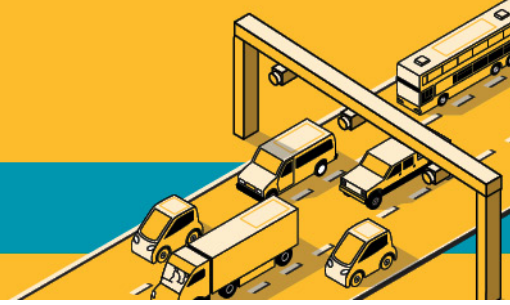


Attachment D Comments Received

D.6 EMAILS

I-205 Toll Project

Emails to Project Inbox



EMAILS

Date received: 08/04/2020

Source: Web Comment Form

Communication:

seems like my ever-increasing taxes have paid for these roads and their maintenance already... why do we need tolls?

Date received: 08/04/2020

Source: Web Comment Form

Communication:

?? Toll

Date received: 08/05/2020

Source: Web Comment Form

Communication:

Highway 213 south of 205 is already a divided highway, and could easily be expanded as an extension of 205 to south of Canby and Woodburn. This would reduce traffic on the heavy volume sections of both 205 and I-5, and would also entirely avoid a costly Willamette river bridge crossing pricetag.

Date received: 08/05/2020

Source: Web Comment Form

Communication:

Hi, I was traveling through the Portland area recently and believe I triggered the auto-bill for a toll booth that was unmanned and not taking the usual cash payment (I assume due to covid). Ho do I tender payment for that toll? I am driving a black Ford Explorer, with Arkansas personal plates :XTF.
Regards Robert Oram

Date received: 08/04/2020

Source: Email to Project Inbox

Communication:

Subject: Self-driving cars and work from home after COVID-19

How have your traffic projections been modified to reflect the transportation revolution that will be brought about by the self-driving car? How have your traffic projections been modified to reflect the anticipated increase in work from home after COVID-19?

Date received: 08/04/2020

Source: Email to Project Inbox

Communication:

Subject: Tolls on 205

Tolls will NOT diminish traffic. They WILL encourage rush hour traffic on residential roads. Where are the plans to WIDEN 205 and I5 and the bridges? And build another North-South Highway going AROUND Portland? Tolls are for the city's mismanaged coffers.

Sent from my iPhone

Date received: 08/03/2020

Source: Email to Project Inbox

Communication:

Subject: Tolling on 205

Dear Project Team

The goal of reducing congestion on 205 makes sense . However tolls are not the answer. You are suggesting using tolls with increased fees during rush hours or other busy times to reduce use during those periods. That only works if the road is not really congested at other times. Before the virus traffic on 205 was congested most of the day.

Also no matter how you plan it, traffic will use back roads to get out of the toll or to get away from any traffic congestion caused by the tolls. I live off of Schaeffer Rd in West Linn and before the virus there was heavy traffic cutting over the hill on Schaeffer and also on Stafford through West Linn and Wilsonville. Tolls will make these things worse if placed in the wrong place.

Enlarging 205 to 6 lanes would solve part of the congestion problem.

The virus has shown many that the need to go to the office every day is not needed so traffic into Portland may not increase as much as you suggest.

Much of the traffic on 205 is commercial. Making 5 smoother running through Portland and building new I 5 bridges in Portland would divert more commercial traffic off of 205

The best and most far seeing plan would be to build a West Way. It was planned years ago and involves another freeway like. 205 going west of the city through Beaverton.

Beaverton is a large city now and having its own access to 5 would remove congestion from lower 5 and 217. It would also reduce 205 congestion.

Roads aren't like hiking trails. The forest service is responding to crowds on trails by limiting the amount of hikers with permits. The Hikers can go elsewhere hopefully

People need access to roads and it may not be their choice when to travel on them. Trying to restrict that will only cause anger and hurt the people who commute regularly or have limited finances.

I hate to say it but mass transit does not meet the needs of most individuals in the suburbs. Also with awareness of the virus, many people, especially the elderly are not going to want to travel in a public space for some years into the future.

Good luck with your quest.

Chris Stopa

Date received: 08/03/2020

Source: Email to Project Inbox

Communication:

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. Toll 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: 08/06/2020

Source: Email to Project Inbox

Communication:

Subject: Toll on Abernethy bridge

Hi,

I'm very opposed to tolls on the Abernethy bridge just to cross the bridge from Oregon City to West Linn. At present there is a dedicated lane to cross the bridge and merging onto 205 is not even needed. I'm a senior living in Oak Grove and my grandchildren are all in West Linn, so I make this river crossing often. If there is a toll to cross the bridge the alternative would be to use the narrow Oregon City bridge, which is much less convenient.

Thanks you for considering my comment.

Victoria Wood

Date received: 08/03/2020

Source: Email to Project Inbox

Communication:

Subject: Tolling near West Linn/Oregon City

I do not see how any proposed plan will improve traffic in our area. Tolling should happen where there are no major neighborhoods and plenty of alternative options that would not get congested from those trying to avoid the tolls. You will be creating a nightmare of epic proportions. Save money and just tax us. I would rather be taxed more than have to deal with this toll business. It is completely illogical and there is no way that it won't destroy our cities economy and property value. Please come to your senses and find a different solution. I am begging you to see reason. Please. This is going to be a giant waste of dollars and will create only pain for everyone traveling in Oregon.

Date received: 08/03/2020

Source: Email to Project Inbox

Communication:

Subject: I-5 tolling project going too slowly

I just went to the online open house for the I-205 tolling project, which is only expected to start tolling, and thereby improving congestion and CO2 emissions, in 2024. The I-5 project isn't even at the open-house stage yet, so it's likely to give us improvements even later. Please hurry up.

Thanks,
Jeffrey Yasskin

Date received: 08/03/2020

Source: Email to Project Inbox

Communication:

Subject: Tolls

Jerks. Constantly ripping us off

Date received: 08/04/2020

Source: Email to Project Inbox

Communication:

Subject: [no subject]

First you all rip us off in vehicles tags and registration. You almost doubled it this year to fix side roads. The money for tags is to be used to fix and repair all roads. Second you don't get to charge money for people to freely travel PERIOD. GOD MADE THIS LAND FOR ALL TO USE. NOT FOR YOU ALL TO PROFIT OFF OF. Sorry but I will get where I need to go and you will NOT get another dime from me. PERIOD. THIS NOT THE MIDEVIL ERA WHERE KINGS RULE THE LAND AND GET TO TAX

EVERYTHING. Yes I agree that traffic is an issue but you all allowed this many people to live on an area where it is not meant for this many people, However it is no different than any other state in large cities traffic is and will always be a problem that is just life, and none of you are stealing any more money on the guise of a pretend better road system. There is nothing that can be done to fix it. Unless you added more lanes but that wouldn't work because of all the bridges. And the homes where they are there is not a whole lot that can be done. Keep up with the Libtardation and maybe you'll run enough people out it will make a difference, thats your only hope. But you will not make it so people have to pay to travel. Sorry doesn't work that way. Keep pushing this Nazi wannabe power happy control freak Libtard stupidology thinking you own the people eventually the people will push back. Civil/Revolutionary War is coming.
Sent from Yahoo Mail on Android

Date received: 08/04/2020

Source: Email to Project Inbox

Communication:

Subject: Tolling comments

Greetings,

I just finished your online survey, collecting data on various tolling options, and I wanted to send you a note. (I did try to put a few comments in the body of the survey, but ran out of space.)

What you are trying to do is to affect our driving behaviors so that we can make congested periods on our freeways less congested, basically moving some trips to periods when there are less cars on the freeway or even to alternative transportation modes.

My background is in industrial psychology, and I develop incentive systems for companies, trying to use incentives to affect employee behaviors. I think there are a lot of similarities in what you are trying to do with what I develop. You can find me at www.ErdleConsulting.net

I want to start out with an overriding premise in how to affect behavior, and that is incentives (positive reinforcement) work a lot better than penalties (negative reinforcement like tolls.) I'll talk more about this in a bit.

I feel like we may be missing the big picture here, and that is our gas tax funding is becoming more and more paltry for a number of reasons, and tolling is a way to add much needed additional revenue in addition to potentially changing behaviors. I'd rather we consider the whole State, not just a bridge or a metro area.

My thought is we should take this opportunity to consider removing our gas tax entirely as an incentive to allow for a State-wide use tax tied to the number of miles driven. All vehicles would have transponders, and we could add in different rates for different times for different locations that could also have different classes of vehicles and even add in socio-economic level, although we might be able to help in this regard by targeting different groups of cars. There could be a baseline rate for all vehicles (drop our registration fees, too), and then use this system to more easily target any congested areas or to pay for any improvements....like a new I-5 bridge much more easily than now. Because eastern Oregon requires a lot of long trips, maybe we give them a break on the rates? All of this is easy to do with a State-wide transponder system.

As stated above, we could develop incentives, depending on how we set this up. We could reduce some of the baseline rates for encouraging other modes of transportation like bicycling (need transponders for these) Who wouldn't like to reduce their fees as opposed to having to pay more?

We could incent electric cars with this or simply lighter vehicles that reduce wear on our roads. Let's

reduce rates for people who purchase stud-less snow tires. Depending on how the base line rate is set, there could be room for incenting behaviors rather than penalizing them. Another idea I've thought about is we could develop universal auto insurance based on use and other factors that I think would be a great benefit for Oregonians.

Regards,
Bill Erdle

Date received: 08/05/2020

Source: Email to Project Inbox

Communication:

Subject: NO 205 tolling

Please do not add tolls to 205. This will impact the West Linn residents with increased surface street traffic. NO TOLLS!

Date received: 08/05/2020

Source: Email to Project Inbox

Communication:

Subject: opinion

No way on the toll. In fact, tolling is for new projects and this most certainly isn't new. Are you going to advertise that little tidbit? Didn't think so. What, you want to go counter to federal regulations. By all means be my guess because I'd love to see someone from this agency explaining (with the requisite egg on their face) why the project was shot down.

Cheers mate!

Ray Shepherd

Date received: 08/05/2020

Source: Email to Ask ODOT

Communication:

Hello ODOT,

I cannot make the meeting for input on a 205 toll, so let me be clear here:

NO TOLLS on ANY ROADS. I see the TOTAL INEQUALITY in WA State. Poor people now suffer in lanes that don't move, while rich people get to pay and move along freely.

You have over 3,000 people sitting in chairs behind desks. Want to find money to build more roads, there's your money.

Also, where on earth did our tax hike money go to expand highways and such? I've seen NOTHING done at all with that tax hike - imagine that.

I seriously wonder what ODOT does now a days...

Date received: 08/05/2020

Source: Email to Project Inbox

Communication:

Subject: Tolling 205 unfair for local residents

Tolling this area will need to include some break for people that live near the bridge. There are no other options or other freeways to drive around as in other areas in the us that have successfully introduced tolls.

As an example, just between soccer and school, we often drive back and forth on that section up to 6 one way trips per day. This is an unfair tax on local residents. Many families near us have similar commutes and family needs. Why will longtime residents that already paid for 205 now need to subsidize the out of stater that are moving here (they also tend to be fleeing this type of out of control government only to find it here)

This will likely result in local politicians losing their jobs.

Travis kruger

Oregon city

Sent from my iPhone

Date received: 08/05/2020

Source: Email to Project Inbox

Communication:

Subject: Toll on 205

Absolutely NO on tolls on existing roads/highways.

Barbara A. Robinson

Sent from Yahoo Mail on Android

Date received: 08/10/2020

Source: Email to Project Inbox

Communication:

Subject: tolling

It is amazing how backwards the people are out here in Oregon are You need to make drivers ed monitory and restrict drivers to well trained drivers, like the CDL drivers With my REX REWARD SYSTEM all taxes will be gone and gone There will be a TRANSACTION TAX on all TRANSACTIONS Now before we can get this in the State of Oregon needs to have a 9.5% sales tax to get some money from the 80% that pay no taxes and the ones who buy here and register their vehicles here because of the low registration.

In Nebraska and Kansas when I lived there in the 1950s there were a lot of motor-homes with Oregon tags Now they have Arkansas tags as Oregon has gone up and more restrictions With the REX REWARD SYSTEM States will not have control of the vehicle laws as they are too screwy and Inconsistent.

In New Hampshire people do not need to wear a seat belt if they are over 18 years old and in many states it is suggested that people in a moving vehicle wear the seat belt.

My friend in Kansas Died hanging upside down by the seat belt, drowned in his vomit.

Out here they are very stupid

I avoid the interstates because I have PTSD and Claustrophobia and out here they do not have cuts in the dividers so we can turn around and get the hell out They are also used by the SAFETY PATROL The Federal Government needs to have a system where it is 80 MPH in the highspeed lane, 70 in the next, 60 in the next and 50 MPH in the far right You need to get rid of the stupid lights stopping traffic that is coming onto the main road Put signs, ripples, arrows on the road to merge right or left as needed.

I take my wife to work on I-84 from ne 102 to Lloyd center It is unbelievable how people drive out here Towing and trucks in the highspeed lane and doing 80 MPH in the far right lane WAKE UP!!!!!!

Rex R. Bahr an 85 Y/O Disabled Veteran

Date received: 08/05/2020

Source: Email to Project Inbox

Communication:

Subject: \$\$\$\$

The problem is you waited too long and SPOILED THE BABIES OUT HERE.

All bridges should be toll

The USA would be much better if they had laws like Europe and enforced them The ZONING out here is non existent and it is a very bad place to live I made the Mistake of marrying an Illegal Russian and let her talk me into moving out here in 2001

I was booted out of DuPont where I worked for 20 years because of collapsing spells April-30-1978

I have work part time jobs, Kansas IRS, 2000 Census, Federal Social Security Anyway, we were going to DC with friends and 3 mother homes At Dayton Ohio we were told we could only get \$5.00 at a time further east We went to a camp ground on the GREAT MIAMI RIVER which I though was the Ohio river.

It was a sight seeing the huge barges come up river at night and the noise they make We went South and I pulled to a gate and one of the clearance feel off I got that back on ok We had to pay a tool and this is a small rough two >2< lane road The toll taker was a woman and I asked her why a toll?

She said when we get the money we will build a nice super highway The Oklahoma turnpikes were no very good in that we had to stop and pay a toll at each intersection with another road I told them I would avoid the toll roads as much as possible when I have to cross Oklahoma.

A good vacation spot is TURNER FALLS

Now I suggest you put on a lot of tolls all over Oregoon Ok Take it easy, it is later than you think, BTW I was born on a Farm 7 miles south and 1.5 west of Bassett Nebraska on 07-23-1935 I am Air Force and have 100% disability PTSD ETC after being under number one engine of a RB-47-E I was helping get running when it exploded.

<http://rosedogbookstore.com/driving-and-me-1/>

<http://rosedogbookstore.com/migraines-me/>

<http://rosedogbookstore.com/my-ideas-and-me/>

Rex R. Bahr

Date received: 08/05/2020

Source: Web Comment Form

Communication:

Please note my opposition to this project. No Tolls!

Date received: 08/05/2020

Source: Email to Project Inbox

Communication:

In 2004-ish there was a major reconstruction of I-5 south of Salem that rebuilt north and southbound lanes. How was that project funded? Also, how was the construction on the hill just south of Salem where I-5 now transitions down to two lanes funded?

You are forging ahead with this giving us not opportunity to say "NO! Stop this madness!" Stop funding the ridiculously over-priced light rail projects in Portland and you'll have funds to widen 205 and upgrade the bridges.

Date received: 08/05/2020

Source: Email to Project Inbox

Communication:

Subject: I 205 tolling

I say absolutely, positively, NO TO TOLLING!!!!

Thank you

Date received: 08/05/2020

Source: Email to Project Inbox

Communication:

Subject: 205 toll

Do not put a toll on 205 in West Linn. I am from Southern California and am familiar with toll roads.

They never go away, only increase in price and are detrimental to the cities they go through
Jacquette Ghazal

Sent from my iPad

Date received: 08/05/2020

Source: Email to Project Inbox

Communication:

Subject: I-205 tolling

We live off of HWY 213 South of Oregon City in Beaver Creek. This limited Toll proposal unfairly punishes everyone who uses HWY 213 and all HWY Entrances/Exits to Stafford Road. While allowing most of Portland Commuters a free ride to and from work and shopping. If you are going to Toll I-205 then do so from the middle of the I-205 Bridge (Across the Columbia River) to get the Washington Residents that work in Portland and to the I-205 and I-5 Junction. That way anyone using I-205 pays the same toll for the bypass. This will fairly raise money for future projects by charging those that use the road.

I would also recommend the same policy for I-5 from the middle of the I-5 bridge (Across the Columbia River) to the I-205/I-5 Junction. That way again you are charging equally to everyone that travels through the Portland Metro area utilizing the I-5 Corridor.

Rick Coufal

Colonel, US Army (Ret)

Senior Deputy Sheriff LE, (Ret) Multnomah County Sheriff's Office, Portland, Oregon

Date received: 08/06/2020

Source: Email to Project Inbox

Communication:

Subject: Toll on roads,

Where the hell is all the gas tax money going?? You guys are a bunch of idiots. Just needs to be put on a ballot and voted on. You can't just start tolling a road Without the approval of the Oregon voters. If you're going to fix Road and white net Highway 212 from 205 to Highway 26 is way more in need of improvements than I-205. There needs to be a bypass around Damascus and Boring so that people that are traveling to eastern parts of the state don't have to go 25 miles an hour for 20 miles. The people running the state are just disgusting.

John A Phillips

Date received: 08/06/2020

Source: Web Comment Form

Communication:

Tolling in Oregon is a mistake.

Date received: 08/06/2020

Source: Web Comment Form

Communication:

To keep informed

Date received: 08/06/2020**Source:** Email to Project Inbox**Communication:**

Subject: [no subject]

No.

Date received: 08/06/2020**Source:** Email to Project Inbox**Communication:**

Subject: West Linn Resident concerns

Trying to add in a toll road at 205 between Oregon City and West Linn is a horrible idea. The only way it would make sense is if you did three things. Make another bridge on the river, fix the traffic issues on both exits before and after the bridge, and make it free for Clackamas County residents. Putting it there means people would be going on the already crowded small bridge between West Linn and downtown Oregon City. It backs up so it can often take 45 min to go less than a mile on willamette falls already. The reality is people have to take 205 until another main road is made. People are already going to be suffering to pay bills with everything happening with COVID. Adding additional expenses to their everyday route means people may lose jobs or not put food on the table. People often have chosen their job based on the travel. I included this when I was job searching. That also cuts me off from the rest of Clackamas county since I am in West Linn. Anytime I want to get to the rest of my community I have to pay a fee? That seems unreasonable. If you have to make one it seems more reasonable to put it closer to I5. There is less residential neighborhoods right there and would create a few less traffic problems. I still firmly believe making it free for residents would need to happen though.

Sent from my iPhone

Date received: 08/06/2020**Source:** Email to Project Inbox**Communication:**

Subject: 1-205

I am writing to express my concern about the proposed toll on the Abernathy Bridge. I am concerned about traffic that may be diverted through our West Linn Community as many who live in West Linn will try to avoid the toll. I am also concerned about the cost to our household. My husband works at Clackamas Town Center and would have to pay the toll twice a day. We are semi retired on a fixed income. In addition, I worry about the potential of lost housing revenue. When determining whether or not to live in our community this toll could potentially be a liability. I certainly would not have

chosen to live in West Linn if this toll was in place while we were house hunting. If the purpose to the toll is to pay for improvements on the bridge then there has to be another way. I can't even imagine the congestion that the toll will produce in an area that is already bottlenecked a few times a day. Please do not move forward with this and put forth a proposal for funding the repairs to the bridge without a toll. Thank you.
Holly Scheid

Date received: 08/06/2020

Source: Email to Project Inbox

Communication:

Subject: Toll Projects

No on toll Projects.

It is illegal to add toll fees on roads and projects we have already paid for!

Sent from Yahoo Mail on Android

Date received: 08/06/2020

Source: Email to Project Inbox

Communication:

Subject: Tolling I-205 punishes taxpayers (and against the law)

"In fact, congestion is estimated to cost our region about \$2 million per day as people spend their days stuck in traffic instead of doing the things they enjoy." Nice attempt to blame the victim here. How would tolling I-205 improve congestion other than discouraging taxpayers from using a road THEY ALREADY PAY FOR?

