

Oregon Toll Program

Equity and Mobility Advisory Committee Meeting #7 Summary



Subject	Equity and Mobility Advisory Committee Meeting #7
Date and Time	March 31, 2021 3:30-5:15 p.m.
Location	Online via Zoom
Recording	https://www.youtube.com/watch?v=2ELiq0v1HOs

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
Dwight Brashear	SMART
Eduardo Ramos	At-large member
Fabian Hidalgo Guerrero	Causa
Ismael Armenta	At-large member; Oregon Walks
James Paulson	WorkSystems Inc Board
John Gardner	TriMet
Kari Schlosshauer	At-large member; Safe Routes Partnership
Michael Espinoza	Portland Bureau of Transportation
Park Woodworth	Ride Connection
Sharon Smith (Oregon Transportation Commission Liaison)	Oregon Transportation Commission

Absent: Philip Wu – Oregon Environmental Council; Germaine Flentroy – Beyond Black/Play, Grow, Learn

PROJECT TEAM

Name	Meeting Role	Name	Meeting Role
Jessica Stanton	Facilitator	Emily Wolff	Meeting notes
Anne Presentin	Project team	Lucinda Broussard	Project team
Hannah Williams	Project team	Maria Isabel Ellis	Project team
Garet Prior	Project team	Mike Mason	Project team
Heather Wills	Project team	Emily Benoit	Project team
Francisco Ibarra	Committee intern	Nicole McDermott	Project team
Nick Fazio	Zoom host	Brendan Finn	Project team

WELCOME

Meeting facilitator, Jessica Stanton, welcomed the committee members, introduced herself, and opened the meeting with a centering exercise. Jessica reiterated the importance of the EMAC's work, reviewed the Working Together Agreements, and provided an overview of the meeting purpose - to transition from process to outcome equity.

EMAC REPORT BACK

Jessica provided a brief overview of the individual conversations she and Gareth Prior, project team, had with EMAC members in preparation for the meeting. Jessica then invited Gareth to discuss how the team is integrating member feedback. The feedback was organized into the following topic areas:

- General support for the EMAC game plan
- Using the EMAC network
- Developing relationships and understanding
- Applying the equity framework
- Understanding coordination
- EMAC facilitation feedback

Detailed feedback is provided in the [Equity and Mobility Advisory Committee Meeting #7 presentation](#) (slides 11-16)

EMAC GAME PLAN OVERVIEW 2021-2022

Gareth walked everyone through the game plan overview graphic that outlines how equity will play a crucial role in everything from policies to project implementation. Jessica asked members to indicate their support and willingness to move forward with the game plan. Members signaled agreement with a thumbs up.

EMAC GAME PLAN WORKSHOP

Jessica introduced and oriented members to the [game plan workshop handout](#). Jessica indicated four topic areas would be discussed (transit and multimodal, neighborhood health and safety impacts, affordability, and environmental justice (transportation needs)). For each topic area, members were asked to consider the following questions:

- 1 What are the equitable outcomes and opportunities for each topic area?
- 2 What information or support do you need from the Project Team to achieve success?

Members and staff exited the Zoom webinar and joined breakout rooms through a separate Zoom meeting link for a 30-minute workshop. Comments were recorded on a jamboard (a digital whiteboard). Following the workshop, members and staff rejoined the main webinar and a brief report out of the workshop was provided. See [Equity and Mobility Advisory Committee](#)

[Meeting #7 \[video\]](#); 1:01:30. Jamboard notes are included at the end of this summary. Jessica asked committee members if they had anything to add to the report out. Two committee members provided comments, noted below.

Committee Comment

- A committee member raised a concern about who would be operating the tolls. The member indicated if it is contracted to a private company, it may not be in the best interest of the public. While if it is operated publicly, the money should go back into the community. The member noted this is something to consider going forward.
- A committee member noted there needs to be transparency in how funds are collected and used.

I-205 AND I-5/I-205 TOLL PROJECTS UPDATE

Garet provided an update on the toll projects. He began with an overview of how the equity framework is being applied to different elements of the Toll Program (policy and engagement, I-205 Toll Project, and I-5/I-205 Toll Project). He emphasized that the equity framework is applied differently to policy and engagement than it is to the toll projects. He noted the policy and engagement work is an iterative process that informs the Public Involvement Plan and the Equitable Toll Report. The toll project decisions build on each other and inform the specific projects (i.e. the I-205 Toll Project and the I-5/I-205 Toll Project). See the [Equity Framework in Action](#).

