

I-5 and I-205 Toll Projects

Equity and Mobility Advisory Committee Meeting #3 Summary



Subject	Equity and Mobility Advisory Committee Meeting #3
Date and Time	August 26, 2020 3:30-6 p.m.
Location	Online via Zoom
Recording	https://youtu.be/BDqgrWrFf98

EQUITY AND MOBILITY ADVISORY COMMITTEE MEMBERS

Attendees	Organization
Abe Moland	Clackamas County Health and Transportation
Amanda Garcia-Snell	Washington County Community Engagement
Bill Baumann	Human Services Council
Diana Avalos Leos	League of United Latin American Citizens; Latino Youth Conference
Dr. Philip Wu	Oregon Environmental Council
Dwight Brashear	SMART
Eduardo Ramos	At-large member; City of Tigard
Germaine Flentroy	Beyond Black/Play, Grow, Lean
Ismael Armenta	At-large member; Oregon Walks
Fabian Hidalgo Guerrero	Causa
John Gardner	TriMet
James Paulson	WorkSystems Inc Board
Kari Schlosshauer	At-large member; Safe Routes Partnership
Michael Espinoza	Portland Bureau of Transportation
Park Woodworth	Ride Connection
Phil Ditzler (ex-officio member)	Federal Highway Administration
Sharon Smith (Oregon transportation Commission Liaison)	Oregon Transportation Commission

PROJECT TEAM

Name	Title or Meeting Role	Name	Title or Meeting Role
Hannah Williams	Oregon Toll Program Community Engagement	Dora Wu	Transportation Modeler
Lucinda Broussard	Oregon Toll Program Director	Carina Garcia	Meeting notetaker
Travis Brouwer	ODOT Assistant Director	Penny Mabie	Co-Facilitator
Anne Pressentin	Project Communications	Brett Watson	Meeting Host
Emily Benoit	Transportation Planner	Christine Moses	Facilitator
Josh Channell	Transportation Planner	Francisco Ibarra	Committee Intern

WELCOME

Meeting facilitator Christine Moses welcomed the group. Christine explained that the purpose of today's meeting would focus on applying step 1 of the draft I-205 and I-5 Toll Projects' Equity Framework. Christine provided an overview of Zoom controls. She then reminded all committee members and attendees that the Oregon Department of Transportation (ODOT) will record the meeting. ODOT will post the recording on the committee webpage.

Christine reviewed the agenda and acknowledged the land to center and honor Native American tribes. She also guided the group through a centering exercise.

Christine asked the committee members to reflect on the last committee meeting and write about two new perspectives they gained in that meeting.

PUBLIC COMMENT

Verbal public comment

Christine and Penny Mabie, co-facilitator, invited observers to provide public comment at the meeting. A summary of the verbal comments is below. Written community member comments submitted prior to the meeting are included at the end of the document.

Public comment #1 – Charles Ramsey

Charles Ramsey of Lake Oswego expressed concern about outreach to neighborhoods along Highway 43 and access and mobility for people using wheelchairs. Charles suggested that the committee utilize Google Plus Codes to simulate various travel planes to better understand the issue of regional mobility for people experiencing disability. See Equity and Mobility Advisory Committee Meeting #3 [[video](#)]; 15:51:00

COMMITTEE UPDATE

Lucinda Broussard, ODOT Toll Program Director, introduced the new Oregon Transportation Commission Liaison, Sharon Smith. Commissioner Smith is replacing Vice-Chair Alando Simpson. Lucinda noted that Commissioner Simpson is over-committed with commission responsibilities, so the commission asked Commissioner Smith to take on the liaison role.

Commissioner Smith introduced herself to the group. She shared her hope to be a contributing member and her intent to listen, as she gets up to speed with the work of the committee.

Review of Committee Questions and Public Comments

Christine asked the committee members if there are outstanding questions for discussion from the last meeting. Christine also asked whether there are any requests from the public comments raised since the last meeting.

- One committee member asked how ODOT is recording public comments and if ODOT is categorizing the comments so they can later be searched.
 - Penny explained that ODOT is capturing public comments as they come in and will make them available to the public.