Tolls and taxes are meant to discourage behavior. Is driving a vice you would like to discourage? Do you believe the drivers on I-205 are joyriding in stolen cars, or driving to conduct illicit business? Hardly. They are going to and from work, buying essentials, taking their kids to classes.

Are freeways such as this one, finished in 1983, designed to last only 30-40 years? Then there is something wrong with your design process.

And don't give me the seismic upgrade sob story. This freeway was built when ODOT engineers knew all about earthquake hazards in our area. The earth's crust hasn't changed much since then, I dare say.

Find the money from existing taxes. (Spend less money somewhere else? Just a thought.)

Sarah Morris

West Linn

Date received: 08/06/2020

Source: Email to Project Inbox

Communication:

Subject: [no subject]

I live in West Linn we already pay taxes for road work. I work in Clackamas so I do take 205, I really do not understand why more money is needed for the roads. We pay property taxes thru the roof which some of that is supposed to go for road repairs, we have 3 lottery price for alcohol consumption and cigarettes have gone thru the roof to help pay for schools and roads. The question is am I in favor of the 205 project NO. I am pay taxes for this that and everything I do not wish to pay more to go to work so I can provide for my family, I work very hard as most people do for there money yes politics gets in the way too often to much. I will leave a lot earlier for work once this plan is in place, WHY because I will go around the toll bridge like most people I know already plan to do also, just so i don't have anymore money to give to political policy. I know my word will not change what is going to happen, so I will say at least thank you for reading it

Sincerely

Yolanda Marcotte

Date received: 08/06/2020

Source: Email to Project Inbox

Communication:

Subject: No tolls, please.

Sent from my iPad

Date received: 08/06/2020

Source: Web Comment Form

Communication:

This tolling project is a bad idea just raise taxes to achieve your goals

Date received: 08/10/2020

Source: Web Comment Form

Communication:

If we must toll, please include the freeway from 213 to I 5, and reduce the fee somewhat, to hopefully reduce the traffic jumping off to avoid the toll.

Date received: 08/08/2020

Source: Email to Project Inbox

Communication:

Subject: I-205 Tolls

adding tolls on i-205 unfairly targets the lowest income sections of portland. This targeting is racist, bigoted, and unfair.

DONT PUT TOLLS

Signed,
Matt Nakatani
Your constituent
97220

Date received: 08/08/2020

Source: Email to Project Inbox

Communication:

Subject: No
Do not add toll roads in Oregon!

Date received: 08/09/2020

Source: Web Comment Form

Communication:

The toll will only place an unfair burden on poor people who have to travel to work during rush hour. It's a rush hour because that's when people have to move for jobs they can't afford to work close to. Also many will divert to Oregon City Main St. to avoid the toll, causing massive congestion and dangerous rushing drivers on our Main St. This failure waiting to happen, this money grab against the poor is criminal and I look forward to signing every petition to put it in the ballot for a vote. If you want less congestion, make more roads, give the Max it's own lanes where it never competes with cars, and extend the Max to more neighborhoods and to Oregon City and West Linn. And then make it cheaper to ride. You'll make up in bulk what you lose in individuals, and you'll get more people off the road. But when it's slower and more expensive than driving, where's the incentive?

Date received: 08/10/2020

Source: Email to Project Inbox

Communication:

Subject: Tolling on I-205 between Stafford and I213: OPPOSED

Hello,

I wish to indicate my strong opposition to tolling on I-205 between Stafford Rd. and I-213.

Why?

This toll will drive traffic through West Linn instead, by people attempting to avoid the tolls. Currently, any time there is a traffic issue on I-205, traffic diverts to Borland Road/Willamette Falls Drive. Sometimes, cars are backed up for nearly 1/2 mile on Borland road and Willamette Falls drive. This traffic results in excessive pollution, noise, delays, and disruption throughout the residential areas along Willamette Falls Drive. This will become the norm with an I-205 toll. The traffic creates safety issues as there are normally pedestrians walking along Willamette Falls drive. Kids and adults will get run over.

With a permanent disincentive to stay on I-205, the neighborhoods along Willamette Falls Drive will become less inhabitable.

Traffic delays and backups due to tolling will make it more difficult for West Linn residents to come and go to work, shopping, etc. We will be permanently and negatively affected by these traffic backups and delays.

Our taxes are supposed to pay for roads and tolls. Use those. Raise the gas tax if needed to pay for these important upgrades.

Regards,

John and Margaret Watt

Date received: 08/10/2020

Source: Email to Project Inbox

Communication:

Subject: ARE YOU NUTS!!!!

So many travelers using 205 to get to and from work each day.

Our company uses 205 to service customers in several Eastside businesses. We will have to pass on additional costs to our customers.

This is not a good thing that will burden the public Who are already dealing with high cost travel just to get to work.

Sent from my iPhone

Date received: 08/10/2020

Source: Web Comment Form

Communication:

Consider other alternatives will you. Carpool lanes or a express lane with a toll (carpool or not) to divert enough traffic to make the other lanes work. Use the massive shoulders that run nearly the length of the freeway. Tolls are just too easy and not helpful for the population that has no alternatives.

Date received: 08/10/2020

Source: Email to Project Inbox

Communication:

Subject: Toll 205

No toll. Traffic slows, need money. This State has enough funds. Negligent leadership has brought cities to ruin. Figure it out, but no TOLL. Roberta Adrian, OREGON CITY

Sent from my T-Mobile 4G LTE Device

Date received: 08/11/2020

Source: Email to Project Inbox

Communication:

Subject: Re: Automatic reply: Tolls

Never contacted you. You're corrupt. Manage taxpayer money right. Don't text me your propaganda bs

Date received: 08/11/2020

Source: Email to Project Inbox

Communication:

Subject: toll

A toll on I205 is the dumbest idea. We pay enough in all the taxes we have already, and now this!! The road is paid for... we do not need a toll road.

Date received: 08/11/2020

Source: Email to Project Inbox

Communication:

Subject: RE: Oregon Toll Program: August 2020 Newsletter

Hey someone finally got smart and used .US instead of the stupid .GOV

Oregon controllers are stupid beyond imagination

Oregon should have had a 9.5% sales tax 50 years ago

All the bridges should have been toll since they were built

Even the MAX and BUS should pay a toll

In Oklahoma and Kansas both have toll roads and a sales tax so the BUMS head to POORTLAND OREGOON

Do you have an idea what it cost\$ to register a new CADILLAC in KANSAS?

I think it is around \$2,000.00

You can get the VIN of a new Cadillac and go to Shawnee county Kansas to check

If they ask for an address use my old address 5027 SW 25th St 66609

In Nebraska and Kansas the TAG BELONGS TO US, NOT THE VEHICLES

We do not have inspections but we have a lot of DRIVERS CHECKS to check for drunk drivers and illegals that do not register their vehicles, no insurance or drivers licenses

BTW I married an Illegal Russian and everything she had was illegal

How did you get them? We bought them from CUBANS IN FLORIDA

WAKE UP> There is a very dangerous condition at west bound 26 where it make a sharp turn left to go onto Powell

I did not see a sign and when I turned left to get in the left turn I nearly was hit by a vehicle

WHY IS IT THAT THE PEOPLE OUT HERE ARE SO STUPID??

I would route 26 on 212 and go around Poortland instead of the very dangerous through town system

<https://www.youtube.com/watch?v=A-HX7ZVkWdC>

Date received: 08/11/2020

Source: Web Comment Form

Communication:

I can't believe that you want to toll the MOST uncongested section of I-205 without making any meaningful improvements to relieve congestion, like adding express lanes. Why is the City of Portland so far behind other cities? You people must be nuts adding tolls to a section of freeway, where there are no alternative routes! Put the toll between SE Foster and I-84, where there is CONSTANT HEAVY congestion and plenty of City of Portland streets parallel to the freeway. I favor a toll, but I expect something beneficial in return. I would support a toll if you bureaucrats would add express lanes. No one bypassing Portland is going to be riding a bicycle, so The City of Portland needs to keep their local ideas on their own city streets, not on the federal freeways. The freeways need to be maintained so that truckers and citizens (who actually pay taxes and tolls) can get to work. I have no faith in City of Portland, as they already blew \$300,000 on studying a bridge across the Columbia R that never happened, has constant rioting, and dead beats have more rights than working people. I want the feds to lead this endeavor, so our freeways actually get the improvements needed to relieve congestion.

Date received: 08/07/2020

Source: Email to Project Inbox

Communication:

Subject: I 205 tolling

The primary victims of this tolling scheme will be the truckers. The rest of us can get off at Gladstone and get on 99 which, of course, will jam 99.

The relentless attacks on the trucking industry with the increasing fuel taxes and now with the proposed tolling will kill the small independent truckers, increase food and commodity costs at a time when low income people are already struggling.

Bad idea.

Date received: 08/07/2020

Source: Web Comment Form

Communication:

My main concern is that tolling I-205 through West Linn will drive traffic onto narrow Neighborhood roads that are already congested during rush hour.

Date received: 08/07/2020

Source: Email to Project Inbox

Communication:

Subject: 205

Please tell me why you, or anyone, thinks adding a toll solves a long time traffic problem??????
In 1985, on my first trip to Oregon with my 3 daughters to look at colleges we were driving from Monmouth to LaGrande. As we came up I-5 onto 205 we ran into a traffic jam. Crawled from Stafford Rd. to the Abernathy Bridge. Ironically, in 1986 we ended up buying a house just off Stafford road and got to know 205 intimately. It was a problem 34 years ago!!!!

We no longer live there, but the traffic jam continues. The problem is not congestion...., with only 2 lanes, the problem is trucks climbing the hill at 10th St. slowing both lanes down. Tolling that portion of the road will discourage drivers and encourage them to seek alternate routes. What would you suggest...I-5 becomes a parking lot at rush hour. Borland road??? You have got to be kidding. Johnson road ??? Not built for traffic either..... and considering the land values...they can afford to sue...! The only intelligent choice is what should have been done 35 years ago...widen 205.

Just as with the Sunrise Hwy....40 yrs in the planning... the land along 212 is now too expensive to condemn and the development, residential and commercial is making options prohibitive. ODOT seems to specialize in putting problems off, and like a bad infection...they only get worse and cost more to resolve. Bite the bullet and just do it ! Tolling is not the answer...tolling is only to help pay for the bond to build it...study Robert Moses and the parkways of New York... not a way to deter use.

And, like Robert Moses proved...building a better infrastructure increases values, commerce, taxes....everyone wins.

Fran & Joe Mazzara

Date received: 08/07/2020

Source: Email to Project Inbox

Communication:

Subject: 205 toll

As a West Linn resident in the Stafford area, this toll represents just one more unauthorized tax gouge from the State. So, you "decrease congestion" on 205 by funneling all the traffic through Stafford and the surrounding neighborhood? This is a horrible idea and bad for my community. My opinion is that this whole thing is nonsense. We already deal with congestion on Willamette Falls Drive. So, now you want to keep the interstate clearer by pushing the traffic through my neighborhood? Nice. Let me enlighten your dumb asses. Have you bothered to look at the existing congestion on the current bypasses without the toll Road? When it's not corona season, it's backed up. Creating a new toll road is one thing. But applying a new toll to an existing bridge To get from one side of a major river to the other side is extortion. The people who use that bridge and road aren't traveling downtown to a professional job. Most are blue collar and middle class people who cross the bridge to work at the grocery, Fred Meyer or Home Depot and other like places. In my view you are just a bunch of money grubbing scumbags. Screw you and your bullshit plans. I live in a nice neighborhood away from interstate traffic. Don't pretend like you are doing everyone here a favor. We all know that you are just a bunch of dirtbags looking to fleece the public. NO ONE in West Linn supports this "toll". Why don't you toll 1-5 instead? Have a toll lane like Seattle. People can choose to pay for faster travel. But

by preventing people from crossing a bridge that has been toll free, by charging them money to cross it, you might as well be the cartel standing there with rifles and your hand out. Assholes.

Troy Bundy
West Linn Resident
Sent from my iPhone

Date received: 08/11/2020

Source: Email to Project Inbox

Communication:

Subject: Tolling

I see the whole subject of tolling to be very discriminating

It will put an unfair burden on people making minimum wage just trying to get to work. Frankly it would be an unfair burden on a most people.

The idea of modern tolling is questionable what do you do about people from out of state or truckers coming through, We don't have enough lanes on either bridge to have won lane blocked up for out of state people that don't have whatever device one would need for modern tolling.

These ideas of tolling obviously are coming from people moving here from other parts of the country where tolling might be a normal occurrence but something that has Rarely happened in Oregon.

Date received: 08/07/2020

Source: Web Comment Form

Communication:

You put in the toll, we'll take it out by Initiative Petition. So, don't waste our time or yours. Don't put in the Toll. You get enough of our tax money already!

Date received: 08/07/2020

Source: Web Comment Form

Communication:

No tolls!

Date received: 08/07/2020

Source: Web Comment Form

Communication:

Personally, I don't approve of a tolling system as I already pay too much in taxes and had the governor not shut down our city there would be more gas tax funds to pay for improvements. Let her pay the tab. I live right next to the freeway because I can not afford anything else in this city and I deal with an extreme amount of noise, especially with the construction of the Abernathy Bridge project. I'm not

about to pay a tolling fee AND taxes when I have such crummy living conditions. Either add noise walls into the project or find another way to fund it because asking for more money from Oregonians is ridiculous especially when we put up with so much.

Date received: 08/07/2020

Source: Web Comment Form

Communication:

Willamette Drive between the 10th St Exit at I-205 and the Arch Bridge is being used as an I-205 Bypass. It looks like a 3 mile parking lot. Tolling as proposed will only make the problem worse. In my humble opinion this project as proposed is either this is an insincere effort to solve the congestion problems the residents in this area experience or it is a sincerely misguided one.

Date received: 08/11/2020

Source: Web Comment Form

Communication:

I hope you aren't just wasting money again. This needs to happen for many reasons .

Date received: 08/11/2020

Source: Web Comment Form

Communication:

I think this is very unfair for older people like me who are on Social Security, and have family or friends that live in places east of us - unfair for us and for them. You are always trying to find ways to take our money, but when we vote anything in to help you, it's never enough. We have to budget and make due with what we have. Maybe you should learn to do so also. You waste it on unnecessary things to do with politics instead of thinking about the people you are serving.

Date received: 08/11/2020

Source: Email to Project Inbox

Communication:

Subject: Contrarian View

503-837-3536

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

Date received: 08/11/2020

Source: Email to Project Inbox

Communication:

Subject: Re: I-205 Tolling

I fully realize ODOT and the Salem Legislature has already decided to bring tolling to I-205, I was curious what reasons were given to create yet another large tax on already economically stressed citizens of Oregon.
This cutesy video production of a dog and pony show is simply a modern day snake oil sales attempt. Yes the tolls will be taken and more money will go to Salem to squander on public employee benefits and retirement funds.
I won't be a part of it. It's all smoke and mirrors.

Date received: 08/12/2020

Source: Email to Project Inbox

Communication:

Let me briefly explain: As a local, I drive across the old Oregon City West Linn bridge and use the backroads between OC and Tualatin. Your plan will increase the traffic on local streets and make a simple trip overwhelmed by people saving toll money.
Keep the traffic on I205 and not on Main Street in Oregon City please.
2) If you put in toll booths, you will jam traffic more and encourage people to drive more aggressively. (in Chicago for example, people do not take turns but force themselves into the line at the last minute.). Idling cars also increase pollution. This is a hidden cost of toll booths
3) I would rather pay \$10 a month than be charged \$1 ten times a month.
I am totally against nickel and dime revenue through user fees and sale tax.
I realize that tolls on I-5 will have to be balanced with tolls on I-205. Pushing traffic onto local streets will not solve the problem, just create more.

Date received: 08/12/2020

Source: Web Comment Form

Communication:

I support use of toll roads on bridges and other over-used auto-ways. I would also support lower tolls for ride-sharing vehicles.

Date received: 08/12/2020

Source: Email to Project Inbox

Communication:

Subject: I-205 tolling question

Thank you for holding the webinar today. I am in favor for the initial recommendations for tolling locations (alternatives #3 and #4).

I am aware of tolling programs in some states where different toll rates are charged for regular (daily) commuters versus casual users (higher rates for casual users), thereby separating "necessary" travel versus other travel. This might come into consideration in the equity conversation where the commute is necessary to obtain income. Has this option been considered?

One comment: From the survey regarding change of travel habits that resulted in 64% of responders indicating that they would switch to a non-tolled route, it seems to indicate that a large number of folks will divert to surface streets. If this in fact true, the congestion on surface streets is going to increase dramatically. This of course affects neighborhoods and also has a high environmental impact. Drivers may not realize is that this is going to drastically affect the determinism of their travel times, which has been typically easy to predict when driving on a highway (thanks to crowd-sourced data and mapping apps). The accuracy of these predictions goes down rapidly once going to surface streets. As a result there will be a pain point for commuters where paying the toll or adjusting their commute time will become a reasonable alternative to avoid the unpredictability of surface street congestion. The toll prices will of course determine the commuters' choices of route.

Date received: 08/12/2020

Source: Email to Project Inbox

Communication:

Subject:Tolling

Please exempt West Linn Residents from paying a toll. This toll unfairly impacts us who live here as 1-205 is our only major road for ingress and egress.

I feel sorry for WL businesses who will lose customers unwilling to pay a toll to get to their store, shops, etc.

Barbara Roach

Date received: 08/12/2020

Source: Email to Project Inbox

Communication:

Subject: I-5 and I-205 Tolling Questions

Hello,

I have always understood that the Federal Interstate system was developed to promote travel across the US and one of the premises was it being funded by federal tax dollars, therefor tolls would not be required, making it accessible to all.

I am aware that tolls on the east coast came into practice as ways to fund additional transportation networks beyond the interstate system, allowing a less congested way to travel for a "fee".

I am disturbed that we are now proposing to add tolls to our already constructed interstate freeways.

I am also concerned that you will be increases commuting costs for lower income people who are forced to live further away from Portland due to affordability. Placing tolls creates equity issues and burdens those who are already struggling to make it.

Why are tolls needed?

Are they allowed on all interstate freeways or limited to meeting certain conditions?

What will the collected toll money go toward? is there a specific capital improvement planned and how much does that cost?

What is the cost to create a tolling system and operate it?

Thank you

Patty Nelson

Date received: 08/12/2020

Source: Email to Project Inbox

Communication:

Subject: Re: Automatic reply: I-5 and I-205 Tolling Questions

I would like to be added to the mailing list. Thank you

Patty Nelson

Date received: 08/12/2020

Source: Email to Project Inbox

Communication:

Subject: Committee Public Comment

PS: Correcting the subject line

Date received: 08/12/2020

Source: Email to Project Inbox

Communication:

Subject: West Linn local's feedback on the toll road

Hi,

I live in West Linn and (like many residents) am concerned about the plan to toll the 205 at our main access point to the 205. I have two concerns – one financial and one local safety.

The toll will financially impact our community more than anyone else's. I am not a commuter – I work from home. Yet I still use the short stretch of tolled freeway to access Oregon City to shop and dine. Right now, we have two options to get to Oregon City- the small local bridge or the freeway. The local bridge is great to access Main Street in Oregon City, but not if we are headed to the strip mall on the 99 or to Home Depot. Yet it sounds like we will have to choose between doubling the length of our trips or paying a commuter's toll just to cross the river.

Are there any plans to mitigate local use of the freeway between our communities? I could see several possible ways something like this could be implemented:

The auto pay system could provide those who reside in Oregon City and West Linn with free access. If you are worried this would give a free pass to commuters who live here, then even a limited number of free passes (say eight per month) would reduce the impact on West Linn/Oregon City use.

I did see one considered option is no tolling during non-commute hours and weekends. This would go a good distance towards protecting non-commuter traffic between West Linn and Oregon City and avoid penalizing those who are simply trying to take the most efficient (aka shortest) route between West Linn and Oregon City.

And of course, I'm quite concerned about the increase of traffic on our local roads due to toll dodgers. The 43 is already heavily congested during commute hours and if people avoid getting on the freeway, it will just make it worse and cause that traffic to spill over onto Hidden Springs Road/Rosemont/Stafford or to Willamette Falls Drive between the bridge exit and the 10th Street exit.