Garet also provided additional information to address prior committee questions related to “day one investments”. Garet noted that ODOT’s commitments will be seen in policies and mitigation. Garet further explained the relationship between the National Environmental Policy Act (NEPA) purpose and need, goals, objectives, and performance measures.

Garet provided an update on the I-205 Toll Project. He noted that over the next year, the project team will be analyzing two alternatives and a no-build alternative. Garet then provided an update on the regional tolling project. The project includes the area on I-5 from North Going Street to the Boone Bridge and on I-205, the segments not included in the I-205 Toll Project. The schedule for the I-5/I-205 Toll Program is about a year behind the I-205 Toll Project.

Garet noted that going forward the ideas and information discussed in the workshop will be incorporated into the EMAC schedule and will help inform input into the toll projects. Jessica thanked Garet for the project updates and asked the committee if they had any questions or comments.

Committee Questions

Committee members asked clarifying questions and the project team provided responses.

- A committee member acknowledged the comments made about transparency on funds collected. Will there be space to talk more about this? How will money be directed to

freeway projects, equity investments, transit/multimodal? To achieve a lot of our equity outcomes, this is a critical conversation.

- Garet said that there will definitely be space made to talk about these policies and the project team will provide the committee with research from around the country.

PROCESS EQUITY PERFORMANCE MEASURES

Jessica introduced Hannah Williams, project team, to discuss the process equity performance measures and introduce the EMAC subgroup that worked on the measures. Hannah explained that the process equity performance measures are at the center of all the process equity and engagement activities. She emphasized that this process is constantly evolving to ensure the toll program exceeds the needs of the community. James Paulson, a subgroup member, specified that these documents are shaped around and for the EMAC. Hannah detailed the key ideas that the subgroup wanted to communicate, including trust, intent, aspiration and transparency. Ping Khaw, community engagement liaison, highlighted that COVID-19 has put massive restrictions on how the team reaches the public. She hopes that we will be able to conduct in-person engagement going forward so we can reach groups that were missed. Eduardo Ramos, subgroup member, emphasized the importance of keeping trust as an aspirational goal in the performance measures document. He noted that he hopes that this effort will help make people more trusting and willing to work with their governments.

Jessica thanked the EMAC subgroup for all their work and asked the committee if they agreed to move forward with the Process Equity Performance Measures. Members indicated their agreement with a thumbs up.

PUBLIC COMMENT AND COMMITTEE REPORT OUT

Verbal public comment

Jessica invited observers to provide live public comment.

- Doug Allen spoke about House Bill 3055, sections 52-80. He expressed concerns with the bill's potential impact on the laws that govern tolling, the cost of future tolls, and how the revenue would be used for projects beyond highway improvements. See [Equity and Mobility Advisory Committee Meeting #7 \[video\]; 01:31:29](#).
- Laura Grayerbeal thanked the EMAC for their emphasis on equity within transportation. She lives near Oregon City and West Linn and is in favor of a bicycle and pedestrian bridge option, but not at the loss of the Arch Bridge to vehicles. She indicated the Arch Bridge is a critical connection to Oregon City and if anything changes to I-205, that bridge is the only crossing. See [Equity and Mobility Advisory Committee Meeting #7 \[video\]; 01:34:02](#).

What committee members heard from their communities

Michael Espinoza and Kari Schlosshauer, committee members, reported out to the committee what they have been hearing from their communities.

- Michael shared excerpts from a letter written by the Pricing Options for Equitable Mobility (POEM) Task Force, an advisory committee to the City of Portland. Michael read portions of the letter, including specific recommendations pertaining to tolling. See [Equity and Mobility Advisory Committee Meeting #7 \[video\]](#); 01:36:24. The full letter is available at: <https://www.portland.gov/sites/default/files/2021/poem-tolling-letter.pdf>.
- Kari reported on legislation currently under consideration, a proposed amendment to House Bill 3065, which would impact the toll program. She expressed concerns over the timelines, tolling implementation versus toll projects, and whether there would be enough money to fund non-highway improvements. Kari read a letter to the committee that she wrote to the Oregon Legislature. See [Equity and Mobility Advisory Committee Meeting #7 \[video\]](#); 01:41:17. The full letter is available at: <https://olis.oregonlegislature.gov/liz/2021R1/Downloads/PublicTestimonyDocument/16392>

Committee Questions

- A committee member requested updates on both bills being considered by the Legislature because of the impact they could have on the work of the committee.
 - Brendan Finn, Director of ODOT's Urban Mobility Office, noted that ODOT's current reading of the bills is that they will not impact the work of the Oregon Toll Program and how the program moves forward with congestion pricing. He added that the plan is for a system-wide approach that will raise revenue for projects and will manage demand. Brendan added that ODOT is still committed to this work and can provide more clarity as the bills progress.