- Christine added that the committee members will need to decide when and how they want to address comments directed to them.
- A committee member mentioned that a common question of community members is whether this project is still important due to the changing use of the highway during the pandemic. The committee member expressed concerns about the validity of the modeling that has been done given how traffic patterns have changed.
 - Christine explained that ODOT has been conducting modeling for about a year and half though many changes have occurred since then. Christine noted that the information the group is reviewing today is high level. She suggested that the committee listen to modeling trends and then discuss next steps. The comment will be addressed during the modeling discussion.

COMMITTEE REPORT OUTS

Christine asked committee members to share feedback from their constituencies.

- One committee member shared that there is not much enthusiasm for this project in the community.
- Another committee member reported concerns about diversion impacts and people avoiding tolls.
- A committee member reported that while a community leader of the Rosewood Neighborhood shared concerns about tolls, overall, they are generally supportive of the project.
- A committee shared insights from work being done at their agency where they often hear that safety, racial equity and climate are all major concerns. The committee member shared that the project has the potential to address these challenges and concerns.
- A committee member mentioned that there is heavy opposition amongst residents of Southwest Washington. There are concerns about how to make tolls equitable and the distribution of benefits or revenue to communities who are paying the tolls. The committee member also mentioned concerns about a lack of transit alternatives for people experiencing disabilities.
- Another committee member reported difficulty in soliciting feedback due to competing messages from other projects, such as the replacement of the trunnion on the I-5 bridge.

COMMITTEE PROCESSES

Committee charter

Christine and other committee members discussed and made changes to the charter to include language about trauma-informed engagement and COVID-19. Christine invited committee member Diana Avalos Leos, with the League of United Latin American Citizens and Latino Youth Conference, to provide information on trauma-informed engagement.

Diana provided background information on her work conducting trauma-informed engagement with communities of color around COVID-19 in partnership with the League of United Latin American Citizens, Latino Community Resource Group and the National

Association for the Advancement of Colored People (NAACP) of Vancouver. Diana also offered the following points as insight into this practice:

- Trust and follow people with lived experience in the community and speak the language of the community.
- Identify community stakeholders and through those leaders, identify the needs, values and priorities of the community.
- Offer transparency.
- Trust the information from community stakeholders, align the messaging with the stated needs of each specific community and check the messaging with the community stakeholders to look for biases.
- The most important overarching part of the process is to honor and respect the perspectives of communities because they are experts in how their communities engage and share information.

Christine asked committee members if they are ready to adopt the charter.

- A committee member expressed a concern about the phrase “may address past harm” in the charter. The committee member asked that the committee incorporate stronger language based on previous committee discussions and feedback from the community.
- A committee member asked to change language in the vision and mission to read “Portland metro region” instead of “Portland”.
- Another committee member requested to add the word “community” to “facilitate benefits” to specify where benefits will be distributed.

Christine thanked the committee for their revisions and noted that the consultant team will update the language in the charter for adoption at the September meeting.

2020 committee work plan

Christine reviewed the work plan and explained that at today’s meeting the committee will use step 1 of the draft toll projects’ equity framework to identify who/what/where could be impacted by the I-205 Toll Project.

- A committee member asked if they would be reaching any decision points today as it relates to the I-205 Toll Project.
 - Christine clarified that the purpose of today’s meeting is about providing information to committee members about identifying the populations that could be affected.
- Another committee member asked how the draft toll projects’ equity framework aligns with the National Environmental Policy Act process.
 - Christine explained that it is on the agenda for the project team to cover at the next meeting.

HOW DID WE GET HERE?

Keep Oregon Moving (HB 2017)

Christine introduced Travis Brouwer, Assistant Director of Revenue Finance and Compliance at ODOT, to provide information on the legislation behind the Toll Projects.

Travis explained that in 2017, the Oregon legislature received feedback on the impacts created by congestion on the state's economy. The Oregon legislature was tasked with addressing the congestion issue in the Portland metro region. As a result, the Oregon legislature passed House Bill 2017, which provided investments into highway projects and public transit. The legislature directed the Oregon Transportation Commission to explore tolls on I-5 and I-205 to manage demand on the transportation system and as a way to raise revenue for investments in transportation. HB 2017 also directed the Commission to create a congestion relief fund. Toll revenue would go in the fund for investment in projects and programs that would help relieve congestion. The legislature granted the Commission broad authority to determine the general toll approach and how to spend the revenue within the confines of the state law and Oregon constitution.