This traffic is already annoying if you live in the community and just want to travel around town at 5pm. But it's also a safety concern. The 43 basically divides the town down the middle – so there is a lot of pedestrian and bicycle activity along the 43 and little in the way of sidewalks. Much of the pedestrian/bike activity are kids. I don't want a toll road increasing the chance of pedestrian/bike accidents in our town.

I understand that congestion and funds are a problem and am not intending to come off as a NIMBY. But if a toll road is going into our backyard, I'd like the committee to take account of the incredibly disproportionate impact it will place on us and consider modifications to mitigate that disproportionate impact.

Thank you,
Cindy Jones
Avatar Legal, PC

Date received: 08/12/2020

Source: Email to Project Inbox

Communication:

Subject: Tolling

Under NO circumstances should you use tolling as a revenue-raiser.

NO how, NO way.

You already have more than enough funding, stop wasting it on bullshit projects like "bike lanes", "Zero Vision", "Complete Streets" and other War on Cars anti-freedom, anti-American crusades.

Concentrate your efforts on increasing speed limits, and eliminating motor vehicle congestion.

Problem solved.

Schurkey

Date received: 08/12/2020

Source: Web Comment Form

Communication:

I-205 tolling mailing list

Date received: 08/13/2020

Source: Web Comment Form

Communication:

I am interested in the I-205 Toll Project

Date received: 08/13/2020

Source: Email to Project Inbox

Communication:

Subject: I 205 toll project

The promotional literature states that HB 2017 directs the implementation of the I 205 active traffic management project and two other related projects. It also provides funding for the projects.

Where does HB 2017 state that the project shall be tolling? Aren't there other ways to accomplish the goals?

Dave Pump

Date received: 08/14/2020

Source: Email to Project Inbox

Communication:

Subject: Don't toll

It's widely known that polls are a regressive tax that disproportionately affect the poor. Tax the rich. Get Outlook for Android

Date received: 08/16/2020

Source: Email to Project Inbox

Communication:

Subject: Visiting Oregon!

Do you people really think that average Americans want to visit your liberal state? Think again!
Defund the police, blm and the rest of the crap? Good luck with that one!

Date received: 08/16/2020

Source: Email to Project Inbox

Communication:

Subject: I 205

I already paid for this road with my taxes—I don't want to pay for it again with tolls

Wayne Girard

Sent from iPad

Date received: 08/16/2020

Source: Web Comment Form

Communication:

NO Tolls

Date received: 08/17/2020

Source: Web Comment Form

Communication:

So much of the I-205 traffic is from Washington, tolls should be at the bridges between Washington and Oregon, NOT penalizing Oregon residents!

Date received: 08/17/2020

Source: Web Comment Form

Communication:

I am working on a Social Equity subcommittee within the Council of Platinum Sponsors for the International Bridge, Turnpike, and Tunnel Association. We intend to learn from your committee's finding and recommendations, and echo the knowledge to other IBTTA members.

Date received: 08/18/2020

Source: Email to Project Inbox

Communication:

Subject: I-201

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 slowing 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

Date received: 08/18/2020

Source: Email to Project Inbox

Communication:

Subject: No Tolls!!!

Hello

Clackamas County residents do not want tolls!!! You should only let Clackamas county residents give their input. The rest of Oregon does not live in Clackamas county and will not be impacted. We already paid for these roads!!! Why on earth would you put a toll in this area. You would be charging Oregon city and west linn residents every time they leave their home. Put the toll at the Oregon border if you really want to toll our roads. You are going to add to the carbon footprint and destroy the environment along the back roads if you toll. We will use back roads and avoid the toll booths.

This is a moronic idea and needs to be put to rest for good. It's a crime to even think of double charging us for roads that have already been paid for by us tax payers. Add an extra lane and call it a day. Please redirect your money and energy to cleaning up the homeless tents along odot freeways and exits.

Thank you

Karrie Duckworth

Date received: 08/18/2020

Source: Web Comment Form

Communication:

I 205 Tolling project. I 5 Tolling project.

Date received: 08/18/2020

Source: Email to Project Inbox

Communication:

Subject: Tolls

Can you please explain how this is not a well disguised transportation tax for the local residents of Oregon City, West Linn and Lake Oswego? The traffic on I-5 near the Moda Center and I-84/205 Interchange are just as congested.

Sent from Yahoo Mail for iPhone

Date received: 08/18/2020

Source: Email to Project Inbox

Communication:

Subject: Tolling

What multiple bridges are you referring to in option 3?

Sent from my iPhone

Date received: 08/18/2020

Source: Email to Project Inbox

Communication:

Subject: I-205 Toll Comment

This project will effect low income household income. Some of us live in one county and work in another. Transit is 6 hours to travel between those counties. As the gas tax is already being paid by many of these low income household then you asking an additional amount from them to just relieve congestion not to actually update infrastructure it seems like a money grab from a State already showed lack in money management.

The toll shouldn't start at 213 but at 99w so people who aren't traveling through to I-5 are not paying to a few more yard to exit the freeway.

Date received: 08/18/2020

Source: Web Comment Form

Communication:

I'm deeply disgruntled about the method of paying for this project.

Date received: 08/19/2020

Source: Email to Project Inbox

Communication:

Subject: toll on I-205
I think it's a great idea.

Date received: 08/19/2020

Source: Email to Project Inbox

Communication:

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

Date received: 08/19/2020

Source: Email to Project Inbox

Communication:

Subject: i205 toll proposal concerns

Hello,

I have some major concerns regarding the proposal to install a toll station along 205 near west linn. Having lived in west linn and commuted to and from northeast Portland for work, I can safely say that the 205 bridge crossing the river right there becomes an absolute traffic nightmare during rush hour. It often backs up for 3 or 4 miles.

And you want to add a stop for a toll booth in this same area. You want to make every car stop, fumble around with some coins, get a receipt, and then they can move back into bumper to bumper traffic? That bridge already needs to be widened to deal with the traffic and you are proposing to add another bottleneck in the same area. I feel that it is going to add to the already worsening traffic issue, and I do not feel that a toll along this stretch of road is the correct answer to increase funding. I hope you take my concerns and those of others like myself into consideration.

Sean

Date received: 08/19/2020

Source: Email to Project Inbox

Communication:

Subject: tolling on I-205

Lucinda Broussard,

Please stop the proposed effort to begin tolling on I-205 between Stafford and OR213.

This would cause terrible back flow and neighborhood congestion and penalize all who live in the neighborhood who have to use this stretch of highway several times daily, each time they exit their homes and neighborhoods.

Kathy Grant

Date received: 08/19/2020

Source: Email to Project Inbox

Communication:

Subject: Toll bridge project

This is the most BS money grab of a project you people could come up with. My fiancé and I were considering moving to Westlinn next year. We love the area. Want better school options. But we are no longer interested. \$5 everyday, even as residents? Not to mention you are going straight to work without a vote. I hope you receive push back on this. You're ruining a fantastic place to live.

Sent from my iPhone

Date received: 08/19/2020

Source: Email to Project Inbox

Communication:

Subject: No Tolls!!!

The government needs to learn how to spend its money better, not tax its citizens to death and make travel a privilege.

We the people have the right to unrestricted travel!

Date received: 08/20/2020

Source: Email to Project Inbox

Communication:

Subject: I-205 Toll Proposal?

Hi ODOT,

Some quick questions in regards to the information at this link:

[https://www.oregon.gov/ODOT/tolling/Pages/I-205-](https://www.oregon.gov/ODOT/tolling/Pages/I-205-Tolling.aspx?fbclid=IwAR2TO7CUUlv4GKGtvBugfka1RTVa1eGEPHPvpptcWtqkks3hAx6ZsWv4_00)

[Tolling.aspx?fbclid=IwAR2TO7CUUlv4GKGtvBugfka1RTVa1eGEPHPvpptcWtqkks3hAx6ZsWv4_00](https://www.oregon.gov/ODOT/tolling/Pages/I-205-Tolling.aspx?fbclid=IwAR2TO7CUUlv4GKGtvBugfka1RTVa1eGEPHPvpptcWtqkks3hAx6ZsWv4_00)

On the page it states, "This project would toll all lanes of I-205 on or near the Abernethy Bridge to both raise revenue and improve congestion." Question? How much does ODOT need to raise? Are there other options to raise the amount?

2. Is there an option to build a separate one-way lane in the center that could be tolled instead of implementing a toll on all lanes? In the morning hours, the one-way lane could be available for those who want to pay the toll to drive north to south. In the afternoon hours, the toll lane changes to be open for drivers going south to north.

Thanks,
-SM-

Date received: 08/20/2020

Source: Email to Project Inbox

Communication:

Subject: Comments

When you think about equity and mobility for the tolling plan, remember that more cars on the road means more air pollution here, more pollution in the communities where the refineries are and more land taken away from being open space or housing.

Also think about how a world class transit system would do more for mobility, especially for people without personal vehicles, than more freeways.

So, in conclusion, tolls are good and necessary. They are necessary for every highway in the Willamette Valley. And a world class transit system, that covers the mid and lower Willamette Valley, is absolutely necessary.

Mike De Blasi

Date received: 08/20/2020

Source: Email to Project Inbox

Communication:

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: 08/20/2020

Source: Email to Project Inbox

Communication:

Subject: Impact on tolling

Local roadways will be noticeably and adversely impacted. Particularly Hwy 99 from Aurora to OC and from Milwaukie to OC. Also the Milwaukie expressway gets more traffic. Further secondary Residential streets like Oatfield Rd, Thiessen Rd, Clackamas road will have increased traffic cutting through to avoid your toll station. These are residential streets with pedestrians, schools and daycare services.

How will you compensate the County and Local govt for added maintenance costs?

Lastly, you'll increase the demand for sheriff's deputies, city police, ambulance and possibly fire.

It all shifts costs to other agencies and tax payers. Will my property tax be lowered because of heavier traffic? Will my county get more \$\$ to repair streets?

Have you calculated the added congestion and highway maintenance costs on these roads and neighborhoods?

David Tooze

Date received: 08/20/2020

Source: Email to Project Inbox

Communication:

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

Date received: 08/20/2020

Source: Email to Project Inbox

Communication:

Subject: Tolling the Abernathy Bridge

Hello,

Tolling the Abernathy Bridge would create issues for the elderly that have family on one side of the bridge while they

live on the other side. Also, so many in the area go to doctor appointments and shopping on the Oregon City side of

the bridge that they will be looking for opportunities elsewhere to spend their money. The ones that will need to see family

will be forced to move to the old Oregon City Bridge and the traffic in that area will create bigger concerns for folks trying to

get to the courthouse and other appointments in that downtown area. There should NEVER be a toll on both bridges. People

need alternatives to a paid route. People should be able to get on the bridge in West Linn and off in Oregon City without any form of toll. If you must toll it, then it should only be for as long as it takes to pay off the debt incurred building the improvements. This would help shed a light at the end of the tunnel for residents on both sides of the bridge. It should NEVER be permanent... EVER.
Amie

Date received: 08/20/2020

Source: Email to Project Inbox

Communication:

Subject: ADVISORY COMMITTEES

How many Trump voters are on your advisory committees for this transportation tax program? Are they all liberals who want to take away or freeway access from Oregon City residents? This program has got to be stopped.

Date received: 08/19/2020

Source: Web Comment Form

Communication:

There has been a submission made through your form, I-205 Widening:

ID 63

First name Carol

Last name De Lair

Organization

Comment

The Abernathy Bridge on I-205 is one of two bridges crossing the Willamette in the Oregon City/West Linn area. The other bridge crosses in Oregon City below the elevator and is one-lane each way. As traffic stands right now, to avoid congestion on the freeway, people are already diverting to Willamette Falls Drive which provides access to either the Abernathy or old OC bridge. Since it also connects 43 at that same area, people diverting go into Oregon City, Sunset, Bolton, Marylhurst, Lake Oswego and Portland. Also I live in Gladstone, I grew up in the Willamette area and have a home there. When traffic is backed up on 205 heading to Oregon City, people divert to Willamette Falls Drive and due to the convergence of cars, it can 15-60 minutes to cross the river. The old bridge in Oregon City cannot hold more traffic and can not hold any increase in traffic of people trying to avoid the toll. The plan to toll the area from 213 to Stafford will not improve the flow on the freeway; it will only remove traffic to the neighboring towns of Oregon City and Willamette. If you believe the tolling must proceed, please consider tolling from the West Linn side of the bridge only and allow free travel across the Abernathy Bridge to connect those two cities.

Email reply request

Phone reply request

Date received: 08/20/2020

Source: Email to Project Inbox

Communication:

Subject: Oregon I-450 Toll Project

Good morning,

I am interested to learn if the I-450 toll project is planned to be a Public-Private-Partnership?

Regards,

Trish Plonski

Trish Plonski

Vice President Sales & Marketing

TollPlus, LLC

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the sender.

Date received: 08/20/2020

Source: Email to Project Inbox

Communication:

Subject: West Linn Toll

I am completely against a toll, specifically near West Linn.

I lived in Chicago where tolls created severe traffic jams.

2. I've been next to a car, waiting for tolls to clear up... and a man got out of his car, got a bat from his trunk and started hitting the car in front of him....and I'm stuck in traffic, surrounded by cars.

3. I've seen cars bang each other too many times while changing lanes for the tolls.

Tolls creates anger in some people, you will be late for work, there will be more accidents. I strongly suggest you re-examine this.

Abigail Gakstatter

Sent from my iPhone

Date received: 08/19/2020

Source: Email to Project Inbox

Communication:

Subject: 205 Tolling

This is an absolute horrible idea. It punishes people that live in West Linn. I should be able to drive across the river without a fee since nowhere else is being tolled. It will cause the Oregon City bridge to be overcrowded and unusable as well as Hwy 43. Put it in Portland if you need to but do not punish us. I only make about \$300 a month and then I won't even be able to pay my rent.

Sent from Yahoo Mail on Android

Date received: 08/19/2020

Source: Web Comment Form

Communication:

Interested in hearing from someone about how to begin developing a plan for a toll in another part of the state, 101 at state line.

Date received: 08/20/2020

Source: Email to Project Inbox

Communication:

Subject: Abernethy Bridge proposed toll

As a long time West Linn resident, I am opposed to the proposed toll on the bridge for multiple reasons. Among others, it will increase congestion through the Oregon City bridge area and disproportionately affect low income residents. Nothing about this is fair to West Linn residents as we have no other options, and it affects our 3 exits and local roads in a dramatic way.

Chris

Date received: 08/20/2020

Source: Email to Project Inbox

Communication:

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.

Date received: 08/20/2020

Source: Email to Project Inbox

Communication:

Subject: Question

Why do we need to add a toll for a road we already pay taxes for? Why can't you use all the tax from more people coming in and spend it accordingly. People depend on that roadway to provide for their families. Make the roads bigger.

Date received: 08/20/2020

Source: Email to Project Inbox

Communication:

Subject: Tolling on Hwy 213 & I- 205

You didn't say where the money is going?

The tolls should be set at the two Interstate Bridges. There are lots of commuters crossing the I 205 and the Interstate 5 bridges. The tolls that you are proposing are targeting those who live on Hwy 213 & off Stafford road. I take a family member to therapy each week. The 20-minute trip would cost me ten dollars. Toll the commuters & shoppers. Toll the Interstate Bridges.

Thank you,

LAURIE KIMMELL, MSgt, USAF (Ret.)

Sent from Outlook

Date received: 08/22/2020

Source: Email to Project Inbox

Communication:

Subject: Public comments on I-205 tolling - Samuel Cantrell

Dear Project Managers:

I am writing to submit my comments regarding the I-205 toll project, and on tolling in general, as I believe ODOT intends to implement tolling on I-5 as well.

First, I shall address whether tolls in fact raise revenue, and then I shall address whether tolls ease traffic congestion.

On the face of it, tolls obviously raise revenue, as that is what they are. You might as well ask whether taxes raise revenue. But then we must ask the question, "But at what cost?"

Shuo Chen and Xiaobo He studied this question in China. As China's infrastructure has grown dramatically, its local governments have taken to paying for road construction with tolls. "Specifically, 95% of expressways, 61% of first-class and 42% of second-class highways are now toll roads" (Shuo and Xiaobo, 1). Shuo and Xiaobo found that "an increase in tolls by 1% corresponds with 0.005% slower growth in GDP" (Shuo and Xiaobo, 2). Even more concerningly, given our state's economic reliance on trade, both domestic and foreign ("Oregon's Economy"), they found that long-term, "growth in road tolls seems to impede inter-regional trade and to lead to greater market segmentation" (Shuo and Xiaobo, 2).

These negative effects, combined with the current COVID-19 health and economic crisis, make the thought of imposing tolls unthinkable at a time like this.

We now turn to whether tolls ease traffic congestion. Again, the obvious answer would seem to be that as the cost to use a road increases, people would reduce their usage of that road, or perhaps switch to an alternative form of transportation, such as public transit.

The City of London provides a useful case study as to whether this is true. Historically plagued with congestion, London instituted a congestion charge in 2003, affecting anyone driving into the city's core. As London has an excellent public transit system, we might expect that this congestion charge would serve to reduce traffic congestion.

An impact assessment of London's congestion charge was published in 2014. It found that to a certain extent, the congestion charge has reduced congestion. But as traffic volumes have fallen, traffic speeds have still gotten progressively slower. Some potential causes include reductions in roads available for vehicle use and road work. Regardless of the cause, despite planning to reduce traffic congestion, "levels of congestion in central London [were] close to pre-charging levels" (Transport for London, 12).

And this was with an excellent public transit system! In comparison, TriMet is disjointed, slow, and capable of serving only a fraction of the area's population.

We must now suppose what would happen if tolls were instituted. Today, most everyone has a smartphone, and drivers have quickly learned that tools like Google Maps and Waze can help them find the quickest route to their destination, even if that involves speeding through quiet residential streets. News stories are innumerable of people upset that Waze has routed drivers into their neighborhood, and in at least one case, trying to solve the problem by reporting imaginary traffic accidents on their streets.

ODOT has suggested that the solution to this is to toll those drivers attempting to get around the toll area. But then the apps would route the drivers on yet even more convoluted routes, and the toll area would have to slowly grow like lava flowing from a volcano until the entire region was engulfed. We believe other solutions can be found to the problem of congestion.

The first potential solution can be quickly found by referring to ODOT's own "2018 Traffic Performance Report: Portland Region." This report notes that "for every minute a freeway lane is blocked due to an incident, it results in 4 minutes of travel delay" (ODOT, 4). Given that in 2017, there were 4,396 crashes and non-crash incidents in the I-205 corridor, which took an average of 18 minutes to clear per incident, we can quickly find that these incidents/crashes were responsible for an approximate total of 5,300 hours of traffic delay on I-205 in 2017, or about 14.5 hours per day (ODOT, 42, 46).

I-5 is even worse. In 2017, there were 8,347 crashes and non-crash incidents in the I-5 corridor. At an average of 18 minutes to clear each incident, and 4 minute of travel delay resulting from each minute the lane is blocked, that would mean that incidents/crashes alone caused 10,000 hours of traffic delay on I-5 (ODOT, 26, 30).

Incidents of course pile up, incident begetting incident as congestion increases, but I believe this provides a good first step in improving incident response times. For example, for I-205, each minute you can reduce the time a traffic lane is blocked, you would gain three-quarters of an hour a day, assuming the number of incidents remains constant per year. (1 minute saved means 4 minutes less of travel delay, which, times 4,400 incidents per year leads to 293 hours saved per year.)

Another potential solution is to simply build more capacity in the existing road network. ODOT implicitly states this is the problem, noting in its overview that while population has grown by 3.3%, there has been only a 0.2% increase in the number of highway miles—from 567 miles in 2015 to 568 miles in 2017, for an increase of 1 mile (ODOT, 3).

ODOT's report even notes that "[congestion] commonly occurs with lane reduction ..., older roadway design ... or significant on-ramp demand" (ODOT, 3). Faced with "conditions where demand exceeds capacity" (ODOT, 3), instead of increasing capacity, ODOT decides to instead impose a fee on demand, aiming to browbeat it into submission.