NEXT STEPS

Jessica reviewed next steps for the committee:

- At the next EMAC workshop on April 28, 2021, the committee will focus on social resource mapping and transit and multimodal equity performance measures and policies.
- The committee was invited to complete a meeting evaluation survey. A link was sent to committee members during the meeting. Results from the evaluation are included at the end of this summary.

Jessica asked members to reflect on their goals and hold the project team accountable for fulfilling those goals. She thanked the committee members for their time and input and adjourned the meeting.

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.

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MEETING EVALUATION RESULTS

Ten committee members completed the meeting evaluation. Results are outlined below.

Question	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree	Skipped
1. The meeting met my expectations for equitable involvement and treatment of committee members, consistent with the guiding principles in the Committee Charter.	7	3	0	0	0
2. The presentation and speakers were engaging and encouraged dialog.	8	2	0	0	0
3. I clearly understood the meeting objectives and knew what we were trying to accomplish.	7	3	0	0	0
4. The communications and materials sent in advance of the meeting were relevant, advanced my learning, and contributed to my ability to meaningfully participate.	6	4	0	0	1
5. I had the opportunity to speak, be heard, and contribute to decisions under consideration.	8	1	1	0	0

Comments on Question 4

- I would prefer to have one full packet emailed to me rather than downloading each item from the website

Comments on Question 5

- It would have been great to have more time in the breakout rooms. I don't think we got enough time to respond to the second question of what we need from ODOT staff on the three topics for future meetings

Open-Ended Questions

Question 6: Were there any aspects of today's meeting that you particularly liked or disliked? (9 answered, 3 skipped)

- More time in the break out rooms would be good.
- Due to the recent change with the facilitator and the like, the committee process has recently taken on the feel of an activity replete with fits and starts. I'm sure this was to be expected and is likely temporary.
- Break out rooms were great, just needed to be longer!

- Breakout rooms and the "game plan" were really helpful for me.
- No.
- Breakouts were fruitful and helpful in diving into discussion.
- Liked the clear questions presented to us in advance and again at the meeting. The shorter time is much easier to stay engaged.
- I liked the breakout groups.

Question 7: What topics or issues do we need to address or revisit in future meetings? (7 answered, 5 skipped)

- HB 3055 and HB 3065.
- The committee and ODOT must not turn a deaf ear to how the general public feels about tolling. To do so, paints the entire process and its participants as disingenuous.
- In reading through the public comments I wanted to know if there was - or if you could create a FAQ page that responded to those comments that could potentially be answered with information available to day, and or I wondered if for those who submit their comments through email if there might be a value in trying to provide them with any follow up information related to topics where they might have bad information.
- I think the legislative discussion highlighted a gap/delay in tolling project development and equity work. We receive project updates, but they do not seem to be comprehensive. Revisiting bills and other 'hot topics', even if they are raw, unpolished, controversial, would help close this gap, increase transparency, and 'double down' on the equity approach.
- Specific policies and programs that will be part of tolling startup.
- What's happening in the legislature and what it means for this process. Why projects are starting to be built BEFORE the tolling begins.
- Understanding of the goalposts of how the money can be spent.
- Updates (could be emailed in advance) on legislation working its way through the legislature related to tolling.