Request from the Oregon Transportation Commission

At the August 13 Oregon Transportation Commission meeting, the ODOT Toll Program requested that the Oregon Transportation Commission specify that toll revenues collected on a tolled corridor be used within that corridor area. The Commission asked that the Equity and Mobility Advisory Committee weigh in on this matter.

Travis provided additional information on the constitutional restriction of toll revenue in the state of Oregon. One of the components on the use of toll revenue comes from the Oregon constitution. Article IX, section 3a. which states: "any tax or excise levied on the ownership, operation or use of motor vehicles...be used exclusively for the construction, reconstruction, improvement, repair, maintenance, operation and use of public highways, roads, streets and roadside rest areas in this state."

After conversations with the Oregon Department of Justice, ODOT has determined that a toll does qualify as tax on the ownership, operation or use of motor vehicles and could be subject to this clause. The toll revenue does have to be applied to highway purposes. Travis added that as ODOT seeks to mitigate and addresses injustices, there are other sources of funding within ODOT's budget that could be used to address those issues.

- Christine asked what the right of way is.
 - Travis clarified that the right of way is the publicly owned strip of land within which the road operates. On the northern part of the I-205 corridor, ODOT has built a multiuse path on the highway right of way. ODOT has the ability to use federal highway funds, not state highway funds, on bicycle and pedestrian facilities outside of the right of way.
- A committee member asked for additional clarification about what "operation of public highways" means in terms of revenue. The committee member also noted that funds have been used to mitigate impacts of highway projects, such as sound walls.
 - Travis explained that there is not much clarity on "operation." It has not been tested in case law, though the Supreme Court has made a narrow interpretation of the use of highway funds. Travis confirmed that ODOT is able to use funds to mitigate environmental and community impacts within certain parameters.

- One committee member asked if there is ability to expand the definition of “the corridor” given that the impacts may go far beyond the corridor with diversion.
 - Travis explained that the definition of a corridor was left undefined though that may be one of the issues that ODOT would like to explore more. Travis also added that the constitutional restriction would not preclude use of toll revenue on local roads.
- Another committee member asked how this may impact C-Tran which operates in Washington but offers service in Oregon.
 - Travis responded that there may be some ability to use the state highway fund for transit-associated improvements on I-205 or other roadways in Oregon that benefit C-Tran.

FRAMEWORK STEP 1: IDENTIFYING COMMUNITIES THAT COULD BE DISPROPORTIONATELY AFFECTED BY THE I-205 TOLL PROJECT

History of planning and implementation of I-205

Christine introduced Emily Benoit, Transportation Planner with the project team, to provide a brief history of the planning and implementation of I-205 as it relates to equity.

Emily provided a brief regional context of demographics in the area:

- The area where I-205 was originally proposed was part of Multnomah (and Clackamas) Counties; the City of Portland didn't extend as far east as it does today.
- This part of the region was more rural than it is today.
- The area was predominantly white before I-205 was built. Many native people and people of color were excluded from these lands through laws and treaties.

Emily then provided a brief historical timeline of the planning of I-205:

- ODOT proposed a north-south highway on the east side of Portland in the *1955 Freeway and Expressway System Report*.
- In 1961, ODOT selected the outer east alignment. All original southern alignments went through Lake Oswego.
- Residents in neighborhoods such as Lake Oswego and Maywood Park began to organize in opposition and influenced the alignment of the highway.
- The first section of the highway opened in 1970. Public opposition played a big role in the location of the final alignment and it was an early example of public engagement in highway planning and environmental activism.
- Construction finished in 1982.

Commissioner Smith asked which populations were most impacted by the alignment of I-205.

- Emily explained that based on research found about this period, there was not a clear answer this question.

Transportation index

Christine introduced committee member Abe Moland, Clackamas County Health and Transportation Impact Program Planner, and asked him to provide information about the Transportation Equity Index.

Abe explained the index is a place- and population-based mapping approach based on data from the U.S. Census Bureau that evaluates where underrepresented groups live. Abe explained the scoring system for the index in order to understand what populations need to be considered in projects.

Abe presented mapped data from the Transportation Equity Index. The maps show areas of Gladstone and Johnson City as areas that present some of the highest Transportation Equity Index scores, particularly due to a high percentage of seniors, low-income communities and people with one or more disabilities. The Canby area has also presented high index scores from variables such as a high percentage of Latinx communities, people with low income and limited English language proficiency. There is also a senior living facility in this area that the committee should be aware of as they begin to discuss the impacts of diversion in the region.