Obviously just building more lanes on an interstate isn't a popular solution. Mass transit is supposed to be the future, they say. But instead of building a comprehensive mass transit network across the city, so that this glorious future may arrive, we only build piecemeal segments. I'm in Milwaukie, just blocks from the Park Avenue MAX station. But if I want to go to Clackamas Town Center, I can ride MAX all the way into downtown and then back out and get there in 2+ hours, or I could just get in my car and be there in twenty minutes. (I ignore the bus because it's also quite slow, its capacity is quite low compared to MAX, and I just don't like to ride it.) I'd be foolish to choose MAX if a car is available to me.

If ODOT wishes to encourage mass transit adoption, instead of hitting drivers over the head with a club, making driving so painful that the only alternative is mass transit, why not work to create a mass transit system which drivers wish to use?

A potential halfway solution between adding more lanes and increasing mass transit capacity is to add HOV lanes. This solution would see new lanes added to I-205, but these new lanes would be dedicated to HOV. The advantage of this solution is its flexibility—the lanes can be used for HOV at

certain times of the day prone to congestion, and then used as regular lanes at other times. And if a toll is a "stick" approach, adding new lanes as HOV lanes is a "carrot" approach, not punitively punishing drivers for using roads which they are accustomed to using, but instead saying, "If you'd like to save time by carpooling, we're going to help you out."

I believe other alternatives to tolling can be found, and should be explored instead of moving forward with tolling. In our current economic crisis, we need a solution which is precisely targeted like a surgeon's scalpel, not the bludgeon of tolls.

Thank you,
Samuel Cantrell

Works Cited

Oregon's Economy: An Overview." 2019–2020 Oregon Blue Book. <https://sos.oregon.gov/blue-book/>. Accessed 21 Aug. 2020.

Oregon Department of Transportation (ODOT). "2018 Traffic Performance Report: Portland Region." <https://www.oregon.gov/ODOT/>. Accessed 21 Aug. 2020.

Shuo Chen and Xiaobo He. "Road to success? The effects of road toll on economic growth in China." *Applied Economics Letters*, 2014. DOI: 10.1080/13504851.2014.931913

Transport for London. "Public and stakeholder consultation on a Variation Order to modify the Congestion Charging scheme: Impact Assessment." <https://consultations.tfl.gov.uk/>. Accessed 21 Aug. 2020.

Date received: 08/22/2020

Source: Email to Project Inbox

Communication:

Subject: Tolling

You are absolutely out of your minds to think that the people of Oregon should pay tolls to use roads that they've already paid for.

You disgust me.

Sent from my iPhone

Date received: 08/23/2020

Source: Web Comment Form

Communication:

Why do you want to charge money for us to use the bridges? Money is tight enough why do you want to add more financial burdens on us?

Date received: 08/23/2020

Source: Email to Project Inbox

Communication:

Subject: [blank]

Aren't we already paying taxes that pay for road work?

Also doesn't the lottery pay for road work?

Why do you want to charge us ANOTHER way to pay for roads?

What about low income and the elderly that can't afford any extra fees to pay for out of their social security?

What if we don't have enough money in our bank acct to pay for toll fees and we get charged fees and then have to pay overdraft fees?

Date received: 08/24/2020

Source: Email to Project Inbox

Communication:

Subject: Dangerous debris/littering

I've been noticing dangerous debris in the roads from Redmond Oregon/Bend Oregon. Tires large rocks hubcaps shoes. Graffiti poles plastics broken brushes and so on and so forth. The good tax payers of Oregon expect safe and clean roads. I have actually see a police officer littering??? I myself have had to swerve from hitting ROCKS /TIRES Hubcaps.. It's sad the roads of Oregon are starting to look just like the roads of Oakland/ Fresno California. Who is in charge of our roads in Redmond Oregon and Bend?? They are failing the public interest!! And I hope there will be no retaliatory actions!! Such a beautiful place Redmond/Bend is. I suggest higher fines and and more road clean up. How many bad crashes are due to road debris and such!

Who ever is in charge of our roads needs to read up on the (Broken Windows)theory maybe when the police officers aren't so busy maybe the can take up litter patrols as well. In Redmond and Bend this would be greatly appreciated.

Sincerely Thomas J Pepion

Be blessed!!!

Sent from my iPhone

Date received: 08/24/2020

Source: Email to Project Inbox

Communication:

Dear Community Advocates and Community Leaders.....

I want to inform you of the public engagement process that the Oregon Department of Transportation has instituted with regard to the I-205 Toll Project.

Today, I am asking for your help to reach out to your constituents and members you serve. As you may know, the Oregon Department of Transportation's I-205 Toll Project would toll all lanes of I-205 on or near the Abernethy Bridge to both raise revenue for transportation improvements in the corridor and improve congestion. Tolls are one tool they are using to pay for transportation systems. A public comment period for the I-205 Toll Project has been launched and it ends on September 16, 2020. This 45-day public comment period is an important part of the federally-required environmental review process that will examine different alternatives of where tolls would start and

end on I-205 and how well they would achieve the project objectives. ODOT will use this comment period to receive feedback.

They say that they want to hear your views and concerns as to how this project will impact Oregon City, especially the downtown area. The Oregon Department of Transportation is using this feedback to help determine which toll alternatives to study during the environmental review.

It does not matter which alternatives they will study. None of them will suffice. Oregon City is being asked to take the full brunt of this negative impact. I am afraid that the Oregon Department of Transportation is behaving as if this is a done deal. IT'S NOT A DONE DEAL!

I have included in this email a presentation about the project, sponsored by the Oregon Department of Transportation.

Video Webinar Presentation: <https://youtu.be/OkRqjrnCHU>

I have also attached a flyer about the project in English and in Spanish.

Furthermore, ODOT has offered a survey of which I have provided links:

English: <http://oregonevents.org/openhouse/i205toll>

Spanish: <http://oregonevents.org/openhouse/i205toll-esp>

Please contact Hannah Williams at ODOT if you have any questions.

She can be reached at 503.894.4173 or Hannah.WILLIAMS@odot.state.or.us.

NOTICE: This communication and any attachments ("this message") may contain information which is privileged, confidential, proprietary or otherwise subject to restricted disclosure under applicable law. This message is for the sole use of the intended recipient(s). Any unauthorized use, disclosure, viewing, copying, alteration, dissemination or distribution of, or reliance on, this message is strictly prohibited. If you have received this message in error, or you are not an authorized or intended recipient, please notify the sender immediately by replying to this message, delete this message and all copies from your e-mail system and destroy any printed copies.

Date received: 08/24/2020

Source: Email to Project Inbox

Communication:

Subject: Support

As a lifelong oregon resident I fully understand why we would need to change things up. I just wanted to express my support for the tolling project.

Thank you,

Nick Wiens-Hernandez

Sent from my iPhone

Date received: 08/25/2020

Source: Email to Project Inbox

Communication:

Subject: Tolling

Another hidden tax in my book. Why don't you stop spending all of your money on silly reader board projects and all of your other waste that happens daily. Tolling is nonsense and if odot needs more money, you all should cut back instead of taxing Oregonians.

Sent from my iPhone

Date received: 08/25/2020

Source: Email to Project Inbox

Communication:

Subject: Stupid idea

Your lack of poor planning and upgrades to I -205 is a disaster...

Poor planning on the planners doesn't make me impressed with your planning ... you haven't kept up with the times....

Raise the gas tax , like California has done!

Hell most of Oregon is from California....

Tune to wake up!

The next thing you'll do is gas have the citizens pay for parking @ Multnomah Falls!

Brian Betschart

Sent from my iPhone

Date received: 08/25/2020

Source: Email to Project Inbox

Communication:

Subject: Toll

I think this is absolute garbage. These roads have already been paid for by us tax payers and then you want us to again pay to drive on it. I am so tired of this take money money money. Maybe you guess so look at spending less. Like when we drive by road work and half the workers are standing there just watching one work. Maybe it is time to downsize odot. you are taking money from my family that can not afford to spend the extra that I don't have. I have to drive that road everyday to work because it crosses the river. I can not afford to pay everyday to drive to work. And it really is like strong arming someone because there isn't many ways to get around it so they will be forced to pay it. I will fight this until the end. Get your spending under control instead of continuing to take ours.

Date received: 08/25/2020

Source: Email to Project Inbox

Communication:

Subject: 205 Tolls

NO NO NO!!!! This will not solve anything.

This is the STUPIDEST idea! 99e and mcloughlin and other side streets will get crowded! I in Oregon City and worry about congestion already thanks for making it worse! Stupid!!!

Have you thought about the side streets? You can bypass the bridge by going 99E so your idea is failed!

Those of us that live near the bridge and have to use it because of where we live are now being punished and taxes for a dumb idea.

Tolls don't fix anything! They are a money grab and a tax on people that we don't need more of. Who cares the gas tax is being depleted, everyone wanted clean energy. Our county just added a stupid registration fee that is suppose to be for roads, believe it when I see it. But they claimed they were losing gas money; guess what you made that bed now sleep in it. You all wanted more clean energy don't punish us for not thinking through the consequences!!

Tolling will not solve this issue! More money spent to adds tolls will not help especially when people can by pass them.

Joshua Shelton

Date received: 08/25/2020

Source: Email to Project Inbox

Communication:

Subject: I205 tolling

This is a terrible idea. You will force traffic onto surface streets, as happened with the closure of the Oregon City bridge. Didn't you learn ANYTHING from that nightmare? People coming from the south will get off in Wilsonville and go Stafford. They will then either cut through Lake Oswego if they are heading north or cut into the Willamette area in West Linn if heading east. Willamette will be very congested. It will also impact the high school traffic out of West Linn high school and the STUPID stop sign at the end of Willamette Falls drive. The bridge into Oregon City will be a disaster. The impact on West Linn will be terrible, there will be frustrated drivers cutting through the streets at high speeds. You clearly have never driven this commute in the evening, the impact on West Linn, Oregon City, and Lake Oswego will be unbearable.

Date received: 08/26/2020

Source: Email to Project Inbox

Communication:

Subject: [No subject]

Quit spending money on light rail. The numbers do not add up to a increase in revenue for the city/state. Direct those funds to the road projects. Then you have no need for tolls to make up for the really needed transportation projects.This is not hard.

Thanks Stephanie Boyce

Date received: 08/26/2020

Source: Email to Project Inbox

Communication:

Subject: tolling survey

What survey? Aren't they suppose to have questions? This toll is a joke and we all know it. Greedy Kate taking more money from us. Get ready to piss of the residents of Oregon city and west linn. I will be getting off the freeway and driving through their neighborhoods to get around the toll. Fuck you. Sent from my iPhone

Date received: 08/26/2020

Source: Web Comment Form

Communication:

There should be an exemption of some sort for people who live in Oregon City and West Linn. The corridor is more than a travel route. It's our only way to get to other parts of the city using freeway. Not using the freeway will put even more burden on old Oregon City's Bridget and highway 43 and McLoughlin Blvd.

Date received: 08/26/2020

Source: Email to Project Inbox

Communication:

Subject: Tolls

My input is simple. NO TOLLS!

I and everyone I know will not stand for this.

Ken Carraher

Date received: 08/26/2020

Source: Email to Project Inbox

Communication:

Subject: Say No To Tolls

To Whom it May Concern:

Please find alternative means to pay for road improvements. Implementing a toll will disproportionately affect the people who can least afford it. Tolls are an elitist way to tax the poor off of the roads to reduce congestion. You must find a way to pay for projects in a more equitable way! DO NOT TAX THE POOR for the need to drive to and from work.

Thank you,

Michael Flagler

Concerned Citizen

Date received: 08/26/2020

Source: Email to Project Inbox

Communication:

Subject: Reaching the Equity and Mobility Advisory Committee for Tolling

Hello Hannah,

Please confirm that my comments, below your email, submitted more than 24 hours in advance of today's Equity and Mobility Advisory Committee Meeting #3, were received and will be responded to. At this time, no one has reached out to me.

Please let me know if a committee representative wishes to schedule a time to speak with me.

Best Regards,

Robinson Foster, Western Affairs

Steel Interstate Coalition

From: WILLIAMS Hannah Hannah.WILLIAMS@odot.state.or.us

Subject: Reaching the Equity and Mobility Advisory Committee for Tolling

Date: August 12, 2020 at 10:13:57 PDT

To: "fosterr@comcast.net" fosterr@comcast.net

Cc: Oregon Tolling OregonTolling@odot.state.or.us

Hi Robinson Foster,

I received your voicemail today. Below are instructions for reaching the Equity and Mobility Advisory Committee. You can also provide verbal comment at their next meeting. Instructions and details for their August meeting are below.

We welcome public comment at regular meetings of the Equity and Mobility Advisory Committee. At each meeting, facilitators will reserve 10 minutes to hear verbal comments. We will allot up to two minutes to each speaker. For online Zoom meetings, when the facilitator asks for public comments, please use the "raise hand" function to indicate that you would like to speak (learn more here). You can also submit written or verbal comments at any time. Please submit comments by email (oregontolling@odot.state.or.us) with "Committee Public Comment" in the subject line, or call 503-837-3536 and state "Committee Public Comment" in your message. If we receive your comment by 11 a.m. the day before the meeting, we will send them to the committee in advance. All comments received after 11 a.m. the day before the meeting will be provided to the committee at the next meeting. We will ensure that all written and verbal comments we receive prior to or at the meeting are included in the meeting summary.

Equity and Mobility Advisory Committee Meeting #3

Wednesday, August 26th, 3:30 p.m.

Location to participate in the meeting:

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/86010290308?pwd=SURBUUtibitOYUF1WEFQbitDZU9Bdz09>

Passcode: EMAC3

Or iPhone one-tap : US: +12532158782,,86010290308# or +13462487799,,86010290308#

Or Telephone: Dial(for higher quality, dial a number based on your current location): US: +1 253 215 8782 or +1 346 248 7799 or +1 669 900 6833 or +1 929 205 6099 or +1 301 715 8592 or +1 312 626 6799

Webinar ID: 860 1029 0308

International numbers available: <https://us02web.zoom.us/j/kczRodr9ti>

Learn how to join a Zoom meeting here.

Location to watch the meeting via YouTube livestream: <https://go.participate.online/emacs>

Thank you for reaching out and let me know if you have any questions,

Hannah Williams (she/her)

Toll Program Community Engagement Coordinator
Oregon Department of Transportation
www.oregontolling.org

From: Robinson Foster fosterr@comcast.net

Subject: Committee Public Comment

Date: August 12, 2020 at 14:04:31 PDT

To: oregontolling@odot.state.or.us

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

Date received: 08/26/2020

Source: Email to Project Inbox

Communication:

Subject: Committee Public Contact

No tolls, period. Your scheme will not reduce traffic and the millions of dollars you propose to confiscate will not be of value to we mere citizens.

And why is it you never respond to my comments. You believe your scheme is a fait accompli? Put this scheme up for a vote of the citizens and you will find it is indeed not a done deal.

Date received: 08/26/2020

Source: Email to Project Inbox

Communication:

Subject: Fwd: IMO "Committee Public Comment"

Re:

Oregon Toll Program

Join us for the I-205 and I-5 Toll Projects' Equity and Mobility Advisory Committee's Meeting #3

At this meeting, the committee will:

Revisit committee processes, including the revised Charter.

Learn about the history of planning for construction of I-205.

Discuss underserved and underrepresented communities that could be disproportionately affected by the I-205 Toll Project.

We hope you'll join us today.

Equity and Mobility Advisory Committee Meeting #3

Wednesday, August 26th, 3:30 p.m. – 6:00 p.m.

Location to participate in the meeting:

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/86010290308?pwd=SURBUUtibitOYUF1WEFQbitDZU9Bdz09> Passcode: EMAC3

...

Why spend all the time and taxpayer resources on this Dog & Pony Show when you and I both know it has already been decided a long time ago to toll virtually all the freeways and highways in Oregon eventually?

I may watch the YouTube video later if I can keep myself awake, but I fully expect it will be populated by liberals who want to drive us citizens out of our private vehicles and onto mass transit.

Andy Holthouse

Oregon City

Date received: 08/26/2020

Source: Email to Project Inbox

Communication:

Subject: Fwd: IMO "Committee Public Comment"

Re:

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Passcode: EMAC3

...

Why spend all the time and taxpayer resources on this Dog & Pony Show when you

****and I both know it has already been decided a long time ago to toll virtually ****

****all the freeways and highways in Oregon eventually? ****

****I may watch the YouTube video later if I can keep myself awake, but I fully ****

****expect it will be populated by liberals who want to drive us citizens out of ****

our private vehicles and onto mass transit.

****Andy Holthouse ****

****Oregon City ****

Date received: 08/26/2020

Source: Email to Project Inbox

Communication:

Subject: Tolling

Several questions:

What authority are you voting for your double taxation?

Are the advisors on the committee, ODOT officials, engineers, accountants etc, any consultants, and anyone else or other businesses directly associated with your taxation plan (you call it a toll) willing to sign a personal guarantee that the taxes collected will be used only for the plan , and no deviation , cost increases, or use of taxes collected at any other location in the State?

Why is it that a Oregon failed to set aside funds expansion and improvements from existing tax revenue, which is one of the highest in the nation?

Kyle Nickels

Date received: 08/26/2020

Source: Email to Project Inbox

Communication:

Subject: Toll on 205

It makes absolutely no difference that you are trying to be so warm and fuzzy about this project. You know as well as I do that you will implement the toll, citizen input be damned. Just like any state agency you always think you are the smartest person in the room and will ram this down our throats.

Date received: 08/26/2020

Source: Email to Project Inbox

Communication:

Subject: Toll

Equity and Mobility. Oh barf.

Date received: 08/26/2020

Source: Email to Project Inbox

Communication:

Subject: Suggestions To Consider

I Just completed your survey. I would like to add some suggestions.

I drive this route Monday to Friday from Oregon City to Tigard from 8:30AM to 8:50AM southbound and 5:45PM to 6:30PM Northbound. My wife and I carpool and commute together to Tigard. Here is the problem, North of the Abernethy bridge you have three lanes except when traveling south off OR-213 on to I-205 you have another major highway entering one lane into two southbound lanes of I-205. When you pass 10th street exit in West Linn the traffic seems to move effectively all the way to I – 5 and the speed climbs to 65MPH the posted speed.

When returning home going from I-5 to 205, the bottle neck begins at Stafford road. Why because you have lost the third lane for the off ramp for Stafford Road. From Stafford Road to the Abernethy bridge its slow and break tapping. The reason is we lost the third lane. Now, ODOT has enough real-estate to add a third lane that you could make a carpool lane that could merge back into the two north bound lanes when we approach the various bridges and then back to a carpool lane. Yes, you would need to widen the several small bridges or just remove the break down lane to make a third lane. The Bridges in San Francisco Bay area don't have break down lanes so why not I-205 for the few hundred feet to save the cost of widening the bridges?

The onramp from 10th street in West Linn needs to be extended to allow less distribution for cars entering the 205 North. This would keep the speed up during peak hours. The entry lane is too short and is what causes the slowdowns because the cars are not entering the highway at 55MPH because of the hill they must climb.

Tolling solution: Why don't you start counting Washington license plates? Maybe you should toll them at the airport offramp to have Washington Drivers to change their driving habits to reduce congestion to Oregon City and West Linn. I'm sure you would cut 30% to 40% of the traffic volume if you charged Washington's drivers to avoid I-205 during peak hours.

Question: What is the legal stand that allows ODOT can charge an automobile to drive on I-205 if you are not offering any improvements to the highway capacity? Just to discourage someone to use the public road is not a solution if the infrastructure stays the same. The access roads would become a mess to avoid the tolls. Having only two lanes each direction and charge you to drive on the same lanes is not a solution because highway 43 would be a mess with toll defectors?

Another issue you have is the number of street lights that are not working from Exit 10 to the 213 off ramp. The entry lane north bound from 99E to I-205 are all out. The exit light at 213 are out. You have paving crews working at night and they haven't noticed all the dark spots on the road between the bridge and Highway 213?

Carpoolers: What about making a carpool lane to avoid the toll? What about carpool vehicles to avoid any toll?

Out of State Vehicles: If it's going to be electronic collection, how are you going to collect from out of state travelers like Washington State, ID, CA and Canada autos passing through the area?

Thank you,
Timothy W Morgan
Oregon City, OR

Date received: 08/26/2020

Source: Email to Project Inbox

Communication:

Subject: questions that have been raised by the communities

I would like to read the questions that have been asked since I know there have been thousands. I would also like an explanation as to why we have a member from Bend on this committee. This person is far removed from the places these tolls will be placed and will not impact them other than monetarily. Please explain.