JAMBOARD NOTES

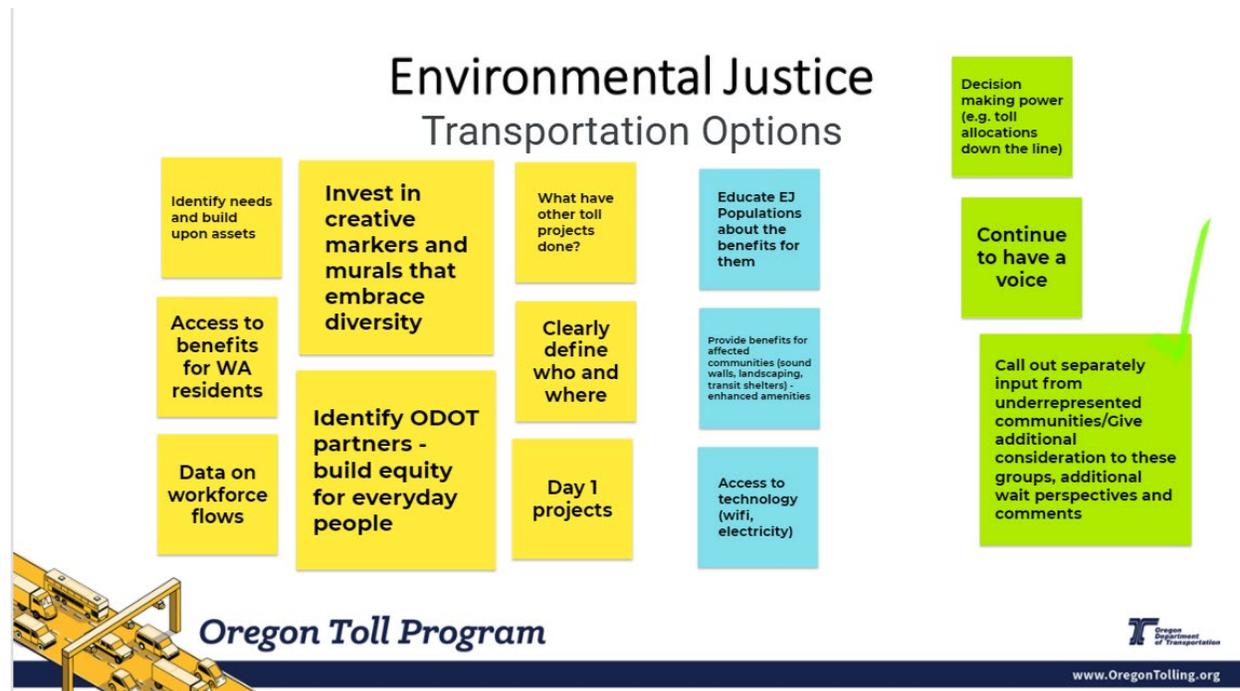
Transit and Multimodal

Neighborhood Health and Safety

Affordability



Environmental Justice



WRITTEN PUBLIC COMMENT

Community members submitted the following public comments to the committee via email prior to Equity and Mobility Advisory Committee Meeting #7.

Date received	2/2/2021
Source	Project inbox
From	gyroupgraded <gyroupgraded@gmail.com>

Subject: Committee Public Comment

Making any part of I-205 into a toll is going to make everyone more mad at the state and in these harsh time is that really the best decision the committee can create.

My question is why can't ODOT approve a separate new bridge to be built near or far of I-205 where Milwaukie or Oregon City have another option to cross to West Linn, before making the existing small bridge in OC a pedestrian & bike only bridge?

P.S. you do have the funds, if not right now, you always find a way.

Date received	2/2/2021
Source	Project inbox
From	Tony

Subject: Committee Public Comment

SCRAP THE TOLLING PLANS FOR I-205 AND ANY OTHER IDIOTIC TOLL PLANS YOU HAVE. YOU ARE A BUNCH OF MORONS THAT DO NOT KNOW HOW TO MANAGE MONEY SO YOU KEEP COMING AFTER US ALREADY OVERTAXED CITIZENS TO BAIL YOU OUT.

EVERYONE INVOLVED IN THE TOLL PROJECTS NEEDS TO BE FIRED....YOU WILL HAVE A LOT OF EXTRA \$\$\$ TO PUT TOWARDS THE ROADS WHEN YOU GET RID OF THE SO CALLED ENGINEERS THAT THINK WE NEED TO PAY MORE TO USE OUR ROADS!!!!

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Date received 2/3/2021
Source Project inbox
From Theresa Stevenson

Subject: committee public comment

Forwarded two emails below

Date received 2/3/2021
Source Project inbox
From Judd Sherrard

Subject: Tolls

Just don't toll anyone and your problem will be solved, drivers won't go through neighborhoods to avoid the toll and you will have saved millions of dollars on projects that will be outdated before they are finished. How uneducated are you? Look at the facts, the population of Oregon is decreasing because of the lockdowns and so many citizens are leaving Oregon for states that have jobs and no lockdowns.

Just don't toll, how simple is that?

Judd Sherrard

Date received 2/3/2021
Source Project inbox
From Emma McCully

Subject: just don't toll anyone

ODOT has enough of our tax money, stop the insanity and do no toll anyone. We Oregonians do not need another bridge or another light rail or another bike path.

Leave the tax paying citizens of Oregon alone, stop trying to steal our money.

Emma McCully

Date received 3/23/2021
Source Project inbox
From Dave White

Subject: Committee Public Comment

Tolls are stupid, won't do any good! It will just be another way to tax and spend us to death. Stop this nonsense.

