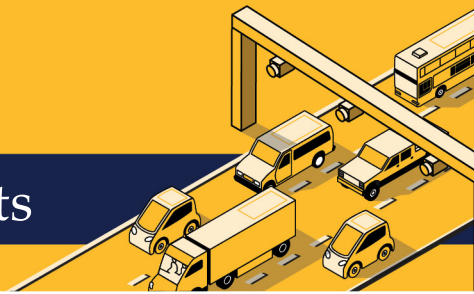


Oregon Toll Program

Committee Meeting #8 – Public Comments



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Date received 3/29/2021
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Source Project inbox
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From Tyler Stone
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Subject: Committee Public Comment

Hello Transportation Committee -

Please find a public comment attached to be shared with all your members at the next committee meeting.

Thank you,

Tyler

Email attachment included below

Dear Toll Equity and Mobility Advisory Committee –

I am writing to you today to voice my local opinion against tolling I-205 in Oregon. As a resident of Clackamas county, I thoroughly read the public opinions, comments, and survey results from the largescale tolling survey conducted at the end of last year. The voice of the people was clear – they are very much against tolls on these important roadways.

It is very discouraging to read the continued work on tolling when the local voice was so strongly against tolls in this region. Based on the feedback, it seems clear to me and my peers that the public is not in favor of continued work on toll plans. And if the public voice is so strongly against tolls, then why are still investing taxpayer resources to plan for something our communities do not want? This seems very wasteful in my mind – if the public does not want a major change in their community, then our leaders and representatives have a duty to respond to that voice and stop looking at making the change. **They should be representing these opinions and individual voices – tolls are not welcome here in Oregon.**

I also find it very ironic that these transportation committees claim that more people moving to and living in this region is causing a funding shortage for improving our roadways. If more people are moving here, living here, and working here, then given

our high state income tax rates and the new and higher DMV county registrations fees, where is this money going? More people = more tax dollars, more fees, more gas taxes, etc. So, with all this extra money, why do we still need even more to fix our roads? My guess is that our transportation committees and leaders are not investing our tax and fee dollars wisely – for if they were, the increase in revenues could be invested in our roads without needing to implement costly toll infrastructure that will require large initial outlays, study costs, implementation costs, environmental fees, maintenance costs, and enforcement costs. At the end of the day, the evidence suggests that years of fiscal mismanagement is the real problem here – and NOT a lack of funding. And now we, the public, are being hurt by leaders who cannot balance budgets and invest dollars in the infrastructure programs that are needed.

I find it laughable that not a single presentation I've seen by any of these committees contains a breakdown of transportation investments and funding in this region. All of the goals are focused on the best way to toll, what the toll price should be, who should be exempted, etc. as if our leaders are simply dodging the question. Where is the transparency in these studies? You say there is a problem and you don't have enough money to fix it – where is the evidence? Show us, the individual voices you claim to listen to (although given the survey results, doesn't appear to be case...) that even with the increased tax revenue and fees you still cannot fix our roads and need tax payers to once again fork over more even more money to be used in an inefficient manner.

In closing, I encourage your committee and its members to heed the voices of the transportation survey. Tolls are unpopular and not wanted by local Oregonians. Further work on tolls is unnecessary and a waste of resources. The people have spoken – and now it's time to listen.

Tyler

Equity and Mobility Advisory Committee Meeting #8 – Public Comments
April 28, 2021

Date received 3/31/2021

Source Project inbox

From Mary Rigert

Subject: Committee Public Comment

As a lifelong Oregonian, we have paid plenty of gas taxes to take care of highways for cars.

I expect that money to be used for highways for cars.

And as farmers, we pay plenty of truck fees to be on the highways.

Enough with the new taxes!

Soon, we will have to sell the farm and move to Texas where 4 other family/friends have moved the past year.

Stop the tolls.

Mary Rigert

7972 SW Red Sunset Lane

Beaverton Oregon 97007

Date received	4/2/2021
Source	Project inbox
From	Danny Schreiber

Subject: Committee Public Comment

The claim that "tolls can manage congestion and generate revenue for better travel," as stated in the March newsletter from your committee is false, misleading and subjective. Stop lying to the public.