Abe reviewed some health outcomes that the county is continuing to evaluate in relationship to transportation corridors:

- Lung health
- Cardiovascular health
- Mental health
- Physical health
- Travel safety
- Cancer

A committee member asked if houseless populations are being categorized along with all the other groups included. The member also asked if access to services or social cohesion are part of the health outcomes analyzed.

- Abe clarified that while the index does not map those factors, they are important points to consider in this work.

Corridor usage

Josh Channell, Transportation Planner and I-5 Corridor Leader with the project team, introduced himself to the committee and provided information on who uses the Abernethy Bridge.

Josh referenced a map on slide 42 that displays daily users of the Abernethy Bridge. The numbers are based on origin-destination data that comes from the Metro Regional Travel Demand Model. The highest number of trips is for vehicles who start their trip near the bridge. Josh referenced a map on slide 43 and noted that this map shows there is a small number of

trips coming from Southwest Washington. More than 40% of all trips start near the bridge and, therefore, this is a locally used corridor.

Josh reviewed the demographics of bridge users by analyzing statistics from Streetlight. Streetlight gathers their information from cellphone data and algorithms. Josh noted that the source does control and adjust for people who don't have access to smart phones. According to the data, people driving on this bridge are more likely to be white and wealthy. In the area surrounding the I-205 corridor, about 12% of the population experience a disability.

Josh emphasized that information about persons experiencing disabilities is important, especially when discussing other mobility options. Josh referenced a map on slide 51 to display sidewalk gaps in the region. While downtown Oregon City and Gladstone have more complete networks for sidewalks, the map showed that in areas of West Linn there is less access to sidewalks. Similarly, for I-205 area transit, there are more options for transit in Oregon City and Gladstone and fewer options in West Linn. For transit frequency, only bus line 33 into downtown offers higher capacity. Some bus lines have up to an hour in wait time between transit vehicles. This presents a challenge when considering the convenience of alternatives to driving an automobile. Josh referenced a transit access map on slide 55, which displayed gaps in access to transit in the I-205 area.

Committee members discussed, summarized by the following key points:

- A committee member expressed concern about adequate representation of people with lived experience of a disability on the committee. A suggestion was made to add a seat; a further suggestion was made to recruit two new members, one from the Portland Metro area and one from Southwest Washington, in order to get perspectives from people with experience living with disabilities.
- One committee member asked why a 1.5-mile radius was used in the analysis for people with a disability when the rest of the analysis looks further out into the region. The committee member also asked how Streetlight adjusts their data for people who do not have a smart phone and if they only track people in cars only or anyone with a smart phone.
 - Josh clarified that the 1.5-mile corridor is based on a screening level for initial information. The project team is working with ODOT and the Federal Highway Administration to get a better idea of the full geographic extent for future study. Josh added that he does not have all the information about the Streetlight data though he will get back to the member to answer their question.
- One committee member asked for clarification about the origin-destination districts and how those boundaries are determined.
 - Josh and Dora Wu, Transportation Engineer and Modeler with the project team, explained that the Metro model has 2,100 Transportation Analysis Zones. The team collaborated with the Regional Modeling Team to look at traffic patterns to figure out how to group some zones together into districts.

Results of initial modeling and analysis

Josh introduced Dora Wu, Transportation Engineer and Modeler with the project team. Josh mentioned that the modeling is preliminary and is based on a 2027 model year. Later in the process, the team will look at a 2040 or 2045 model year.

Josh noted that traffic patterns did change due to COVID-19 and traffic volumes are down. Traffic volumes have been ramping up again and it is expected that with population growth, traffic volumes will continue to grow in the 2027 and 2040/2045 timeframes.

Dora explained that there are currently five draft alternatives for the toll project but that she would present a compiled picture of general trends of the effects of tolling the I-205 corridor. Based on preliminary results, the models show a decrease by 15% to 35% in traffic volumes on I-205 with the implementation of tolls. The models also show greater diversion in off-peak hours compared to peak hours.