Date received: 08/26/2020

Source: Ask ODOT

Communication:

James West

I could not find the survey regarding tolling in Oregon. Don't do it. Its just another tax for services we already pay for. Gov. Brown already on her own raised all fees way to high. Regular people already are just getting by. Some of us have to drive all over for our jobs. Just another way to force people out of cars unless your the Rich. Or green agenda. Don't do it!

Date received: 08/26/2020

Source: Email to Project Inbox

Communication:

Subject: Re: Tolling

Apologies for the typo: should ask "What authority you are using for your double taxation?". Please cite the US Constitution article and and/all federal laws.

On Wed, Aug 26, 2020 at 11:18 AM Kyle Nickels kylenickels@gmail.com wrote:

Several questions:

What authority are you voting for your double taxation?

Are the advisors on the committee, ODOT officials, engineers, accountants etc, any consultants, and anyone else or other businesses directly associated with your taxation plan (you call it a toll) willing to sign a personal guarantee that the taxes collected will be used only for the plan , and no deviation , cost increases, or use of taxes collected at any other location in the State?

Why is it that a Oregon failed to set aside funds expansion and improvements from existing tax revenue, which is one of the highest in the nation?

Kyle Nickels

Date received: 08/26/2020

Source: Email to Project Inbox

Communication:

Subject: 205

You people are criminals,

You take money from hard working people...

Thiefs go to jail, yet you can sign a paper and steal from hard working Americans.

Criminals!!!

Date received: 08/26/2020

Source: Web Comment Form

Communication:

I will drive through the neighborhoods to avoid any toll.. odot is picking on us.we rely on 205. Nobody else pays tolls in OR

Date received: 08/27/2020

Source: Email to Project Inbox

Communication:

Subject: NO TOLLS

Tolls on I 205 will not solve traffic congestion long term.

All it will do is make all drivers who use the Highway highly annoyed.

If you want to solve congestion add an extra lane, or encourage car pooling/ride share, and public transportation, or get the semi trucks off the road to make room for commuting traffic.

NO TOLLS!!

thank you

Date received: 08/27/2020

Source: Email to Project Inbox

Communication:

Subject: Tolling I-205 comment

I've been an Portland resident for 47years and a resident of West Linn for 25 years and have seen the many changes that have taken place along the I-205 corridor. I strongly disagree that tolling is the best approach to reducing the impact of traffic and paying for the improvements along this stretch of highway. Despite your data it will most likely impact the surrounding surface streets with higher concentrations of vehicles as motorists attempt to work around the tolled areas. This would further impact an already congested section of surface streets from Stafford Road to the Abernethy Bridge. West Linn is also building a new middle school in an area off of Willamette Falls Drive that would be doubly impacted by all of this increased traffic.

I am very strongly against this proposal and will look to vote against it if given the opportunity.

Bill Maxwell

West Linn, OR

Date received: 08/27/2020

Source: Email to Project Inbox

Communication:

Subject: I-205 Tolling

This is a bad idea..

I dont know all the details yet on this but

This bridge is so congested as it is. Alot of us live far out and have to travel this bridge and it wouldn't make sense to take public transit. Especially with this pandemic alot of us have our hours cut and adding a toll is just one more thing for working class families to pay for.

if you guys decide to shut any lanes down for bus transit that wouldn't make sense either. because it is so congested already and the people that often cross that bridge are people going to or coming back from work. I feel like a toll is a greedy thing for people that HAVE to cross this bridge to get to work.

Date received: 08/27/2020

Source: Web Comment Form

Communication:

Increased traffic on Hwy. 99E, Hwy 43 and Willamette Falls Drive.

Date received: 08/27/2020

Source: Email to Project Inbox

Communication:

Subject: The idea of a I-205 toll is a mistake

Good afternoon:

As an Oregonian, I pay enough in taxes to the state. I don't need to pay another tax for what is supposed to be a "Freeway". My understanding is that is how the Interstate Freeway 205 in the greater Portland area got its name. It is a non-toll freeway, as are I-5 and I-405, and many others. There is no charge (as the taxpayers who agreed and voted for them decided since their taxes will pay for it) and it should remain a "free-way" for people to travel. Toll roads should be a LAST RESORT! Alternative routes (side streets) should be improved (widened) and made easier to access. New bridges over the Willamette river (leading to those improves side streets) should be built. The examples ODOT used of current toll roads is poor, since they deal with roads leaving the state, NOT within the state. Any internal toll road rate should be pennies, not dollars since more Oregonians use those roads more than the occasional out-of-stater. We pay enough in taxes, without an additional toll tax on a freeway. Toll roads should be a LAST RESORT!

Does anyone truly think that the number of cars on our highways and freeways are going to decrease in the future? No. So ODOT, make some different plans that work for the tax paying public. Looking to the future, each street or road or highway or freeway and bridge in Oregon should be widened for safety to allow the most lanes and vehicles possible. Alternative improved routes with minimum stop lights added will and does help with congestion; HOV and bus only lanes don't and leave the majority of taxpayers frustrated that there are few cars on an empty lane (get rid of the busses that aren't full). This is nothing that needs to be rushed into, although everyone agrees the sooner the better. Want

the public to take public transportation, make it free (we pay enough in taxes for them to be half empty). So ODOT make some better plans that work. Toll roads should be a LAST RESORT!
An inexpensive bridge over the Columbia near Troutdale over to Camas/Washougal will draw off quite a few Washington commuters (which you can toll!) from I-205. Another inexpensive bridge between Scappoose and West Vancouver will pull off a lot of commuters from I-5, especially if it will tie into the West-Hills (through Forest Park... improve German Town road?) and I-217! Toll roads should be a LAST RESORT!

-Doug Yates
Sandy, Oregon

THIS MESSAGE IS INTENDED ONLY FOR THE USE OF THE INDIVIDUAL OR ENTITY TO WHICH IT IS ADDRESSED AND MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL, AND EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. IF YOU HAVE RECEIVED THIS COMMUNICATION IN ERROR, PLEASE IMMEDIATELY DELETE IT FROM YOUR SYSTEM AND NOTIFY THE SENDER BY RETURN E-MAIL.

Date received: 08/27/2020

Source: Email to Project Inbox

Communication:

Subject:Confused

I appreciate all of the work that has gone into this project that's far. But I commute it from Gresham to Salem for about 9 months. If I went hwy 84 to I5 or 205 to I5 ,it didn't matter... half of the license plates that I saw were from Washington State.

Why isn't the toll aimed at Washington commuters?

In California crossing bridges to other counties you're paying 5 to \$7. Yet we have another state that's crossing over and they're going to clog up Highway 5 Via 84 and bypass 205 all together. Again I'm confused...

Why is Washington untouchable? They are paying taxes for these roads, we are.

John
John

Date received: 08/27/2020

Source: Email to Project Inbox

Communication:

Subject: [No subject]

What about the low income who can't afford it? We pay taxes thru gas to take care of the roads already where's that going?

Date received: 08/28/2020

Source: Email to Project Inbox

Communication:

Subject: Concerned about tolling impact

I think implementing tolls on I-5 and I-205 is a huge mistake and will adversely affect the low income population.

I'm a lifelong low income Northwesterner and grew up along I-205 and I-84 corridors. Citizens like me are already hanging on by a string. What seems like a low toll to you can be insurmountable for others.

Restricting access to the freeway and effectively limiting it to upper class citizens is morally wrong. My taxes pay for these roads as well, just because I can't afford to pay even more shouldn't mean I can't use a major public thoroughfare.

Low income people depend on the freeway everyday to get to minimum wage jobs and literally cannot afford to split their meager paychecks even further.

Please consider the negative impact this will have on your fellow Oregonians and don't implement tolling. There has to be a better way that's inclusive for all residents.

-Jocie

Date received: 08/28/2020

Source: Email to Project Inbox

Communication:

Subject: No on toll

Oregon people do not toll roads!

Stop moving forward without a vote of the people!

Let the people of Oregon make the decision not just a few that want more tax dollars.

It's time to Fire those who do not stand with the people of Oregon. This does not represent what the people of Oregon want to do.

Steven Brent

Date received: 08/28/2020

Source: Email to Project Inbox

Communication:

Subject: No on tolling I-205

This move will adversely affect our city of Canby in a terrible way. 99E is not able to handle additional traffic. It is frequently in disrepair. Even now, due to the current traffic situation, Canby gets more traffic moving through our little downtown than necessary. A toll would put our city in gridlock. In addition to 99E being a problem, many folks are bypassing the main highway in downtown to drive

Territorial to avoid stoplights altogether. This puts a huge amount of stress on residential streets where we have folks walking, running, biking, playing and going to church. Out of towners run the 4 way stop sign frequently out of ignorance, distracted driving or just being in a hurry. Please don't cause another huge problem by adding tolls. NO to tolls!!
Deanna Peterson
Canby, OR

Date received: 08/28/2020

Source: Email to Project Inbox

Communication:

Subject I-205 tolling - community input

I live directly off Hwy 43 in the Bolton neighborhood in West Linn. I am a senior citizen living on social security and am very concerned that I will be unable to travel to my usual grocery stores, doctors, friends, etc. as I access all of them on I-205.

I don't have the financial means to pay tolls when I need to go on an errand and having to take other routes will increase time to do anything by almost an hour each way winding around 205.

Traffic on Hwy 43 is already over capacity - before Covid took hold, I couldn't make a left turn out of my driveway between 3-7PM. Things are better now that people are working from home.

Traffic is down considerably on I-205 since Covid-19 and I doubt everyone is going to be back in their offices even when everything is back to normal. Are you considering that traffic patterns have changed, and possibly permanently?

I understand you are concerned about equity and underserved populations but please keep in mind not everyone who lives in WL or Oregon City is affluent. I purchased a 1-bedroom condo in WL in 2002 because I couldn't afford to purchase a home in Portland. Am I to be also driven out of this area by this decision to toll our roads?

I hope you take seniors into consideration when you make your final decisions - most of us are living on reduced means after we retire and tolling would greatly alter our ability to access needed services. Thank you for your consideration,
Laurie McGrath

Date received: 08/28/2020

Source: Email to Project Inbox

Communication:

Subject: committee public comment

I live directly off Hwy 43 in the Bolton neighborhood in West Linn. I am a senior citizen living on social security and am very concerned that I will be unable to travel to my usual grocery stores, doctors, friends, etc. as I access all of them on I-205.

I don't have the financial means to pay tolls when I need to go on an errand and having to take other routes will increase time to do anything by almost an hour each way winding around 205.

Traffic on Hwy 43 is already over capacity - before Covid took hold, I couldn't make a left turn out of my driveway between 3-7PM. Things are better now that people are working from home. Traffic is down considerably on I-205 since Covid-19 and I doubt everyone is going to be back in their offices even when everything is back to normal. Are you considering that traffic patterns have changed, and possibly permanently?

I understand you are concerned about equity and underserved populations but please keep in mind not everyone who lives in WL or Oregon City is affluent. I purchased a 1-bedroom condo in WL in 2002 because I couldn't afford to purchase a home in Portland. Am I to be also driven out of this area by this decision to toll our roads?

I hope you take seniors into consideration when you make your final decisions - most of us are living on reduced means after we retire and tolling would greatly alter our ability to access needed services. Thank you for your consideration,

Date received: 08/29/2020

Source: Email to Project Inbox

Communication:

Subject: Equity

Thank you for listening to our concerns. My worry is why I chose to live in West Linn, quick 5 minute commute from home to work was tops on my list.

Now, that 5 minute commute is going to cost me every time I go to work?

How is it fair for me and not for someone living in any other city in Oregon, minus those few cities around the toll area?

Not only is this targeted for those about this transportation route that we all contribute equally for, it then also adds increased traffic through the community I also use for daily needs that do not involve interstate travel.

If funding is the need, have all pay, not just the folks that have had the misfortune of living in this targeted area.

I think the only fair way I'd agree, is for some type of exemption for those in the affected swath, cities that have increased traffic through them will also make this a rational for all other travelers to absorb this burden.

This is simply unfair to those living in this area already. New construction or ownership sure. But people already established should not have to fund an interstate.

Thank you,

Brian Goodrich

Date received: 08/29/2020

Source: Email to Project Inbox

Communication:

Subject: I-205 toll discussion

To whom it may concern,

The proposed toll in I-205 is a huge negative effect on surrounding communities and neighborhoods. The biggest impact is social economic in the cost to travel for low income and working families that commute on a daily bases. The cost for major road maintenance around I-205 secondary roads and the higher volume these streets will endure.

In the broader context it will impact the whole economy by raising the cost for transporting goods as we know the majority of these are delivered via trucking these costs will be put on the consumer and mostly impact low income people.

I find that this toll is not beneficial in anyway but just a way to justify more taxes, we should be looking at taxing electrical vehicles more as they do not contribute to the road tax to help upkeep our roads.

Thank you,
Ken Gutierrez
Sent from my iPhone

Date received: 08/29/2020

Source: Email to Project Inbox

Communication:

Subject: 205 tolling

As a resident of West Linn that lives off of the exit at 10th street, I am going to protest this option. To have to use a toll lane, or to have to put up with an increase in the already HORRIBLE drive through traffic that we have is absolutely unacceptable. Find another way.

Jacquette Ghazal

Date received: 08/29/2020

Source: Email to Project Inbox

Communication:

Subject: 205 toll road

After speaking with several neighbors about this , we came to the conclusion that Most people will be taking side roads and refuse to pay for it , as result of this we will have major congestion , pollution and angry local tax paying residents .

We oppose the toll road and ask you to do impact studies .

The city of West Linn , just completed a major road improvement project and did not widen the lanes in their downtown only one lane in and one out , looks like they did it on purpose to discourage thru traffic .We strongly oppose this measure .

Roland R. Ghazal, CLU, ChFC
Chartered Financial Consultant
Managing Partner .

This is privileged and protected communication ,for intended recipient only, if you are not expecting this email , please reply to this email by typing the words opt out or delete this message.

Date received: 08/29/2020

Source: Email to Project Inbox

Communication:

Subject: I-205 toll

Hello Mr. Wagner,

I do not contact my government representatives often, for that matter this is probably only the 2nd or 3rd time ever. This said the 205 toll project is a huge deal to me and many neighbors in the Willamette and Bolton area of West Linn and Oregon City. We are already severely negatively impacted by highway diversion through our small streets. Of note the 'beautification' project that is in process in Willamette will only made traffic and parking worse. This combined with a toll on Abernathy Bridge will make living in Willamette undesirable. As much as I love it here (20+ year resident) I will be looking else where if the toll is not stopped. Below are three major issues as I see them:

Financial burden to West Linn Residents: This toll means I and most of my neighbors need to 'pay' to go food shopping (Fred Meyers & Winco etc.. are on the other side of the bridge). That my daughter who is just getting started will have to pay to get to her first 'real job' in Clackamas which is just a 15 minute drive but a 6 day a week commute for just over minimum wage. I just don't see how the first toll in Oregon is slated to charge residents to do their daily routine and local trips. Tolls in other cities and states do not typically impact local neighborhoods I know this as I have lived & or worked in Pennsylvania, New Jersey, Delaware, and Washington state.

2. The traffic diversion will have a hugely negative impact on the Willamette area and Oregon City. The added traffic will cause traffic jams, not just M-F, but every day from people who are trying to avoid paying. Our streets are small and we are already affected.

3. Lack of clear benefit/gain in infa-structure: the toll doesn't even promise if or when the 205 will be expanded.

Mr. Wagner, I hope you will agree, this smells of government over reach for money with no representation (chance to vote) and no promise of added value. Please Please fight for our right to vote for this before ODOT makes this money grab.

Thank you for your time and I hope efforts to stop this.

Sincerely,

Denise Hoffner

PS 1 in case your wondering, I have made comments on the ODOT web site.

PS 2 Thoughts that just now occur to me: there are better ways to raise money: one might be to set up meters at the begining and at ALL on and off Ramps of the highway that needs funding for expansion/improvement. Charge only according to how many miles/exits are traveled / passed and don't charge if less than a hand full of exits or 15-20miles are traveled. This would take away the 'residential' activity impact (I really shouldn't have to pay a toll to do my grocery shopping) and it allows for collection of higher tolls from major commuters. PS that would include me when I am traveling for work 4 days/week.

Date received: 08/30/2020

Source: Web Comment Form

Communication:

If this unfair project happens-ALL \$\$\$ better go ONLY to enlarge to 3 lanes in this specific area and go away when enough has been raised! It will keep families from families-truely! It will become too expensive to help our Mother on other side of town?! Unfair&horrible

Date received: 09/05/2020

Source: Email to Project Inbox

Communication:

Subject: Rolling on I205

I strongly oppose any rolling on I-205. Tolls are not the solution to congestion all they will do is create another cost for working families already struggling.

Date received: 09/05/2020

Source: Web Comment Form

Communication:

I have submitted my survey, but I will say it one more time. We live in changing times. Circumstances and what we needed at the beginning of 2020 most certainly have and will continue to change in this age of the pandemic. This is not the time to be making changes. A hold should be placed on this process.

Date received: 09/06/2020

Source: Email to Project Inbox

Communication:

Subject: Inequities

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

It's amazing but not at all surprising that there are no toll locations in Multnomah County. Punish Clackamas County residents the most for your years of neglect about this issue.

Kevin

Sent from my iPad

Date received: 09/07/2020

Source: Email to Project Inbox

Communication:

Subject: Committee Public Comment

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Committee,

I live in Clackamas County and after looking at the options for tolling I see it's business as usual. Not one option has a tolling station in Multnomah County. I'd like someone to explain to me why this is the case. Some how find a way to punish the residents of my county?

This plan doesn't surprise me, but the highway department should go back to the drawing board.

Kevin

Sent from my iPad

Date received: 09/07/2020

Source: Email to Project Inbox

Communication:

Subject: 205 toll

This toll is absurd all youre going to do is increase traffic which is already bad on side roads around this section of 205 which anybody and everybody will use including myself and all youre going to do is piss off the people that live in these communities to no end so if i were you i would ditch this project and apply for government grants instead of raping the public for your pet projects. They money spent on light rail that clackamas county voted no and still crammed it through anyway big waste a money just like the toll project

Date received: 09/08/2020

Source: Email to Project Inbox

Communication:

Subject: Very bad idea to implement tolls on I-205

Very bad idea to implement tolls on I-205. Very much against this!

Doug Keil

Date received: 09/08/2020

Source: Email to Project Inbox

Communication:

Subject: Re: Automatic reply: NEPA comments on I 205 expansion, tolling projects

Please consider the letter marked for Committee Public Comment.

Martin Meyers

For Redland-Viola-Fischers Mill CPO.

Date received: 09/08/2020

Source: Email to Project Inbox

Communication:

Subject: Tolling

Hello fellow Oregonians,

I don't think tolling is a good idea on 205 for a number of reasons:

1. It is a complex way to raise money. A better way is to simply raise the gas tax, for example.
2. It will cause surface streets to become congested as people with low income will avoid toll points. This means an increase in inefficiency, generation of more vehicle exhaust etc.. as people avoid tolls.
3. In Seattle, tolled lanes are occupied by luxury vehicles. \$10 is nothing to a rich person but a meal for blue-collar and lower wage earners.
4. You didn't ask the voters. Put this to a vote and see if the majority of the population is with you. You don't have the support. I can't think of a single person I know that believes this is a good idea.
5. It is invasive. Data from this could be used for purposes other than generating money.
6. Transportation money designated for road construction (at least as perceived by the public), is routinely used for other projects including light rail, bike paths and pedestrian paths/bridges. It seems the more we designate money to a project like road construction, the more money generated by prior taxes gets reassigned to other projects. I think the improvements could easily be paid by existing taxes if they were handled correctly.

Also, there is a lie being promulgated by a lot of people. The lie is "we can't pave our way out of congestion". If we follow that statement as a truth, then we can end congestion by removing the roads! Of course we can build enough freeway lanes to cover our needs.

Congestion arises because the added freeway lanes create enormous economic opportunities that result in construction of additional homes, business and the like, generating more freeway travel. The problem of congestion relates to how ancillary construction is managed following freeway lane additions.

Pay for the roads through a temporary gas tax and then tax the huge amount of economic activity that results.