1) With an average of 20-thousand new residents in the Portland metro area every year since the 1990s, Portland road congestion will continue until the growth in population stops. That is a fact. No toll tax can "manage" the added thousands of vehicles on the road each year. There is NO way to transport 20-thousand new residents without added roads and lanes. The toll tax will not bring

2) Until businesses change their hours of operation, drivers have no choice about when and where they travel. As housing prices continue to increase within the Portland city limits, workers are being forced to live farther outside of town and are being forced to drive at the times of their work. Tolls will not make business change, it will just burden workers with loss of income to pay for the luxury of working to make a living. The wealthier residents can afford to live in the expensive city, and will continue to push the middle to lower income hourly wage workers into the outskirts and these workers will be saddling the added expense of the tolls.

3) By creating a toll, drivers will simply choose an alternative route, if they cannot afford or do not want to pay the toll tax. Moving vehicles off of I-205 is not "managing congestion", instead it is simply moving the traffic to another area. This will burden residents by increasing local travel time, reducing home value, increased traffic accidents risking life and property damage, and exposing local homes to increased pollution by moving traffic closer to residential areas.

4) Tolls do not help generate revenue as well as other sources. Direct vehicle taxes and vehicle fuel taxes give 100% of revenue to the creation of public transit options, additional lanes, and new bridges. Some states have lost up to 40% of toll revenue in the collection of the tolls.

5) There is no guarantee that the funds collected by any toll tax from I-205 will go to the creation of added lanes or any road improvements on I-205, so therefore tolls will not lead to "better travel."

In addition, other claims within this newsletter are false. You claim that "3 in 4 trips are made locally" within the area of the proposed tolling, when in fact your own study shows that only 30% of travel originates in West Linn, Oregon City or Gladstone combined. Therefore, 70% of trips originate outside the area. That is another lie.

In other parts of the newsletter, you attempt to make comparisons between San Diego area tolls that funded new construction which is NOT what this will do as well as bridge and tunnel tolls in San Francisco and Seattle which offer no alternative diversion sideroads in order to avoid tolls. These are not equal comparisons.

In conclusion, there is no way that a toll tax on I-205 can be equitable. It will benefit the rich by allowing them to pay a fee to access their own private road (I-205) constructed by taxpayers dollars years ago. It will hurt middle and lower income people who will pay more of their limited resources for transportation, services, and goods.

This committee should immediately report back that they see no way to accomplish the goal of equity and mobility if a toll is imposed on I-205.

Thanks,

Danny

Danny Schreiber

1870 6th Ave

West Linn, OR 97068

503-723-5494

Equity and Mobility Advisory Committee Meeting #8 – Public Comments
April 28, 2021

Date received	4/18/2021
Source	Project inbox
From	Kathleen Reilly

Subject: Committee Public Comment: 205 toll would be devastating for Seniors

As a senior living on a very small fixed income, even a small toll would greatly limit my ability to go to doctor appointments, get groceries and do other necessary life tasks.

Please don't isolate me with tolls.

Kathleen Reilly
3295 Summerlinn Dr
West Linn, OR 97068

Date received	4/22/2021
Source	Project inbox
From	Anthony Warren

Subject: Committee Public Comment

Please do not enact tolls on I-205. The people have already overwhelmingly made their voices heard in opposition to this. Please respect the voters/citizens who have already made this clear. Continuing to push this forward is exactly the kind of disconnected bureaucracy people dislike.

Equity and Mobility Advisory Committee Meeting #8 – Public Comments
April 28, 2021

Date received 4/22/2021
Source Project inbox
From Mary Rigert

Subject: Committee Public Comment

Dear Oregon Bureaucracy,

Do NOT put tolls on our roads. As a lifelong Oregonian paying PLENTY of income, property, GAS taxes, there should be plenty of money to use the money appropriately to build and maintain roads for cars!

Stop the taxes!

Mary Rigert
7972 SW Red Sunset Lane
Beaverton, Oregon 97007

Sent from Frontier Yahoo Mail for iPad

Date received 4/24/2021
Source Project inbox
From Mary Jane Mathews

Subject: Committee Public Comment

To whom it may concern:

I do not support Toll Roads in Oregon as a way to get money. We have a way to do it with registration fees we're it would be Fair to all. Please stop. Thank you for listening to me. Mary Jane Mathews Dallas, Oregon

Sent from my Verizon, Samsung Galaxy smartphone
Get Outlook for Android