Dora reviewed the types of diversion, such as rerouting of vehicles to other routes or other forms of diversion such as use of transit or changing travel times. The modeling results show relatively low rerouting to other interstates, such as I-5 (0% to 5%). Meanwhile there is a decrease in trips on I-5 south of the I-5/I-205 split (-2% to -5%). Results also show minor shifts onto other highways (-5% to +2%) such as I-84, OR-217 and US 26. All alternatives show minor rerouting affects from the Abernethy Bridge to other bridges across the Willamette, though the greatest diversion effects are during off-peak hours and on the Sellwood Bridge.

Dora referred to a map on slide 62 to show the greatest changes in traffic patterns around the I-205 corridor:

- Traffic increase in Canby with traffic shifting off I-205 onto OR-99E.
- Traffic increase in Gladstone on multiple routes and OR-99E.
- Traffic increase in Oregon City with people bypassing the toll to go through Oregon City.
- Traffic increase in West Linn with people diverting onto Willamette Falls Dr to bypass I-205.

Josh explained that there are factors missing in the analysis, some of which will be addressed in more detailed future traffic modeling work and some that the project team needs the committees help with, such as the effects to businesses, access to health-promoting facilities, and the economic burden on people experiencing low income. In upcoming meetings, the project team needs help from this committee to develop performance measures that will address issues around equity.

Discussion Question:

What information do we need to provide the committee in order to keep moving towards the draft toll projects' equity framework step 2: Define equity outcomes and performance measures?

What format is most useful for you in receiving this type of information?

The committee discussed, summarized by the following points:

- One committee member described a tool they used in previous work for the Healthy Living Collaborative of Southwest Washington Policy Committee. The committee used a decision criteria tool made up of a series of questions that were addressed at every decision-making point to ensure inclusivity.
 - Christine proposed that the committee member present on this at the next meeting. The committee member agreed.
- Another committee member expressed concern about access to employment in the data. People with low income who are traveling through this corridor for work will be impacted significantly.
- One committee member mentioned the use of Health Impact Assessments which takes a broader view of health impacts and includes things like access to employment and access to education. The committee member mentioned an example of a Health Impact Assessment for San Francisco's Road Pricing Project.
 - Christine asked the committee member to send the document to the project team so that Christine could share it with the committee.

NEXT STEPS

Christine revisited the 2020 workplan and identified the next steps for future meetings:

- Follow up on step 1 (additional information requested).
- Move into step 2 (performance measures).
- National Environmental Policy Act orientation.
- Role of performance measures.
- Identify National Environmental Policy Act decision and input points.
- Receive an overview of equity and mobility strategies from other toll programs.
- Stakeholder and public engagement update.
- Meeting #4 is September 29, 3:30 p.m. – 6 p.m.

Penny addressed audience members to let them know that the comment period occurred earlier in the meeting. She asked that they submit any additional public comments in writing or at the next meeting.

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August 26, 2020

Note: This document is only a summary of issues and actions from this meeting. It is not intended to be a transcript of the meeting, but rather an overview of points raised and responses from the Project Team. We have posted a full recording of the meeting on the [committee webpage](#).

The information in this document, and the public and agency input received, may be adopted or incorporated by reference into a future environmental review process to meet the requirements of the National Environmental Policy Act.

Please note that committee member and public comments during meetings are part of the public record and open to public records requests through the Oregon Public Records and Meetings Law.

Si desea obtener información sobre este proyecto traducida al español, sírvase llamar al 503-731- 4128.

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WRITTEN PUBLIC COMMENT

Community members submitted the following public comments to the committee via email prior to Equity and Mobility Advisory Committee Meeting #3.

Date received 7/28/2020

Source Project inbox

From MF Roberts

Subject: Committee Public Comment

Committee Public Comment

Stop the madness. No tolling, Period. This scheme is simply a money pit for Tri-Met and the MAX boondoggle!

Respectfully,

MF Roberts

Sent from my iPhone

Date received 7/28/2020

Source Project inbox

From Sorin Garber

Subject: Committee Public Comment - Question for Committee

I understand that one of the goals of congestion pricing is to discourage driving - particularly during peak periods - through the additional costs posed by the tolls.

- Can you distinguish the effect of pricing versus other cost events - including the added cost of driving in congestion conditions as well as parking fees, increased registration fees, gas taxes, etc.? Do drivers somehow react differently to pricing than they do other means of increasing costs of driving?

Thank you.