Sincerely,

Bernard Black

Date received: 09/04/2020

Source: Email to Project Inbox

Communication:

Subject: I-205 Tolling "revenues and costs" numbers

ODOT recently presented the SW Washington RTC Board information regarding the five tolling options for I-205. Two of those options are recommended to move forward for the next phase of study.

Each "alternative" was evaluated for five different criteria, including "cost and revenue". Options three and four are recommended for advancement, and received the best grades for "cost and revenue" performance.

Can you provide us the specific criteria for "cost and revenue" category, and the specific results and data, etc. for the "cost and revenue" in each of the five alternatives? Thank you.

Finally, we would like to receive the specific criteria and results for all five alternatives in the ODOT evaluation. I realize that might take longer to provide, so I split the request into two separate requests, if the entire package of details is not readily available.

Thank you for your assistance.

Sincerely,

John Ley

Clark County Today

Date received: 09/04/2020

Source: Email to Project Inbox

Communication:

Subject: expectations

As a West Linn resident, I would recommend you extend discounts or exceptions EVERY month to West Linn residents on the cost of tolls. You will now have jammed up surface streets in Tualatin, Lake Oswego, and the Stafford Basin due to this completely absurd decision to toll the stretch of I-205. It is nothing but an attempt to shake down West Linn residents to pay for infrastructure ODOT cannot seem to pay for.

Respectfully,

JENNIFER HARMON

Date received: 09/04/2020

Source: Email to Project Inbox

Communication:

From: BROUSSARD Lucinda Lucinda.BROUSSARD@odot.state.or.us

Sent: Friday, September 4, 2020 10:03 AM

To: Pressentin, Anne Anne.Pressentin@wsp.com; Madden, Sine Sine.Madden@wsp.com

Subject: FW: I-205 Tolling presentation at RTC

Sorry. Hit send too soon.

From: BROUSSARD Lucinda

Sent: Friday, September 4, 2020 10:02 AM

To: Oregon Tolling OregonTolling@odot.state.or.us

Cc: WILLIAMS Hannah Hannah.WILLIAMS@odot.state.or.us; Dolata, Mat Mat.Dolata@wsp.com; Wills, Heather L. Heather.Wills@wsp.com; Rabby, Jennifer Jennifer.Rabby@wsp.com

Subject: FW: I-205 Tolling presentation at RTC

From: John Ley john.l@clarkcountytoday.com

Sent: Thursday, September 3, 2020 5:39 PM

To: BROUSSARD Lucinda Lucinda.BROUSSARD@odot.state.or.us

Cc: Ken Vance ken.v@clarkcountytoday.com

Subject: I-205 Tolling presentation at RTC

Lucinda:

You and two others presented a great deal of information to the SW WA Regional Transportation Council on Tuesday, Sept. 1st. I have a couple questions based on your presentation. I am writing a news story on this for Clark County Today readers.

It was stated the project purpose was “manage congestion on I-205 between Stafford Road and OR 213.” It was later listed under “Goals and Objectives” -- “reducing congestion”.

#1 -- Is the purpose simply to “manage” traffic congestion on I-205 or is it to reduce traffic congestion on I-205 in this area? Is it possible to eliminate traffic congestion in this area of I-205?

#2 – if the purpose is to reduce traffic congestion on I-205, how much reduction in traffic congestion are you seeking?

#3 -- It was stated that this section of I-205 is congested “over 6 hours a day” in 2017. How many hours a day will there be congestion once the project is completed and implemented?

#4 -- It was stated the “Tolling system design to limit rerouting from tolling”. How much rerouting of traffic currently exists in this section of I-205?

#5 – is your goal to reduce the number of vehicles diverting and rerouting in this area around I-205 by improving traffic flows on I-205?

#6 – can you share how many additional vehicles will divert onto side roads in each of the five scenarios under consideration?

Thank you very much for your time and consideration.

Sincerely,

John Ley

Clark County Today

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-LAEmHhHzdJzBITWfa4Hgs7pbKl

Date received: 09/04/2020

Source: Email to Project Inbox

Communication:

Good morning,

I'd like to provide some feedback about the idea of tolling I-205 from Stafford Road through the Abernathy Bridge.

We live off of Willamette Falls Drive in West Linn in the Willamette Neighborhood. Traffic between 4:00pm-6:00pm before COVID on Willamette Falls Drive travels about 5-10 mph.

If I-205 is tolled between Stafford Road and just past the Abernathy Bridge, traffic will be diverted down Willamette Falls Drive and through Willamette to avoid the tolls, further devastating the area.

Here's the kicker.... There is also a large middle school slated to be built right on Willamette Falls Drive which is not sustainable traffic-wise in itself!

If this toll goes through, you will have successfully destroyed the Old Town Willamette Neighborhood of West Linn.

Very concerned citizen,

Rich Brooke

Date received: 09/04/2020

Source: Email to Project Inbox

Communication:

The toll project was not approved by citizens of Oregon or Clackamas County. We do not want tolls in our county as they will only cause more traffic problems not reduce them. Also we all know the funding will go straight to Portland roads and not to the roads that the people paying the tolls live near. Stop taking months to finish a small project and wasting taxpayers money and you would have money to spend on improving roads.

Signed

Clackamas County resident

Get Outlook for Android

Date received: 09/14/2020

Source: Email to Project Inbox

Communication:

Subject: I-205 toll

In your request for comment you didn't address what happened to our last comments. We told you why you were wrong, you blew us off without an explanation. Why should anyone believe you care what we think now?

Date received: 09/13/2020

Source: Email to Project Inbox

Communication:

Subject: 205 tolling

The public does not want tolls in Oregon. They see it as another tax and don't want it. Do what has been promised for so long now and add lanes to I-205 and fix/widen the George Abernathy Bridge. Another death on Stafford this month due to the traffic on I-205. Do what has been promised so many times and don't try to tell us that this will help traffic. All you are doing is moving more traffic to the side streets slowing up things even more when it gets right down to it with tolling. This will cause more pollution and a greater impact on the surrounding environment.

Why are you not letting the people vote on this subject? Because you already know the answer. So stop this and stop spending our tax dollars on things you know we the people do not want.

Steven Brent

Sent from Mail for Windows 10

Date received: 09/12/2020

Source: Email to Project Inbox

Communication:

Subject: Inquiry about project

Good morning, I have some concerns to understand the reason behind creating a toll. Did a vote pass that approved such project and if so what will happen to the revenue income from these tolls?

As many have shared I am not happy about this. However, I would like to understand a bit more.

Thank you

Date received: 09/12/2020

Source: Email to Project Inbox

Communication:

Subject: 205 toll

Everyone will go around the toll onto already congested areas like Oregon City, Gladstone, West Linn, etc. The location of your toll at Oregon City will tax Oregon City residence who already pay high taxes and will not encourage new residence or commerce to this area!!! NO TOLL ON 205! Spend the tax money we already pay you!

Sent from my iPhone

Date received: 09/14/2020

Source: Email to Project Inbox

Communication:

Subject: Tolling I205

Hello Project Team,

I support tolling the longest portion of I205 which I believe is alternative 5 and all lanes. I've read that many in Clackamas County are not in favor of this; unincorporated county and the cities. Here are my reasons for this support:

-county residents pay some of the lowest taxes if not the lowest in the tricity area. They use the main Multnomah County bridges but don't pay for them.

-if county residents are concerned about traffic on their collector and arterial streets then they can adopt ways to pay for their improvements. Clackamas County for decades has not had any transportation program for road improvements other than the state gas tax and SDC fees. (Recently they adopted a vehicle registration fee.) Over the years the county has received millions of dollars for new and/or repairs to many bridges-residents did not contribute to these improvements. (Some serving very few people.) By relying basically only on the gas tax the county has an incredible backlog of road maintenance/safety projects.

-Clackamas County residents paid nothing for the new Sellwood bridge when 65/70% of those residents use the bridge. Multnomah County residents will for many years pay a higher vehicle registration fee to help pay for this bridge.

-basically urban residents in the metro area subsidize roads (Portland's gas tax, Washington County's road maintenance program...) that benefit Clackamas County residents.

-traffic along roads adjacent and near I205 will over time increase as growth increases. As we know, traffic increases along these roads when there are crashes on the freeway. If the cities in Clackamas County and those in unincorporated county are concerned about this then they should be considering programs to increase revenues to improve their streets. It's appropriate that they pay their fair share for their road improvements and contribute to the regional system.

-it's interesting that Clackamas County is concerned about the traffic impact of travelers on its road system as a result of tolling when the County recently approved a mega sports complex that would be open 365 days/year serving hundreds of people off of Ek Road. (And, in my opinion, there would be nothing to stop many more of these to be approved in the future.)

Thank you for the opportunity to comment on this project. I'd like to receive updates too please!

Sincerely,
L. Meuser
Sent from my iPhone

Date received: 09/14/2020

Source: Email to Project Inbox

Communication:

Subject: Committee Public Comment/Tolling and Equity Issue-Tolling I205

Tolls are basically regressively distributed among all users, as you know. But a study regarding tolling and equity issues in the Puget Sound area in Washington State

(<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3147225/>) found that low-income workers are:

-more likely to carpool (obviously, this may not be happening as much due to Covid) -more likely to use transit or other modes of transportation -less likely to use a personal vehicle

The implication is that tolling is likely to impact a smaller percent of low-income persons than non-low-income persons.

This study is a rather in-depth study worth a read. You likely have already checked this out.

If ODOT has data on certain freeway segments low-income persons use, that would be very beneficial in devising a tolling system that excludes those segments or perhaps offers a lower toll for those segments (not sure if that is feasible). The Puget Sound study included this type of information and much more.

I appreciate the opportunity to comment on the tolling of I205.

Sincerely,

L. Meuser

Sent from my iPhone

Date received: 09/14/2020

Source: Email to Project Inbox

Communication:

Subject: Impact of Tolling

I find your modeling that predicts a 15-35% decrease in traffic on tolled roads to be suspicious. I lived on the East Coast, where toll roads are ubiquitous, for almost 40 years and worked with toll road systems. New toll roads may cause a small, temporary decrease in traffic volume but it returns to near normal within a year or less. I suggest you engage someone who has more experience in forecast modeling. There are a number of experts at East Coast universities.

Fred Schoening

Date received: 09/11/2020

Source: Web Comment Form

Communication:

I grew up off 10th Street and now live in Gladstone so I have first hand experience in the rush hour traffic in that area.

Date received: 09/11/2020

Source: Email to Project Inbox

Communication:

Subject: Overlook Neighborhood Association

Be advised: Our collective neighborhood, home owners and fellow members will vote out any political appointee that supports the tolling of Oregon roads. We shall do everything in our power to stop the proposed process of placing tolls on Oregon highways.

Dr. J. Brennemen

Date received: 09/03/2020

Source: Email to Project Inbox

Communication:

Subject: No tolls please

Why don't the public get to vote on this toll project? We don't want a toll.

We drive that section of 205 a couple times a day. That's going to be expensive. I hate tolls. Once they go in they never leave.

Heidi Petersen

(Sent from my iPhone)

Date received: 09/02/2020

Source: Email to Project Inbox

Communication:

Subject: I-205 toll

Hi,

I cannot afford a toll on I-205 as I do not have additional income for a toll. My relative is that direction so I travel that way.

I am on a fixed income. There has to be a better way.

I think a luxury tax on expensive cars is more logical.

June

Date received: 09/02/2020

Source: Email to Project Inbox

Communication:

Subject: Looking for traffic impact analysis

Hello,

I'm wondering if there has already been any information shared with the public regarding the TIA of the tolling, I'm specifically looking for traffic pattern changes that would affect Hwy 43 in West Linn. I haven't found anything on the project site and hoping if there is something you there you might be able to point me in the right direction. Thus far I found this.

<https://www.oregon.gov/odot/tolling/Pages/Mobility-Equity.aspx#strategies>

"

Neighborhood diversion currently exists as drivers use neighborhood streets as a cut through to avoid congestion on freeways. Implementing tolls on I-205 and I-5 has potential to cause some people to avoid tolls and use local neighborhood streets. Both the I-205 and I-5 projects need to identify toll end points to lessen negative impacts.

During this phase of analysis, we will evaluate diversion potential and design options that can encourage beneficial diversion and minimize unwanted diversion.

Diversion can take many forms, some of which are beneficial:

- Toward the surface street system. This occurs when through traffic diverts from freeways onto the local and arterial road network.
- + Away from local streets. If tolls reduce freeway congestion, it will draw vehicles away from the local and arterial road network and back to the freeway in search of travel-time savings.
- + Change travel mode. This type of diversion reflects vehicles shifting to different transportation modes like biking, walking, or transit.
- + Change travel time. This type of diversion reflects people shifting travel to different times of day to avoid the peak commute hours.
- + Change freeway. Currently, ODOT balances freeway volumes via variable message signs and other tools. Tolls may be another strategy to balance diversion.

"

Regards,

Jason Harra

Founder & CEO

SellerActive

Date received: 09/02/2020

Source: Email to Project Inbox

Communication:

Subject: Tolls

No tolls in Oregon, specifically Portland. We are already tapped with property and art taxes. Not to mention the bonds. We are surrounded by urban campers and the last thing I need is to pay for a toll.

Date received: 08/31/2020

Source: Email to Project Inbox

Communication:

Subject: 205 toll tax

To anybody that is concerned, these are my thoughts:

My wife and I were both born, raised and have been in West Linn for over 70 years. We both were here when 205 was originally built and remember the constant dust and the noise from trucks and the dynamite. Not that this really means anything but gives us a unique perspective. We are both progressive and do not mind change. But we oppose certain aspects of a toll tax.

What this means to us is a toll tax when we visit our doctor/dentist, a toll tax when we shop, a toll tax when we visit our children and grandchildren, a toll tax when we hire a plumber, electrician, landscaper; they will just pass that tax along to us. We understand that we would purchase a monthly or yearly pass but we would end up paying for driving to and from our home. Some people in West Linn are well positioned financially, we are not. As I understand it this tax will be forever?

Another negative for us is we live off an alternative route. We do not schedule or go out during certain times of the day. We know Rosemont and Willamette are impossible at certain times of the day and tolling and construction will just make it worse.

I am sure this is not new news and I am sure you have given some thoughts to: 1. Placing toll booths at each end of Oregon 205, somewhere around Glen Jackson Bridge and in between 1-5 and Stafford Rd. Secondary toll booths placed somewhere in between. 2. Pay structure so consideration is given to seniors, people with disabilities....3. I am sorry that I am a senior with a disability and am also tech challenged. How do you keep me connected? 4. You need to inform me about what you are doing to improve the flow of traffic on Rosemont and thru Willamette.

Thanks and I hope somebody reads this.

Date received: 08/30/2020

Source: Email to Project Inbox

Communication:

Subject: 205 Toll

If you plan on putting tolls on 205, you need to have viable public transit to substitute it.

I live in SE Portland and work as a nurse in Tigard/Tualatin by Bridgeport. It would take me between 65-90minutes to take public transit with NO options if I miss the one or 2 options. I'd love to take transit, if it were 30-60 minutes and had multiple options. I need flexibility.

It's unfair to urge people to use public transit when options don't exist.

Make a light rail line or increase bus routes from Clackamas to Bridgeport before you charge people.
Laura Herrera
Pronouns: She/Her/Hers

Date received: 08/30/2020

Source: Email to Project Inbox

Communication:

Subject: Tolls

To Whom It May Concern,

I've lived in cities and States with tolls and I can tell you with absolute certainty that traffic will get much worse and have the opposite effect that you intend. I am not in favor of tolls! Our State needs to be building more roads to accommodate our increased and growing population, not finding ways to make traffic worse.

Sincerely,

Jim

Date received: 08/30/2020

Source: Email to Project Inbox

Communication:

Subject: Tolling on Portland highways

Dear ODOT tolling committee:

I wish to comment on the proposal to toll highways in the Portland area in order to reduce traffic. There's no way to make tolls equitable. No matter what's done to account for income levels of highway users, there will be inconvenience and red tape to apply for relief, as well as populations who are reluctant to apply, such as undocumented workers and disabled people who are already buried in dealing with medical issues. The people who have the least money are the ones who also have the least time to deal with a reimbursement system. They also might lack access to ways of getting around it that other more wealthy drivers have, such as owning a second car or having a vehicle registered to a different name or address.

If you want to reduce traffic, stop building homes & upgrade the road system. The only equitable solution is to change metering lights so vehicles entering the freeway don't clog it up. That way, everyone pays equally with their time. While delays at metering lights can be annoying, they at least are shared equally among all road users. It's also easy to design an app for phones that lets people see ramp delays and plan their departure time accordingly. Over time, people will adjust their work patterns to minimize delays in a way that's much more equitable than any tolling scheme.

While I am against tolling for the above reasons, if they do get implemented, toll revenue needs to be restricted to road improvements that benefit the drivers who paid the tolls, not transit, bike lanes, or other projects. Proponents of those projects always view drivers as a cash cow. If transit or bike lanes are important, everyone should pay for those through a regionwide tax, not through a discriminatory toll that hits only drivers' pocketbooks. Trimet has continued to mismanage its bus and MAX service resulting in a multi-year trend of declining ridership. There's no reason they should receive tolling revenue until they can demonstrate how to run a transit system people want to use.

Thanks for the opportunity to comment.

Sincerely,
Chris Carvalho

(Please redact mailing address for public records publication, provided only as a means of verification of my identity.)

[redacted]

Date received: 08/29/2020

Source: Email to Project Inbox

Communication:

Subject: Re: Automatic reply: Equity

Yes, please add this email to the list.

Sent from Yahoo Mail on Android

On Sat, Aug 29, 2020 at 9:41, Oregon Tolling

OregonTolling@odot.state.or.us wrote:

Hello,

Thank you for contacting the Oregon Toll Program Team. Public input is important to the Oregon Department of Transportation and all comments and questions related to the project are provided to the project team.

- Requests to be added to the project email list are processed and you will receive project email updates periodically.
- For accessibility request or for questions that requires a response, we will do our best to get back to you within five (5) business days.
- Comments related to the I-205 Toll Project have been logged for the official comment period currently underway. The team will compile a summary of all comments received and make the summary available to the public and project decision-makers in fall 2020.

Please note, the team may not respond to your email individually until after Sept. 17, following the close of the comment period.

If you included "Committee Public Comment" in the subject line, we will share your comment with the Equity and Mobility Advisory Committee members before each meeting and include the comments in the meeting summary.

For more information, please see the project website OregonTolling.org or read our Frequently Asked Questions.

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.

Sincerely,

The Oregon Toll Program Team

¿Hablas español? Podemos proporcionar la información de esta publicación en español. Para recibir información por favor llame al 503-731-4128.

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N?u quý v? mu?n thông tin v? d? án này du?c d?ch sang ti?ng Vi?t, xin g?i 503-731-4128.



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.

This email and related attachments and any response may be subject to public disclosure under state law.

Under Oregon's Public Records Law (ORS 192.410 – 192.505) the public has the right to inspect and copy certain public records. Information shared via this form/document is a public record and, if requested, may be disclosed as required by law.

Date received: 09/03/2020

Source: Email to Project Inbox

Communication:

Subject: Re: Reaching the Equity and Mobility Advisory Committee for Tolling

Hello Hannah,

Cross checking and clarifying comment deadlines.

The survey at <http://oregonevents.org/openhouse/i205toll> closes what date/time?

Will there be additional deadlines for public comment, and if so when?

Best Regards,

Robinson Foster, Western Affairs

Steel Interstate Coalition

Date received: 08/21/2020

Source: Email to Project Inbox

Communication:

Subject: Re: West Linn / Petes Mountain residents

Have not received a response!!!

Get Outlook for Android

Date received: 09/15/2020

Source: Email to Project Inbox

Communication:

Subject: Joint ACT Meeting Presentation

Good afternoon,

We are looking at having someone give a 15-20 minutes presentation on what the Tolling process is looking like currently. We will be holding our joint Area Commission and Transportation meeting on October 1, 2020. The meeting will be held via MS Teams.

Is there anyone available at that time that could do this?

Thank you

NEACT

SEACT
Sheri Folsom
Executive Support to
Craig Sipp, Region 5 Manager
Ken Patterson, Area Manager

Date received: 09/15/2020

Source: Email to Project Inbox

Communication:

Subject: Proposed Tolling on I-205

Hi ODOT Planning Committee,

Here are some concerns and questions about the proposal:

What happens to the areas near Stafford Rd and 10th St when the toll is implemented? Do nearby residents just exit those streets bypass the tolling area which could lead to more traffic on side streets?