Thanks

Dave White

Date received 3/23/2021
Source Project inbox
From Kristina Wick

Subject: Committee Public Comment

I'm wondering how the economic disparity issue will be addressed with tolls. I feel like a lot of social services in Portland have a really high threshold to be able to get assistance. There are lots of us who do not fall into the lowest economic group but we still struggle with living paycheck to paycheck. What framework will be used to ensure that this is not just a drain again on the lower middle class who don't qualify for assistance with toll paying? As you noted most of the traffic is local. And with Covid-19 and a lot of people have the privilege of working remotely. Those of us that are essential workers and have to drive to work every day but don't fall into the poorest group are the ones who are going to be forced to pay this toll. For example if it is 4 dollars and I travel during rush hour both ways that's 8 dollars or 40 dollars a week. 2,080 dollars a year and that doesn't include any extra travel on the weekends. I'm concerned of where to cut so I can afford this. Will there be graduated prices?

Date received 3/23/2021
Source Project inbox
From Richard Leonetti

Subject: Committee Public Comment

If the majority of the traffic is local, and if tolls really take some traffic off 205, that traffic will then move to slower, already congested local streets which is the reason they were on 205 in the first place! Toll, if they work, mean faster movement for the few at the cost of greatly slowed movement for the many. This is not a good trade off.

If you do toll, anyway, at least use the money raised to add an extra "squeeze lane" as they have done in the Seattle area. You can then toll this extra lane at the cost of less shoulder than is ideal. With only the new lane tolled it would probably improve total throughput in toll and not-tolled lanes. It would then not clog the local streets.

Richard Leonetti
Downtown Portland

Date received 3/23/2021
Source Project inbox
From Steve Brent

Subject: Committee Public Comment

I have not met anybody that drives or lives around these roads that is in favor of tolling. The people of Oregon do Not want this.

As far as congestion is concerned, add the extra lane to 205 as the area was promised years ago. I-5 could also use a few lanes through the Portland area.

Stop wasting tax dollars on something the taxpayer does not want.

Everyone I think sees this for what it is, another tax.

Steve Brent

Date received	3/23/2021
Source	Project inbox
From	Mary Jane Mathews

Subject: Committee Public Comment

To whom it may concern:

We have to stop "Toll Roads" the idea is not one that will help Oregonians. The effect on our lower income citizens will be too great a burden. Please listen-we are not New Jersey.

Date received	3/23/2021
Source	Project inbox
From	Josh Gaines

Subject: Committee Public Comment

Your selling points prove why this is a bad idea. You say prices are higher when we "need to pick up *our* child from school or daycare." This is not a selling point. Instead it's just bringing to light who this will hurt the most, parents who need to be on the road for their kids. NO ONE travels at rush hour for fun. We're all there because that's when work and school happens. We're all there because we have been forced to live outside the city due to the cost of living, yet our jobs are still in the city. Now you want to toll us for being too poor to live close to our jobs, while wealthy people, living close to work, won't be effected by the tolls. This toll idea is nothing more than an additional "poor tax" for those of us pushed outside of the city by the city's inability to create affordable housing. You force us from our homes, then charge us extra to get to work.

We should be allowed to vote on these tolls.

The entire idea is broken. Find another way. If you want people off the roads by Oregon City try running the rail to Oregon City, or to neighborhoods instead of shopping centers, like they do in Chicago, NY, San Francisco, etc.

V/r

Josh Gaines

Date received	3/23/2021
Source	Project inbox
From	Anne Bell-Fysh

Subject: Committee Public Comment

Hello--

Would it be possible to learn more about why this section of I-205 was selected as the first area along I-205 for tolling? There are much more congested areas along I-205 that, should tolling be implemented, would have much less of an impact on local streets, neighborhoods, and businesses.

As someone who lives in the McLoughlin Neighborhood in Oregon City and close to the main street business community, I have grave concerns about spill-over traffic overrunning our local community and the impact it would have on the livability of my community.

I would like to urge this committee to thoroughly examine the costs and benefits of adding a tolling at the particular location as opposed to a more urban location that would have less of an impact on nearby communities.

Congestion is an issue that we all would like to solve but I think there are better areas to start this project.

Thank you.

Date received	3/23/2021
Source	Project inbox
From	Cathleen Schaff

Subject: Committee Public Comment

To Whom It May Concern;

The proposed tolling on I-205 in Oregon should go to the people for a vote - period. Regardless of how I or any one individual views the proposal, every impacted tax payer in the county should get to weigh in via a vote. This issue should not be forced through without a vote of the people from the communities most impacted.