Date received 8/3/2020

Source Project inbox

From John Pfeifer

Subject: Committee Public meeting Transit

No body wants tolls. I cant find one person that wants them. Why are tolls being forced upon us ? Who is behind this nonsense ? We are taxed enough. We already have a transit tax forced upon us. My salary raise usually is about \$30 a month per year. Every time I get a raise I get a tax that more than takes it away. Now a toll ! I wont be able to afford to drive to work. We have no choice but to go across a bridge. I hope our next Governor gets the hint we dont want tolls. Just like the ramp meters. How worthless are they ? They meter the same wether it is a covid out break and no one is on the roads or if its Friday rush hour. All the meters do is make it so most cars cant get up to speed and they slow down traffic. Now you want to really stop traffic flow by putting in tolls ? Thats ridiculous ! Thats going the wrong way with the answer. I think the person that heads the highway department is incompetent. This person does not have a clue whats going on out there. Probably never gets on the freeway. The new speed signs over I-205 are really stupid. The one in the south bound lane by 213 is right after a bridge. You cant see it until its to late. Thats going to make people slow down to read it. The other speed sign in the north bound I-205 is right up at the view point. It blocks a great a view and its ugly ! It looks dates back to the 1800s. Just goes to show the stupidity of the leadership the transportation department is Oregon is under. And now they want tolls ? Good luck getting people to pay. I will not. God forbid they slow down traffic. There are enough pissed off people out there now as it is. Road rage is not good. Tolls will make it worse. Perhaps build a couple more bridges and toll them. One through Lake Oswego and another by the Canby ferry. Make them big.

Date received 8/11/2020

Source Project inbox

From Robinson Foster

Subject: Committee Public Comment

PS: Correcting the subject line

Subject: Contrarian View

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To Whom It May Concern:

The Oregon Transportation Commission is taking us in the wrong direction. Please read why, plus what different strategies need to be pursued in the following two short documents:

The Steel Interstate Coalition strategy to reduce Portland, Oregon metro highway congestion

<https://steelinterstate.org/projects/oregon>

+

Higher Performance Rail Service for the Oregon State Rail Plan

<https://steelinterstate.org/sites/default/files/SIC%20OR%20SRP%20Revision%20200614.pdf>

Would a representative of this project please contact me ASAP to discuss how the above may best be vetted for communication to the public?

Best Regards,

Robinson Foster, Western Affairs

Steel Interstate Coalition

XX

Date received 8/19/2020

Source Project inbox

From Bruce Bennett

Subject: Committee Public Comment

Dear oregontolling@odot.state.or.us

I believe it is extremely obvious and clear that I205 (especially between the OR City bridge and Stafford) and I5 at the South Wilsonville exchange are dysfunctional due to traffic back-ups every weekday at both morning and afternoon "rush hours" and every Sunday afternoon. My strong opinion is that the only way to alleviate this is by adding lanes. Trying to raise money by encumbering traffic with tolls would be very counter-productive and would lead to more of the already bad case of vehicles trying to get around the traffic-jams by cutting through residential and commercial areas.

If a new additional toll-lane was added and if the only way to do that was with a toll, then I would gladly pay a toll to reduce the gridlock.

These major traffic delays are not just costing tens of thousands of citizens their valuable time but are compromising safety and are increasing pollution.

Thank you

Bruce Bennett

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Sent from Mail for Windows 10

Date received 8/20/2020

Source Project inbox

From Tyler Stone

Subject: Committee Public Comment

I-205 Toll Project

How do we get this idea scrapped????

It is utterly ridiculous to put a toll on a freeway that is already funded by the Highway Trust Fund. The only thing adding tolls to I-205 will do is screw over every single commuter that travels on it.

Taxes in Oregon are already outrageous. Whoever came up with the idea of the tolls and all persons involved with its approval need to be fired. Then you can use the money saved on their salaries to pay for upkeep instead of an insane and utterly ridiculous toll.

Signed,

A pissed off taxpayer and Oregon resident

Date received 8/20/2020

Source Project inbox

From MF Roberts

Subject: Committee Public Comment - No tolls!

Simple, no tolls. You can call the committee the Equity and Mobility Advisory Committee

But it is neither, it's simply still more taxation on a system already paid for with little value added to we tax payers. NO TOLLS!

MF Roberts

Citizen

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Date received 8/20/2020

Source Project inbox

From Joey Jensen

Subject: Committee public comment

I am against ALL TOLLING!! Use gas tax money to build roads. Make road building and expansion number one on the priority list.