2. Has any other plans been presented in order to raise money needed for ODOT's projects? Or is tolling the only option?
3. Based on the last public Open House Zoom meeting, it appears that the committee is preparing for opposition and protests from various groups. Why continue if that's the case?
4. In the local user groups, there are many transplants from the California Bay area and the Seattle area. Both have tolls in those areas and they've shared a strong warning to the idea that Oregon will implement one here. Why not listen to them?
5. Once the money is raised from tolls, there is no plan to ever rescind or end the tolling, correct? It just becomes a permanent tax?

Please reconsider this unpopular proposal.

-SM-

Date received: 09/15/2020

Source: Email to Project Inbox

Communication:

Subject: Committee Public Comment

Hi ODOT Planning Committee,

Here are some concerns and questions about the proposal:

What happens to the areas near Stafford Rd and 10th St when the toll is implemented? Do nearby residents just exit those streets bypass the tolling area which could lead to more traffic on side streets?

2. Has any other plans been presented in order to raise money needed for ODOT's projects? Or is tolling the only option?
3. Based on the last public Open House Zoom meeting, it appears that the committee is preparing for opposition and protests from various groups. Why continue if that's the case?

4. In the local user groups, there are many transplants from the California Bay area and the Seattle area. Both have tolls in those areas and they've shared a strong warning to the idea that Oregon will implement one here. Why not listen to them?

5. Once the money is raised from tolls, there is no plan to ever rescind or end the tolling, correct? It just becomes a permanent tax?

Please reconsider this unpopular proposal.

SM

Date received: 09/18/2020

Source: Email to Project Inbox

Communication:

Subject: I-5 Toll Bridge

To whom it may concern,

I am going to keep this as simple and as ineloquent as possible.

This toll bridge is the worst idea being brought to Oregon. I am assuming an East Coaster was hired and thought of it.

Not only will the already tolerable traffic get worse. You are now making it more expensive for work commuters and anyone that does business between the two boarders. All the surrounding areas are going to have an insane amount of traffic because they will avoid the toll.

The only reason you will see less single occupant drivers is because people will have to quit their job.

There is nothing within biking and walking distance of that bridge to make that even remotely a feasible option and the idiot that thinks this would be an option is CLEARLY not from Oregon.

Businesses on either side of the bridge will also have a decrease in sales.

It's just another idea to get more money out of the already beyond taxed people of Oregon and it is sick.

All this is going to do is cause more tension between the people and the Oregon/Portland representatives. In conclusion if this moves forward you are hurting business, stunting growth within Portland, and increasing the peoples anger and frustration with the City of Portland and the State of Oregon.

Thank you,

Jackie B.

Date received: 09/18/2020

Source: Email to Project Inbox

Communication:

Subject: Tolling

Paid for with tax payer money and now you want to charge us for its use. TERRIBLE plan fostered by people who could care less about the monthly budget of the average citizen.

Date received: 09/20/2020

Source: Web Comment Form

Communication:

Keep your mitts off the FEDERAL highways. It is not there as a cash cow for you to use to make improvements to STATE roadways. It is a restraint of trade and illegal. Pick your own citizens pockets, not those of truckers using the I-5 corridor and Washington state citizens. The interstate system was built for facilitating interstate traffic in support of national defense by President Eisenhower, not as a potential money maker for individual states.

Date received: 09/20/2020

Source: Web Comment Form

Communication:

Tolls are dumb and wont help. Add the westside bypass and all portland traffic will be better. Most I 15 south out of vancouver takes 26 west to intel or other semiconductors. Also Please read this magazine interview and watch the video. <http://www.theenergynet.com/2020/06/one-mans-fight-to-end-deforestation-one-tree-at-a-time/> The Intergovernmental Panel on Climate Change reports are science fiction! http://leftmedialies.com/residence_time_with_COVID.pdf Climate Change Conference where I schooled a IPCC WG II Ph. D. <http://leftmedialies.com/Dave-white-presentation.mp4>

Date received: 09/19/2020

Source: Email to Project Inbox

Communication:

Subject: 205 tolling

I don't agree with tolling because I as a Tax payer in this state all my life an not totally sure the monies actually go for the intended use.

Tilling will not solve the problem of overcrowding and workers needing to drive distance.

Pay people not to use their cars and work from home. Roads my suffer but congestion would decrease.

Julie Higgins

Sent from my iPhone

Date received: 09/19/2020

Source: Email to Project Inbox

Communication:

Subject: Tolling

Good day,

I work in Oregon and live in Camas. My daily commute is to Clackamas. I have three small kids and my wife is at home since school instruction is online.

We make around \$70,000 a year I pay Oregon income and other taxes to Portland. A toll road is going to hurt our finances.

If this plan is put into place on I-205 I will need to find a new job. I may consider taking less money in Washington.

I don't understand your short sided thinking. Steal from Peter to pay Paul.

With our Oregon taxes we have no say in your tax policy. I wonder how much of an impact it would have if 10% of Washington jobs stopped working in Oregon?

Stop preying on Washington residents to fix Oregon's Fiscal problems.

Shame on you!

JRWest

Date received: 09/18/2020

Source: Email to Project Inbox

Communication:

Subject: Toll pays for using pavement. Maintaining and operating engine churns cash through economy. Imagine profit on items to maintain and operate engine and tools is donated to fund maintaining and improving pavement. Purchase \$100 generates \$25 donation....

Oregon Toll Program; August 2020

I-205 Public comment

Transportation leaders,

Toll pays for using pavement. Maintaining and operating engine requires oil, filters, fluid, gear lube, fuel additive and more. Purchasing commodity churns cash through economy.

Amsoil Synthetic Lubricant allows easy cold engine start, instant wear protection, quiet-cool operation, less maintenance, boost miles traveled per fossil fuel oxidized and extend oil change interval in normal operation one-year or 25,000 miles. Boost engine performance, economy and longevity. Foot in throttle a thrill.

Evaluate amsoil.com Dealer account 2017327. See oil Performance Tests a page down from homepage. Before ordering, please contact me for report, How Amsoil Protects an Engine and Performs Optimally.

Following the < 700 word, 15 point type How report are NOTES. NOTE 3 After old oil drain to drip, drip DO NOT REPLACE PLUG. Start engine a few seconds. OBSERVE AND RECORD the length and collect volume of 2nd Drain.

Replace plug and filter. Amsoil offers all size packages. If need five quart to fill, get a GALLON + a couple qt. Drain more OIL from gal because it has 1/2 plastic surface area and weight of 4 qt. Half the surface area = 1/2 oil lost adhering to inside bottle.

Viscosity of oil resists flow. A gal quick drained to drip, drip, ... drip at oil service has up to an OUNCE of PURE OIL that service person will cap bottle to GARBAGE. Ask for empty bottles. Provide reuse bag. At home, remove cap tip up bottle in screw cap plastic large mouth jar. (Peanut butter, 12 ounce.). URGE cohorts to save bottle and collect PURE OIL by 2nd drain "empty" container. Insight: All plastic caps are garbage. Oil contaminated bottle > GARBAGE. Never replace cap on empty bottle.

Sincerely,

Zephyr Moore

Date received: 09/18/2020

Source: Email to Project Inbox

Communication:

Subject: I-205 and I-5 toll projects

ANYONE INVLOVED IN THE CONCEPTION OF THE IDEA THAT WE NEED TO TOLL EITHER I-205 OR I-5 NEEDS TO BE FIRED FOR MISMANAGMENT OF FUNDS

WE ALREADY PAY PLENTY IN TAXES TO COVER MAINTENANCE AND IMPROVEMENTS TO THE HIGHWAYS. MANAGE YOUR MONEY PROPERLY AND QUIT TRYING TO ROB EVERY SINGLE COMMUTER OUT OF MORE MONEY THAT WILL NOT GET SPENT PROPERLY

IT IS MORE THAN OBVIOUS THAT YOU DO NOT KNOW HOW TO MANAGE YOUR BUDGET NOW OR THIS IDIOTIC TOLL IDEA WOULD NEVER HAVE BEEN DREAMED UP

NO TOLL ARE NEEDED ANYWHERE ON ANY ROAD IN THIS AREA!!!!!!!!!!!!!!!!!!!!

Date received: 09/20/2020

Source: Ask ODOT Comment

Communication:

Subject: Ask ODOT Office: I205 Tolling public comments ~ Darien Fenn, due 10/5

Hi Hannah,

Will public comments be posted publically after the comment period is over? or, would folks need to fill out a public records request?

RESPONSE DUE TO ASK ODOT: 10/5/2020 (10 business days).

If you prefer to respond to the customer directly, their contact info is below.

Thank you for your assistance in this matter, and please don't hesitate to contact me if you have any questions.

Winnie Dawn

Ask ODOT

[she/her]

-----Original Message-----

From: fennd@pipeline.com fennd@pipeline.com

Sent: Sunday, September 20, 2020 12:22 PM

To: Ask ODOT Ask.ODOT@odot.state.or.us

Subject: Ask ODOT Office

Darien S Fenn

9/20/20 12:21:42PM

Regarding public comments on the I-205 tolling project: Where can I read the actual comments? All I can find are references to the plans for ODOT to read them. Isn't this public information?

Date received: 09/18/2020

Source: Email to Project Inbox

Communication:

Hello,

This all sounds good.

Can you remove the September meeting from the calendar?

James

On Fri, Sep 18, 2020 at 3:04 PM Christine Moses buffalocloudconsulting@yahoo.com wrote:

Dear EMAC Members,

We can be grateful for the rain that is cleaning our air a bit today. Due to the fires and impact they are having on our communities, the Toll Team has made the following decisions to better serve our communities:

- Extending the I-205 Toll Project public comment period to October 16th.
- Postponing the September Equity and Mobility Advisory Committee meeting to mid-October.

We heard your feedback during our check-ins for Step 2 asking for more time to absorb information.

We felt it was time to look at our work plan and assess whether we have the ability to spread topics out a bit more for the committee schedule. Upon review of the latest project schedule, the team found there is additional time. The committee will not meet in November. Our last meeting for the year will be on December 10th. Please note, this will not change the work the committee will do. This change will better align with the project schedule and allow more time for each step of the framework. We hope you will welcome this additional time between meetings.

A request: Please use the Doodle Poll below to indicate your availability for the rescheduled meeting.

You can find the Link to October poll here.

Thank you for understanding. We hope you and the communities you serve are safe and well.

Please do not hesitate to contact me and Hannah Williams (Hannah.WILLIAMS@odot.state.or.us; (503) 731-8237) with any questions or concerns.

Christine

Christine Moses, M.P.P.

Buffalo Cloud Consulting, LLC

Lake Oswego, OR

www.BuffaloCloudConsulting.com

<https://www.linkedin.com/in/christineamoses>

Incorporated in the State of Oregon, COBID #12340

Certified Women Business Enterprise (WBE),

Minority Business Enterprise (MBE),

Disadvantaged Business Enterprise (DBE), and

Emerging Small Business (ESB)

Washington State Certified Minority/Women Business Enterprise (MWBE) and Disadvantaged Business Enterprise (DBE)

This e-mail and related attachments and any response may be subject to public disclosure under state law.

James Paulson

Date received: 09/23/2020

Source: Email to Project Inbox

Communication:

Subject: EMAC Meeting #3 Summary

Dear EMAC Members,

Attached, please find the Meeting #3 Summary. Please review and send comments back to me by close of business (COB) of September 24.

Thank you!

Christine

Christine Moses, M.P.P.

Buffalo Cloud Consulting, LLC

Lake Oswego, OR

Cell: 860-803-5511

www.BuffaloCloudConsulting.com

<https://www.linkedin.com/in/christineamoses>

Incorporated in the State of Oregon, COBID #12340

Certified Women Business Enterprise (WBE),

Minority Business Enterprise (MBE),

Disadvantaged Business Enterprise (DBE), and

Emerging Small Business (ESB)

Washington State Certified Minority/Women Business Enterprise (MWBE) and Disadvantaged

Business Enterprise (DBE)

This e-mail and related attachments and any response may be subject to public disclosure under state law.

Date received: 09/23/2020

Source: Email to Project Inbox

Communication:

Subject: Presentation for ACT members

Good morning,

I am following up on my previous email regarding our upcoming joint ACT meeting on October 1, 2020. We would like to have someone give a 15-20 minutes presentation on what the Tolling process is looking like currently. The meeting will be held via MS Teams.

Please let me know by COB Monday, September 28th if you would be willing to participate so that I may prepare and send out the agenda.

Thank you

Sheri Folsom

Executive Support to

Craig Sipp, Region 5 Manager

Ken Patterson, Area Manager

Date received: 09/23/2020

Source: Email to Project Inbox

Communication:

Subject: Consequences of I205 toll at the West Linn exit by Abernethy Bridge

To Whom it May Concern,

I am disappointed that I did not see the small window of time that your site permitted to voice an opinion regarding a toll on interstate 205 near Abernethy Bridge. I am a West Linn resident, and am deeply concerned about safety, environmental consequences and quality of life that this toll placement would result to our community.

Safety

If the toll is placed at that location, the only main route in our community to that freeway exit is route 43. Already without a toll and pre-pandemic era, there was enormous congestion during high commute times. Placing a toll there, in addition to a possible no driving over the connecting bridge between Oregon City and West Linn, creates a significant safety hazard to those who must use I205 to close by hospitals. Many in West Linn are over the age of 50. Others have small children. If you place a toll where the main route is congested at significant times of day, you place our community in danger of not being able to access important locations for medical emergencies.

Further, the latest wildfire fiasco put our county at a level one evacuation notice in an unprecedented sign of changed times. As climate change begins to emerge into our otherwise tranquil community, the toll can create an even more devastating circumstance in years to come if, God forbid, we enter a level II or level III evacuation notice in years to come.

Environmental Consequences

The congestion of traffic in a valley will affect the air quality in the area. As well, Mary S. Young park can be significantly affected by lingering traffic emissions of route 43 congestion. Please see the attached articles that underscore this allegation. The environmental endangerment of this toll's impact on a state park violates the state's promise to protect natural resources and parks. Ignoring this fact is an egregious oversight of ODOT.

Quality of Life

Many businesses are located along Route 43, and heavy congestion will impact access and motivation to patronize businesses in these locations. Local businesses have already suffered an economic hemorrhage from the COVID-19 pandemic. Placing the toll at the Abernethy bridge location of I205 can be the final nail in the coffin of struggling small business owners and employees who are just now working painfully towards recovery. Ignoring the economic impact to this demographic in the pursuit of funding via the I205 toll is cutting off West Lin's nose to spite Portland's face. I'm quite certain that more residents would support a five cent tax increase in lieu of a toll to address ODOT funding.

May these considerations be entertained, and that your team provide West Linn better alternatives from the I205 toll proposal.

Respectfully,

Shannon Frank-Richter

Shannon Frank-Richter; MA, AMFT #111629, APCC #6071

Telemedicine Counseling, California

Date received: 09/23/2020

Source: Email to Project Inbox

Communication:

Subject:

I inadvertently did not attach the documents to my email. I realize that the recipients are busy and do not have time to peruse the information. Here are some important takeaways from the attachments:

Impact of Auto Exhaust Pollution on Trees

Existing roadside plants must be saved otherwise would be lost due to constant increase in vehicular traffic density infrastructure. Strong dedication from all civic agencies is required to preserve tree species from extinction in future growing at highly polluted areas of the urban centre. More plantations would be helpful in reducing the burden of pollutants from the immediate environment. There is also a need for enforcement of regulations to control environmental pollution. Continuous air monitoring for one or more pollutants is an absolute necessity for completing a diagnosis of pollutant level in the air, water and soil environment.

Northwest Forests Threatened by New Villian - Auto Exhaust

In nitrogen-saturated soils, the growth signal is not accompanied by increases in other nutrients, such as calcium and magnesium. In fact, the nitrogen eventually works to leach these two elements out of the soil. So, just as the tree tries to grow faster because of the increased nitrogen, it is actually receiving less calcium and magnesium, according to the research by Gilliam and his coauthors, Mary Beth Adams of the US Forest Service and Bradley Yurish of Marshall University. The environmental damage does not end with trees. Leaching calcium and magnesium make the soil more acidic, which in turn liberates the aluminum in forest soils. Aluminum is what harms fish and other aquatic life. Too much will kill fish.

Evaluation of the public health impacts of traffic congestion: a health risk assessment

Our analyses indicate that the public health impacts of congestion may be significant enough in magnitude, at least in some urban areas, to be considered in future evaluations of the benefits of policies to mitigate congestion.

Respectfully,

Shannon Frank-Richter; MA, AMFT #111629, APCC #6071

Telemedicine Counseling, California

Date received: 09/23/2020

Source: Email to Project Inbox

Communication:

Subject: No Tolls in 205

I commute and carpool over the Willamette River to and from work each weekday. We chose to live in Oregon City because of its affordable housing and our careers took us to the Lake Grove area, where we can't afford to live.

This plan, no matter which option, is a ridiculous plan on ODOT's part.

Stop taxing us with a toll and simply fund this project effectively by preventing departmental waste such as your new bike/ped bridge proposal in Oregon City.

Do what's right for the citizens of Clackamas county and stop simply working to ensure the stability of your career.

Respectfully,

Shawn Dachtler

Date received: 09/23/2020

Source: Email to Project Inbox

Communication:

Subject: Committee Public Comment

Hello,

On behalf of the Alliance for Toll-Free Interstates, please see the attached and below written public comment regarding the I-205 Toll Project and our opposition to tolling existing interstates.

Regards,

The Alliance for Toll-Free Interstates

www.tollfreeinterstates.com

PUBLIC COMMENT FOR THE OREGON DEPARTMENT OF TRANSPORTATION REGARDING THE I-205 TOLL PROJECT

September 23, 2020

The Alliance for Toll-Free Interstates (ATFI) is a growing alliance of individuals, businesses and organizations advocating for long-term, sustainable, efficient, equitable, and sensible highway infrastructure funding solutions. We believe the Oregon Legislature and Department of Transportation's (ODOT) pursuit to expand tolling is misguided. We urge the Oregon Transportation Commission to reject all efforts to expand tolling in the state, including the proposed use of tolls on all lanes of Interstate 205 (I-205).

Implemented properly, infrastructure funding can provide meaningful employment opportunities to those individuals and communities that need it the most, while also modernizing the transportation system to improve the free flow of people and goods throughout the country. At the same time, poorly conceived infrastructure legislation can be counter-productive, causing unintended impacts that are detrimental to transportation networks, the economy, local communities and low-income populations.

Keeping these principles in mind, ATFI strongly opposes tolling all lanes of I-205 in any form or variation. Tolling interstate lanes that drivers now freely access is not only unpopular, it is an inefficient financing mechanism that is the worst approach available to raising transportation revenue. Imposing tolls on existing interstates will increase shipping costs for goods; suppress consumer activity; waste revenues on bureaucratic administration; double-tax businesses and drivers; discriminate against poor communities; and divert traffic onto local roads, increasing traffic, accidents and road wear and tear in communities near toll facilities.

As our nation seeks to recover from the devastating economic impacts of the COVID-19 pandemic, tolls will hurt businesses trying to reopen. Hardest hit by tolls will be small businesses and their employees, especially in the immediate area surrounding the I-205 and Interstate 5 (I-5) interchange. Toll raises business costs for moving goods through the supply chain, hurting the competitiveness of local companies. Evidence suggests that the vast majority of trucks do not respond to congestion pricing because the shippers determine pick-up and delivery times, not the trucking companies. Restaurants, convenience stores, travel plazas and gas stations operating near the newly tolled interstate will face higher costs from manufacturers and shippers, who will be forced to charge more to transport goods by truck.** Every day consumers will be shouldering the burden by paying more for goods, demonstrating the fact that the toll is nothing more than an underhanded tax on the

general public**. Efforts to expand tolling on the I-205 and I-5 corridor will reroute prosperity around these communities.

Tolling existing interstates is double taxation. Since the inception of the Federal Interstate Highway System, the federal gas tax has always been the primary source of revenue for the construction and maintenance of federal interstate lanes. Every time a motorist puts gas in his vehicle, he is upholding his end of the deal for interstate maintenance. Converting non-tolled roads to tolled facilities, even when combined with a congestion relief effort, forces drivers to pay two taxes for that same road: a gas tax and a toll tax.