Thank you,

Cathleen Schaff

Date received	3/23/2021
Source	Project inbox
From	Kimberly Rudkin

Subject: Committee Public Comment

ODOT,

Tolling is a TERRIBLE idea!!! This operates under the premise that people “choose” to drive or that they can adjust their commute hours and for many, this just isn’t the case. This is going to end up being a penalty for those of us who work normal business hours, have no control over our employment situation, and cannot come up with alternate routes or adjust times. I wonder how reducing our paychecks is going to spill over to discretionary spending, hammering businesses already negatively impacted by Covid or for how many work will be come too expensive. There aren’t great employment options for some of us in Oregon City and we have to commute. Lastly, it disproportionately impact those living closer to the toll zones and have few surface street options based on obstacles such as bridges and water... again, there is an assumption we have choices. Oregon city surface streets are already a torn up mess. Soon there will be so few road options nobody will want to go anywhere.

Come up with another option.

Kim Rudkin

Date received	3/23/2021
Source	Project inbox
From	Cheryl Brown

Subject: I-205 tolling consumer input. Committee Public Comment

I live in West Linn, right beside I-205. Even though I am retired, I use I-205 almost daily to provide transportation for my grandchildren in Oregon City to their school near mall 205. They also are involved in sports practices and games.

All the shopping I do is along I -205 NB.

I have lived on the corner of Johnson Rd and Blankenship since 1978. I retired over 10 years ago. During those years I have seen the traffic on Johnson Rd increase exponentially as commuters figured out one way to get around the stalled traffic on I-205 NB during rush hour.

In the past couple of years, other commuters became disenchanted with the increasingly long wait to get through the Willamette area in yet another attempt to bypass the stalled traffic on I-205 NB so they cut across on 19th St or Ostman Rd and drive in front of my home on Blankenship. Attempting to back out of my driveway during this timeframe is dangerous, as cars could be coming from 3 directions; left, right and around the corner.

Long story short....the potential increase in commuters attempting to bypass proposed tolls on I-205 by driving through our West Linn neighborhoods is a very scary proposition.

I am not pleased that a toll is being considered for roads that we already have been paying taxes for, but to know our own neighborhoods will become a snarled quagmire every day, all day long as opposed to a couple of hours, 5 days a week will also decrease the value of our homes.

Thank you,

Cheryl Brown
1338 SW Blankenship
West Linn. OR 97068

Date received	3/24/2021
Source	Project inbox
From	Matt

Subject: Committee Public Comment

Please stop this charade that tolling public roads is anything but a regressive tax on the public. This will not ease congestion. People who still need to get to work will have to pay it no matter what.

We will have to pay to use the public roads we ALREADY paid for.

This is about generating more revenue and nothing else.

Date received	3/24/2021
Source	Project inbox
From	Michael Lightbourne

Subject: Committee Public Comment

I live in Oregon City. For OC residences, you are imposing a penalty by enacting a toll to cross a bridge. The only alternative is to use the old OC bridge to route 43. Imagine the additional traffic pouring through downtown OC? Depending on where you establish the toll, route 99 might be an alternative as well. Although if route 99 escapes tolling, it will be a sea of cars that will be a neverending parking lot, just as downtown OC will be. Businesses, which already are suffering, will close because local customers will not head into an insane amount of local traffic to shop locally.

The problem with I205 is the 3 lanes to 2 lanes back to 3 lanes. The road and bridge needs to be widened. My tax dollars have paid for many road improvements that I don't use; think Sellwood bridge. Enacting a toll is not the answer, especially for Oregon City residences. Widening the road is the answer, just like I205 in the Clackamas/Happy Valley area has been widened (note, I don't see a toll there).

Once again, by enacting a toll, you are penalizing Oregon City residences who are trapped by two rivers and must go over a bridge to exit OC. Using tax dollars to fix a broken highway is the answer. With increased home values (some up 100 percent), tax dollars should not be a problem.

Lastly, this tolling issue should be decided by voters. They pay the bills and drive on the roads. Put this on a ballot and let the voters decide. Otherwise Oregon will become an authoritarian state. If so, what will be next? I hate to think about the whims of a few versus the people at large.

