed to ODOT's plan to congestion toll Portland.

I will loudly oppose this regressive tax that will negatively impact poorer Portlandians the most. I will make sure to vote for Metro candidates who oppose this outrageous tax on the poor.

Greedy ODOT is picking a fight that they will lose.

Meeting Summary: Scoping Comments-Equity and Mobility Advisory Committee, 11/22/2022

There's no way you can claim a regressive tax like congestions tolling won't severely impact the economically challenged and Portlandians of color the most. This tax will expose ODOT's claims of "equity" as a lie.

Date received	11/22/2022
Source	Project inbox
From	Virginia Rose
Subject	Scoping Comments-Equity and Mobility Advisory Committee

Dear Equity and Mobility Advisory Committee:

Do Not Toll 205 or I-5. I completely disagree with any toll of any kind on Freeways 205 and I-5.

- I think it's completely unfair for the government to toll at specific times and have us pay a toll when we just happen to have to commute to work at that time and don't have to pay if we work at an off time. For instance, I'm a School Counselor and would always have to commute/work between 6 to 5, which would always be tolled. I can't change when I work and commute at a different time so I wouldn't have to pay the toll-I can't make that choice.
- I know you said you are going to put in some kind of low-income payment system for those with less money, but are you also going to do that for senior citizens who need it, teens and college students who can't afford the tolls, and those with disabilities?
- Having an all-electric system also smacks a little of Big Brother, keeping track of when we travel and where. Who is going to have access to this information? It seems like whenever there is this type of information gathered, either the government or the police get a hold of it, usually under the guise of looking for information for crimes committed. Not that I want toll booths either. Neither choice is viable.
- How are you going to get toll payments from visitors passing through or company trucks, etc. passing through if everything is electronic? Would they have their own toll booth? Will you toll Washingtonians coming out of Washington who commute to Oregon for work or shopping?
- To avoid a toll, people are bound to try to bypass them and go on side streets. This will cause a lot of problems in neighborhoods near the toll entrances and exits-heavy traffic, more accidents, more pollution near homes.

It seems like a fairer type of system would be taxes on gas, which would at least get those people who live in Oregon and travel here; although I admit it might not get all visitors and people coming over from Vancouver especially-they may not stop for gas.

I hope you actually listen to the people, who I know will not want tolls on 205 and I-5 and not just ram this through like most of these types of proposals are. Thank you for your consideration.

Sincerely,  
Virginia Rose

*I-205 Toll Project*

Meeting Summary: EMAC, 11/22/2022

<b>Date received</b>	11/22/2022
<b>Source</b>	Project inbox
<b>From</b>	Kerry Garrow
<b>Subject</b>	EMAC

Hello, from one of thousands of fixed income residents of Charbonneau. We are all concerned about the heavy financial burden that the tolls will place on our lives. Most everyone that lives here does their shopping, banking and medical care in Wilsonville. This community is not part of the problem on the freeways. I would like to see our public servants take care of the aging population by exempting us from the tolls or adjusting their locations so that we can go safely and affordably about our business. We all wait to go out after rush hour in the morning and endeavor to get home again before the craziness begins again around 2:30 pm.

Our 95 yo mother lives in SpringRidge in Charbonneau and she depends on us to transport her for shopping, banking and medical appointments. This financial burden would just be too much for us.

Thank you for your consideration and service,  
K L Garrow

<b>Date received</b>	11/22/2022
<b>Source</b>	Project inbox
<b>From</b>	Dr. Kendall Horn
<b>Subject</b>	Interstate tolling

To the Committee,

I would like this entered into written testimony on tolling on I5 and I 205 and any other current proposed tolling of existing roads. I am not opposed to tolling new lanes particularly bypass and high speed or HOV lanes. I regularly use toll lanes while transiting other states however in all cases in other state existing interstate and state highways are not tolled and are no cost alternatives to toll roads. I am unalterably opposed to placing tolls on existing roads and "congestion pricing". Both of these proposals reward individuals that work at home or have flex schedules that allow avoidance of toll roads and congestion pricing and penalize individuals that are employed in shift work, trades, and delivery and home services. These groups tend to be lower income than those individuals working remotely and working flex schedules and is inherently unfair and discriminatory. It is also both inflationary as costs of tolls inflicted on delivery of goods and services will be passed along and tolls will negatively impact workers income that have no choice but to pay tolls to maintain employment with no guarantee that their employers will be inclined or able to compensate them for the increased cost of commuting. Thank you for entering this into testimony on tolling

Sincerely  
Kendall F Horn DMD

*I-205 Toll Project*

Meeting Summary: EMAC Public Comment, 11/30/2022

<b>Date received</b>	11/30/2022
<b>Source</b>	Project inbox
<b>From</b>	Brian Hall
<b>Subject</b>	EMAC Public Comment

Hi,

Could you provide specific details on the below points, as I've yet to see any.

1. How will odot, or other involved agencies, avoid and/or prevent traffic diversion into West Linn, Lake Oswego and other surrounding communities to avoid tolling?
2. How will odot, or other involved agencies, prevent unfair and excess tolling on communities that are adjacent to the tolled areas (like west Linn, Lake Oswego and Oregon City residents), which have no other options but to use I-205 to access any other areas?
3. How will odot, or other involved agencies, prevent unfair and excess tolling on community residents (like west Linn, Lake Oswego and Oregon City residents) that cannot modify their established driving patterns, due to employment, health care, child care/school, etc.?
4. I would like to hear from someone in this process who has performed an itemized accounting of all funding sources odot, and other involved agencies, to determine they are being effectively allocated and consumed. That there is no waste occurring.
5. A detailed explanation for why tolling is the only option to provide any necessary gap funding that will unfairly burden selective communities and why these specific entry/exit points for the tolling were selected?

<b>Date received</b>	12/1/2022
<b>Source</b>	Project inbox
<b>From</b>	Alice Fessler
<b>Subject</b>	EMAC Public Comment

Well as I stated above, no tolling please!

I have yet to work with an employee who allows me too much flexibility in my start and stop time. So why is their rush hour....could it be because most businesses still have the basic 8-5, 9-6 schedule for employees?

Maybe it's because every school I know (and I have worked in education for 25 years) follows a 7:30 early start to around 4:15 ending?

So unless banks, medical offices, and certainly ALL government businesses including schools are going to allow flexibility in their schedules, we don't have a choice as to when we drive on the roads. I would love to NOT be in rush hour traffic on I-205 or stuck in any traffic but I don't have that choice.

So to make my commute even worse, hey, how about charging me to drive in this rush hour traffic??

I am already paying gas taxes, (gladly), registration fees (gladly), car insurance (gladly) and a car payment (only a few more left!!!) and maintenance needed to keep my car running (new tires last month, new brakes this past summer) and I accept that this is the price I pay to own a vehicle and be able to drive. And I believe that is good enough! I cannot scrape together any more money to pay for a toll (remember, I work in the education field).

I've lived in Oregon my entire life and I am well equipped to find my way through neighborhoods whenever possible but I cannot cross the Willamette River via a neighborhood. Canby Ferry....maybe!

So I will be one of those commuters who won't even need GPS to find my way to work via small back roads that wind through local neighborhoods. And trust me, you do not want commuters doing that. It will only end up with more car vs pedestrian accidents because that's where the people are....walking nearby neighborhood streets. I have yet to see too many people strolling along I-205.

In conclusion, if you believe this will be such a positive thing for all commuters, than by all means let the commuters of the greater Portland metropolitan area vote on this issue. Why wouldn't you???

Sincerely,  
Alice Beseau