Michael Lightbourne

Date received	3/24/2021
Source	Project inbox
From	Bernadette LeLevier

Subject: Committee Public Comment

No to toll across I205, it would create a greater traffic hardship! Bernadette LeLevier

Date received	3/24/2021
Source	Project inbox
From	Josh Golston

Subject: Committee Public Comment

I am a citizen of Clackamas county and I use I205 regularly crossing the willamette River often. I oppose the tolling/taxation of using the already existing bridge. It's glaringly obvious IDOT has no intention of using the funds to improve the bridge or traffic flow in the immediate area. In doing so they are going against what road tolling was intended for...paying for the installation/maintenance of a specific improvement or stretch of improvements and Once the project was paid for they cease to be tolled.

Unfortunately our government would prefer to use the proceeds as a slush fund for projects that don't have anything to do with the areas they toll and will be used for whatever they choose. This not only flies in the face of what tolls were intended for but also creates a slippery slope for run away government.

I reiterate my opposition to tolling on I205 and any other stretch of road where the funds are not used to improve that specific area being tolled.

Joshua Golston
425-232-9244

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Date received 3/24/2021
Source Project inbox
From Rita Cosenza

Subject: Committee Public Comment

Please do not put a toll on Highway 205 in Oregon City. I feel like this will put a hardship on the people living in Oregon City. What will this money be used for?

Blessings,

Rita Cosenza
503-805-9212

Date received 3/24/2021
Source Project inbox
From Powell Cody T

Subject: COMMITTEE PUBLIC COMMENT

Tolling Oregonians in this time of massive taxes and people losing their jobs due to covid is a horrible response from this state. We have already been taxed for these freeways. I can see if you built a new bridge and needed to fund it. But that is not what this about. Stop stealing from our citizens and learn to manage your money. We are not your personal pocket book. STOP THE TOLLING OF OUR PEOPLE. WE ALREADY PAY SOME OF THE HIGHEST TAXES IN THE UNITED STATES. WE ARE DONE WITH YOU MISMANAGEMENT. THIS IS GOING TO CAUSE SO MUCH ECONOMIC HARDSHIP ON ALL OF OREGONIANS NOT JUST THE POOR. I TAKE THIS ROUTE AT LEAST 2 TIMES A DAY WORK. HOW IS THIS FAIR TO ME WHEN THIS IS MY JOB AND LIVELYHOOD THAT IS NOW BEING AFFECTED JUST BECAUSE OF WHERE I WORK.

Date received 3/24/2021
Source Project inbox
From Mary Jane Mathews

Subject: Committee Public Comment

To who it may concern:

Please stop this idea Toll Roads are Bad for Oregon. It punishes people like me who are low income. Thank you for listening.

Date received 3/24/2021
Source Project inbox
From Camryn Turner

Subject: Committee public comment

Good evening,

I would like to make clear like many others how frustrating it is to see ODOT moving forward with a toll on 205. Not even getting into the fact that rarely does money generated from tolls actually improve the roads, it is a poor way to force change when public transportation would be a much better use of time and improved resources. I've lived in Oregon my entire life, I commute daily on 205 and as a full time student who has worked since I was 15 it's absolutely ridiculous to put tax dollars towards this endeavor. We had no voice in the matter and it is clear Oregon cares little about our roads and it's citizens.

Camryn Turner

Date received 3/24/2021
Source Project inbox
From Heidi Petersen

Subject: Committee Public Comment

Why don't we get to vote on whether there is a toll or not? The citizens really don't want a toll! Once they go in they never leave and more and more will go in over time.

I have a cousin who lives in Gig Harbor and the cost has gone up on the toll bridge. I also have family on the East Coast and it's a big pain when driving around.

Our family drives the 205 freeway to get to I-5 four times a day. This will be very expensive for us. We'd rather pay a higher tax some other way than have a toll. The toll will cause more congestion in Oregon City and West Linn because people will avoid the toll. Please don't do this! This is upsetting to us. It appears we have no say in whether this toll happens or not. It's very discouraging.

Sincerely,

Bruce and Heidi Petersen
Oregon City

Date received	3/25/2021
Source	Project inbox
From	John Watt

Subject: Committee Public Comment OPPOSED: I-205 Tolling Project (West Linn/Gladstone/Oregon City area)

Hello,

I am writing to strongly oppose any and all tolling of the new I-205 bridge near West Linn/Oregon City/Gladstone.

Adding tolling is inequitable and unjust to the citizens that live along this corridor. Here is why:

1. We currently have traffic congestion in West Linn anytime there is even a minor backup on I-205. Adding tolling will drive more traffic through our neighborhoods along Borland Road and Willamette Falls Drive, etc. as drivers seek to avoid the toll.
2. As citizens, we already pay our gas taxes and income taxes to the state. Why should the taxpaying citizens of Oregon City, West Linn, and Gladstone be forced to pay even more just to drive to our homes?
3. Oregon has FREEWAYS which, while not technically free, do not have tolls. I-205 should not be an exception to this rule. There is no justification for it. The freeway expansion should be paid from gas taxes and all those other new taxes the state is already taking from the good citizens. Everyone should share in the expense, like they already do across the state.
4. It appears that your true purpose for adding these tolls is to increase congestion in a hopeless attempt to discourage driving. It is hopeless, and you only are going to create more pollution, and more time wasted. The Portland metro area is already rated to have the 12th worst commute in the country, and you are only exacerbating this problem.

It is time for the Oregon bureaucrats and politicians start to pay attention to the quality of life issues in Portland. This toll would further erode the quality of life, on top of the homeless encampments, trash, human waste, existing traffic headaches, and overall grimy appearance that now pervades what was once a nice city.

Regards,

John Watt
1190 Swiftshore Circle
West Linn, OR 97068

Equity and Mobility Advisory Committee Meeting #7 Summary
March 31, 2021

Date received	3/25/2021
Source	Project inbox
From	John Ley

Subject: Committee Public Comment

Please share this with all TOLLING committee members on the Equity Advisory committee and the Community Advisory group.

Tolling revenues are an extremely EXPENSIVE way to collect funds for transportation projects. Furthermore, they are an unreliable way to collect funds for transportation projects.
<https://www.clarkcountytoday.com/news/washington-state-tolling-revenues-fall-precipitously-due-to-pandemic/>

The WSDOT Tolling Division oversees 5 different toll facilities in the Puget Sound. Revenues have declined by 80 percent on the I-405 HOT lanes. Revenues have declined by 63 percent on the SR 167 toll lanes.

The "cost of collection" for tolls on I-405 was 43% in 2018. It dropped to 40% in 2019, but went up to 80% in 2020. For the first half of FY 2021, expenditures have exceeded toll revenue collection!

The decision making bodies need to understand these realities. They should seek more reliable ways to fund transportation projects.

Sincerely,

John Ley
Camas, WA

Date received 3/25/2021

Source Project inbox

From Chaun Griffith

Subject: Committee Public Comment

My Committee Public Comment about a toll is this is not a fix to the problem and only seen as another way for big government to force a fee (tax) on its constituents. Not to mention those that live in Washington but work in Oregon already are paying state income tax (against congressional law) "taxation without representation" as they do not have a voice on how their taxes are spent. This revenue alone, if appropriated and spent effectively, would cover any burden that this use of the roads for those providing labor to the state of Oregon would cause. Oregon Dept of Transportation needs to clean house and work effectively and efficiently and seek funds from those seeking to rape anyone financially as there is already taxes imposed here that burden those workers.

Thank you,

Chaun Griffith
360 356-4514

Date received 3/25/2021

Source Project inbox

From Germain Fenger

Subject: Committee Public Comment

Hello,

The addition of tolls to highways, will not have the desired effect you are seeking. It will not deter people from driving, but rather make traffic much worse off the highway. I commute from Gladstone to Wilsonville and rely on the highway, with this measure, you are forcing me to pay to drive to work on roads that my tax dollars have already paid for.

The SF bay area has tolls and terrible traffic- it doesn't work.

Germain

Date received	3/26/2021
Source	Project inbox
From	Steven Brent

Subject: Committee public comment

You don't have the public support for this project! So stop wasting tax payers money. The people around the area of the highways don't want their neighbors to become the alternative to the freeway system, much like Stafford rd is now when the freeway is busy. We the people, the ones you are supposed to represent DO NOT WANT THIS!

Who do we need to put into office that will listen and represent the people of Oregon?

Steven Brent

Date received	3/26/2021
Source	Project inbox
From	Rich Brooke

Subject: Committee Public Comment

Good morning,

I just wanted to give my two cents on the idea of tolling I-205 from Stafford Road to the Willamette River. We live in West Linn's Willamette Neighborhood and would be severely impacted by this decision.

Traffic in our neighborhood from schools, the recently remodeled Historic Willamette area on Willamette Falls Drive and current I-205 traffic trying to find back roads to already avoid 205 is ridiculous!

We don't agree with tolling as it is, but this is the worst area you could possibly decide to toll that we could think of. Are there any West Linn residents on your board that actually know the traffic issues in the area, safety concerns or know that a giant middle school is going to be built on Willamette Falls Drive soon that will alone make traffic even worse?

I look forward to your response.

Regards,

Rich Brooke
503.888.1902
richrwb@yahoo.com
Arbor Cove Resident, West Linn