Tolling is a highly inefficient form of taxation, to the point of being fiscally irresponsible. Toll gantries cost millions of dollars to build and maintain. Even with the latest technology, the Congressional Budget Office estimates collection costs alone are at least 8 to 11 percent of revenue collected. Toll management, enforcement and operations total a significantly larger portion of revenues that do not go to actual road improvements. In 2018, the all-electronic North Carolina Triangle Expressway spent 36.8 percent of annual revenue on toll operating costs; those are funds that could go toward road improvements with more efficient funding mechanisms. In contrast, nearly 100 percent of fuel tax revenue can go toward infrastructure improvements because the cost of administering the taxes is less than 1 percent, and increased registration fees do not increase collection costs. Because tolls are generally upheld as a “user fee” for the roads traveled, diverting these funds from infrastructure improvements violates the public trust. When it comes to tolls, drivers will pay more and get less. Not only are the financial ramifications of tolls unfair to the public, the social costs are discriminatory. Toll tolls devour take-home pay for drivers and are especially oppressive to low-income individuals. They would make driving on I-205 simply unaffordable for some families, particularly with the new economic reality many face today. Additionally, electronic tolling discriminates against the tens of millions of financially vulnerable Americans who do not have bank accounts. This places the heaviest burden from tolls on the backs of those least able to afford it, who, lacking the financial instruments of a debit or credit card, are sent a bill in the mail charging them the toll plus a fee and a stamp. Unfortunately, cashless tolls are on the rise. For example, the Pennsylvania Turnpike Commission recently announced that the March switch to all-electronic tolling due to the COVID-19 pandemic would become a permanent change, further disenfranchising drivers already suffering from other economic impacts from the novel coronavirus. Toll tolls are expensive for all drivers, but especially costly for drivers without bank accounts.

Toll tolls will force drivers to use secondary roads. Studies have shown toll tolls divert traffic onto secondary roads. All of this traffic diversion will force hardworking commuters to decide if it’s worth adding time to their commute everyday rather than pay new toll taxes—essentially creating a two-tiered transportation system between the rich and poor. The vast majority of people do not control their job’s daily schedule, so the congestion pricing being pushed by ODOT will, by design, shift traffic onto local roads during peak travel times. Pricing drivers off the road does not solve congestion, but pushes the problem to smaller roads not designed to handle the increased traffic. Local municipalities are then stuck with increased maintenance costs and new public safety concerns such as higher accident rates on local roads and first responders delayed by toll-driven congestion.

Congestion-pricing toll tolls will segment the greater Portland and state transportation network to the detriment of all. Even Oregon’s U.S. Congressman Peter DeFazio, who chairs the Transportation and Infrastructure Committee of the U.S. House of Representatives, has said that tolling I-205 is bad for Oregonians. At a House Transportation Subcommittee on Highways and Transit hearing, he said, “Some of the legislators and mayor of Portland have decided, well, maybe we ought to just toll parts of our freeways. But of course it isn’t even going to be like a HOT [High Occupancy Travel] lane. No one is going to have an option. You’ll either use it or not use it. What about diversion? What about people who have to go from the east side of Portland to the west side of Portland to Intel to go to

work? Sorry, it's going to take you two hours or it's going to cost you a bunch of money you can't afford."

It is our hope that the ODOT comment period will bring to light that the proposed congestion tolling projects will have serious impacts on other roads, freight movements, businesses and people in the I-205 / I-5 corridor and beyond.

The truth about tolls is that the negative impacts outweigh the benefits. Tolls are bad public policy with numerous negative consequences, both economic and social. We appreciate you taking into account your constituents' vocal opposition to tolling existing interstates. As we have seen recently in Connecticut, Florida, Virginia, Indiana and more, when states learn the true impacts of tolling existing interstates, they reject this option. The reasonable response to that failure is to eliminate it and move on to more viable, equitable revenue generation ideas.

As the I-205 Toll project is discussed, ATFI's members – thousands of private citizens and numerous businesses and organizations – urge you to fully reject tolling of existing interstates. Oregon needs sustainable investment in infrastructure, not discriminatory, ineffective policies that take more and more money from hardworking motorists and businesses. The needs of Oregon's transportation network are vast and deserve serious attention without the distraction of tolls.

Placing tolls on existing interstates will waste taxpayer dollars, cause traffic diversion, hurt everyday drivers, and create chaos for the Oregon economy. Any effort to make tolling broader is an effort to hurt Oregon's economic future. Other states have shown that tolling is a failed policy with exponential consequences. ATFI urges the Commission to reject any and all expanded I-205 tolling routes and instead focus on effective, sustainable solutions.

We appreciate the opportunity to offer these comments and ask they be submitted for the official record. We thank ODOT and the Commission for their efforts to resolve the state's transportation problems and will be happy to answer any questions via charlie@tollfreeinterstates.com.

Sincerely,

Charlie Kiefer

Director of Membership and Operations

Alliance for Toll-Free Interstates

Date received: 09/23/2020

Source: Web Comment Form

Communication:

I am concerned about the installing of tolls on I-205 on the Abernathy Bridge.

Date received: 08/24/2020

Source: Copy - Email to Project Inbox

Communication:

Subject: Dangerous debris/Littering!

I've been noticing dangerous debris in the roads from Redmond Oregon/Bend Oregon. Tires large rocks hubcaps shoes. Graffiti poles plastics broken brushes and so on and so forth. The good tax payers of Oregon expect safe and clean roads. I have actually see a police officer littering??? I myself

have had to swerve from hitting ROCKS /TIRES Hubcaps.. It's sad the roads of Oregon are starting to look just like the roads of Oakland/ Fresno California. Who is in charge of our roads in Redmond Oregon and Bend?? They are failing the public interest!! And I hope there will be no retaliatory actions!! Such a beautiful place Redmond/Bend is. I suggest higher fines and and more road clean up. How many bad crashes are due to road debris and such!

Who ever is in charge of our roads needs to read up on the (Broken Windows)theory maybe when the police officers aren't so busy maybe the can take up litter patrols as well. In Redmond and Bend this would be greatly appreciated.

Sincerely Thomas J Pepion
Be blessed!!!
Sent from my iPhone

Date received: 09/24/2020

Source: Email to Project Inbox

Communication:

Subject: RE: [EXTERNAL] RE: Open House Technical Support

Thanks for the additional information Nancy.

It sounds like this issue has to do with the SurveyGizmo website and it's possible that it may be blocked by your network firewall. Sometimes this is the case if you're at work or in a location with restricted internet access. You might try accessing the site from a different network (your home or a smartphone with a data-plan) and seeing if it works.

I am copying the I-205 project team that set up the survey so they are aware of this issue. They may contact you for more information.

Regards,

Kalin Schmoldt

jla | public involvement

From: Vanginhoven, Nancy K Nancy.VanGinhoven@providence.org

Sent: Thursday, September 24, 2020 2:02 PM

To: Kalin Schmoldt kalin@jla.us.com

Subject: RE: [EXTERNAL] RE: Open House Technical Support

This site can't be reached

The connection was reset.

Yes, that is correct.

I am not able to use that link, it gives the following error message:

Try:

- Checking the connection
- Checking the proxy and the firewall
- Running Windows Network Diagnostics

ERR_CONNECTION_RESET

From: Kalin Schmoldt kalin@jla.us.com

Sent: Thursday, September 24, 2020 1:53 PM

To: Vanginhoven, Nancy K Nancy.VanGinhoven@providence.org

Subject: [EXTERNAL] RE: Open House Technical Support

Hi Nancy – Sorry to hear you’re having problems with the website. Can you provide a little more information about what isn’t working?

- It sounds like you are not able to use the “stand-alone survey” link on the “Share your ideas” page. Is that correct?

- Are you able to access the survey using this direct link?

<https://www.surveygizmo.com/s3/5678377/ODOT-I-205-Outreach-OOH-Summer-2020>

- Are you receiving some kind of error message? If so, can you send me a link to the error page?

Thanks for your help. Hopefully we can get this fixed quickly.

Regards,

Kalin Schmoltdt

jla | public involvement

From: Vanginhoven, Nancy K Nancy.VanGinhoven@providence.org

Sent: Thursday, September 24, 2020 1:36 PM

To: JLA Tech Support tech@jla.us.com

Subject: Open House Technical Support

Stand-alone survey does not work on this page:

<https://odotopenhouse.org/i205toll#>

I used several different browser options, none work.

This message is intended for the sole use of the addressee, and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If you are not the addressee you are hereby notified that you may not use, copy, disclose, or distribute to anyone the message or any information contained in the message. If you have received this message in error, please immediately advise the sender by reply email and delete this message.

This message is intended for the sole use of the addressee, and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If you are not the addressee you are hereby notified that you may not use, copy, disclose, or distribute to anyone the message or any information contained in the message. If you have received this message in error, please immediately advise the sender by reply email and delete this message.

Date received: 09/24/2020

Source: Email to Project Inbox

Communication:

Subject: No tolls

Oregonians are taxed enough. You tax our fuel, our property, our income, our cell phones, our internet, our businesses, our corporate activity, etc

STOP

These roads are already paid for and to toll these is just crazy. Use the gas tax for things that it is supposed to be used. Stop building bike lanes and electric car services when those pay no taxes.

You’ve already spent over 200 million on a bridge project that NEVER happened. Just stop.

Lifelong Oregonian who is getting tired of it.

Date received: 09/24/2020

Source: Email to Project Inbox

Communication:

Subject: Is it lawful to toll an existing road

When I attended a meeting several spoke of not being able to toll an existing road.

Please clarify, thanks

Sent from my Verizon, Samsung Galaxy smartphone

Date received: 09/24/2020

Source: Ask ODOT Comment

Communication:

Subject: Ask ODOT Office

Beth Nazaretta

In regards the I-205 tolling and the talk about changing the Abernathy bridge to car-free I am concerned that these decisions are being made with out a public vote. I see that Odot is allowing for input but there doesn't seem to be any option to vote a NO on the project. I have read the proposal and watched the Zoom meeting. It basically appears that it is being forced. I am concerned that the decisions being made here are sole money driven and that never turns out good. Is there a way the community can have more of a say in the matter? Thank you for what you do.

Date received: 09/25/2020

Source: Email to Project Inbox

Communication:

Subject: RE: Presentation for ACT members

Good morning Hannah,

Thank you for getting back to me. The meeting starts at 9am, we will have 4 presentations and I do not yet have the time worked out but will by Monday.

I will be happy to send you the MS Teams invite as well as the agenda on Monday if this is something that you will be available to participate in.

Sheri Folsom

Executive Support to

Craig Sipp, Region 5 Manager

Ken Patterson, Area Manager

From: WILLIAMS Hannah Hannah.WILLIAMS@odot.state.or.us

Sent: Friday, September 25, 2020 11:26 AM

To: FOLSOM Sheri Sheri.FOLSOM@odot.state.or.us; Oregon Tolling OregonTolling@odot.state.or.us

Subject: RE: Presentation for ACT members

Hi Sheri,

Thank you for reaching out to us! I'm switching this email thread to my ODOT account. What time is the meeting on October 1st?

Thank you,
Hannah Williams (she/her)
Toll Program Community Engagement Coordinator
Oregon Department of Transportation
www.oregontolling.org
This e-mail and related attachments and any response may be subject to public disclosure under state law.
From: FOLSOM Sheri Sheri.FOLSOM@odot.state.or.us
Sent: Wednesday, September 23, 2020 7:38 AM
To: Oregon Tolling OregonTolling@odot.state.or.us
Subject: Presentation for ACT members
Good morning,
I am following up on my previous email regarding our upcoming joint ACT meeting on October 1, 2020. We would like to have someone give a 15-20 minutes presentation on what the Tolling process is looking like currently. The meeting will be held via MS Teams.
Please let me know by COB Monday, September 28th if you would be willing to participate so that I may prepare and send out the agenda.
Thank you
Sheri Folsom
Executive Support to
Craig Sipp, Region 5 Manager
Ken Patterson, Area Manager

Date received: 09/25/2020

Source: Email to Project Inbox

Communication:

Subject: Automatic reply: Consequences of I205 toll at the West Linn exit by Abernethy Bridge
Thank you for contacting the Oregon Department of Forestry. Your e-mail will be referred to the appropriate agency personnel for response/action, and they will reply to your request.
ODF Public Affairs Program

Date received: 09/28/2020

Source: Web Comment Form

Communication:

request from oregontolling inbox

Date received: 10/01/2020

Source: Email to Project Inbox

Communication:

Subject: I 205 toll bridge

Hello

I am an Oregon City business owner and I am 100% against setting up a toll area near the Abernathy bridge. Please come up with another source for raising funds for road repair.

Sincerely

Daniel R Mills

Date received: 10/05/2020

Source: Email to Project Inbox

Communication:

Subject: I 205 Tolling

I 100% do NOT support this-this will take already horrible traffic and make it worse. There are ways around that bridge, and people will bypass 205 to avoid the toll and get right back on. I for one will vote out ANY and ALL politicians that support this-regardless of partisanship.

NO TO TOLLS!!!

Sent from Mail for Windows 10

Date received: 10/06/2020

Source: Web Comment Form

Communication:

Will motorcycles be exempt from tolls or cheaper, like in most of the rest of the world. I ride a motorcycle year round.

Date received: 10/07/2020

Source: Email to Project Inbox

Communication:

Subject: Tolls

Is this toll for everyone crossing the bridges or everyone but Oregon? I understand if Oregon is paying for repairs and up keep then people using the bridge should pay. But Oregon already paid for the taxes in the first place then we have to pay tolls too?

Sent from Yahoo Mail on Android

Date received: 10/07/2020

Source: Email to Project Inbox

Communication:

Subject: ODOT I-5 and I-205 Toll Projects, Equity and Mobility Advisory Committee Meeting

Good Afternoon,

I am interested in attending the virtual meeting for the upcoming I-5/I-205 tolling projects on October 14th 2020. Can I please get directions on how to attend.

Regards,

Dustin Cooley, PE

Senior Transportation Manager

PBS

PBS

PBS is the assumed business name of PBS Engineering and Environmental Inc., an Oregon Domestic Corporation. This electronic communication and its attachments are intended only for the person(s) to whom it is addressed and may contain confidential information. If you are not the intended recipient of this message, you are hereby notified that any use, retransmission, distribution, reproduction or any action relying upon this message is prohibited. If you have received this information in error, please notify the sender.

Date received: 10/08/2020

Source: Email to Project Inbox

Communication:

Subject: Question for October 14th I-205 Toll Project Equity Framework Zoom Meeting - Environmental Concern

I attended a recent ODOT zoom meeting regarding equity on the I-205 Toll Project. Lack of sidewalk access was addressed, and it was mentioned how poor sidewalk access is in West Linn, especially in rural areas. As a resident of the rural Stafford Hamlet I was concerned that development is being considered for our area. We are made up of neighbors who grow flowers, food and Christmas trees. Our grade school is seven miles from our house. We are miles from the nearest Tri-Met bus stop. Are you expecting people living in this rural area to have access to Tri-Met? Are you planning on putting sidewalks in the Stafford Hamlet area? If so, what environmental impact study is being done? We have many deer, coyotes, owls, hawks, frogs and other animals dependent on the forested area that makes up the Stafford Hamlet.

Thank you for your consideration,

Laura Greyerbiehl

Date received: 10/08/2020

Source: Email to Project Inbox

Communication:

Subject: Committee Public Comment

I just read your Draft Toll Projects' Equity Framework at

<https://www.oregon.gov/odot/tolling/Documents/I205->

[I5_Toll_Projects_Draft_Equity_Framework.pdf](https://www.oregon.gov/odot/tolling/Documents/I205-I5_Toll_Projects_Draft_Equity_Framework.pdf). I hardly know where to begin my comments.

This document reads like it was written for an audience of traffic engineers and Portland area policy planners who all have graduate degrees. How can you expect to include communities that have been

historically marginalized and excluded when your vocabulary register and document structure is clearly for the college educated? This shows one of the most fatal biases that pervade this whole framework - it actively excludes those who are not comfortable with lengthy, dense, repetitive, bullet point- and jargon-laden treatises written for fellow technocrats. Simply put, this document is not accessible, and because it's not, it makes your plans far from transparent to those who will be most directly affected. That is not equity. That is pretend equity that allows you to congratulate yourself for having "reached out" to POC while simultaneously excluding us. I would encourage you to do a fundamental re-write in Basic English and start with a goal of making the document shrink by at least 75%.

That said, after ploughing my way through this (and my register is high since I happen to have a post-graduate degree), I was both disappointed and astonished to discover that the document never actually ends up anywhere at all. Who are these "equity specialists"? Who appointed them, what are their qualifications, how do we know they represent us or our interests at all? How do we know that they are not largely professional experts hired by white people to make them feel less guilty about being white while salving their consciences as they commit further exploitation of POC, without real listening to them? This whole exercise in creating the Equity and Mobility Advisory Committee appears exploitative because it seems to whitewash a state action that is inherently exploitative. No matter how you dress it up, placing tolling on these roadways will not reduce congestion, nor does it contain any concrete mechanisms to ensure that it would. Instead, it will impose additional economic burdens on those in the lowest ranks of economic earning categories who work in jobs, such as the fast food and service industries, where they don't have the luxury of adjusting and choosing their own work schedules, or even of taking public transit (which is highly unsafe for the foreseeable future, which reflects the fact that "essential" workers too often means "expendable" workers). Your framework speaks in glib, empty jargon that claims to want to hear from the underrepresented and underserved but it steamrolls right over the basic fact that this will not help them one bit. It will only create a new and additional burden both in process and in outcome.

There is a power dynamic at play here, without a doubt. It is the power of those who will impose this burden while claiming to "attend to power dynamics" and "maintain a learning orientation," with the result that POC and other working-class people who are rarely heard will pay the toll and bear the burden, regardless of all the empty talk of equity and seeking public input. It also continues the alarming trend of making the public pay access fees to enjoy public goods. Public highways should be for all the public and paid by public resources, not a private benefit only for those who have the money to use them. I urge you to step away from actions that would push us closer to a caste-based society that only reinforces class differences.

I fear, however, that the outcome is already decided; this equity talk is simply a way to make to fool those who have no power into thinking that the people who actually have the power are listening. I for one am not fooled.

Stop wasting taxpayer resources and time on this empty exercise. If you seriously want to hear the voice of the people, kick this back to the legislature and insist that tolling be put to the vote of the people.

Rick Fernández

Date received: 10/08/2020

Source: Email to Project Inbox

Communication:

Subject: Committee Public Comment

Dear Committee Members,

As a mature resident who lives in a part of old West Linn where there are many retired and senior citizens, I have registered my concerns about fixed income people being taxed every time they need to cross the Abernathy to get to their doctor, dentist, or pharmacist. In addition, many affordable elderly services are only available in the SE Portland/Clackamas areas. So I was pleased to see that you added to the list of citizens considered in the Equity and Mobility community:

They help solicit feedback and participation for the project from youth, older adults, Black, Indigenous, multi-racial, and people of color, people who may speak a language other than English, and people with disabilities.

Since Oregon already sits in the bottom of state rankings for lack of financial and cost of living remediation for seniors on fixed incomes, please continue to work to mitigate toll costs for this already very hard-hit (by Covid) group of community members. Personally, I think they have paid enough already and should not have to pay tolls at all.

Thank you for advocating for and considering our mature citizens!

Wendi H. Butler

(503) 867-2526

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Date received: 10/08/2020

Source: Email to Project Inbox

Communication:

Subject: Committee Public Comments

No tolls, period. Put all this mess on the ballot, not in the hands of bureaucrats who have already decided to push it through. Tri-Met has already spent enough!

MF Roberts

Date received: 10/08/2020

Source: Email to Project Inbox

Communication:

Subject: EV incentives

Hi,

I have not read all the info on the web site.

I very much hope you incentivize EV adoption in the state of Oregon by offering toll waivers or reduced tolls to electric vehicle owners.

This type of policy and a host of others are why Norway is already at 60% EV new car sales.

All the best,

Igor Gierymski
West Linn resident

Date received: 10/08/2020

Source: Email to Project Inbox

Communication:

Subject: Tolls

Please reconsider adding gas taxes in lieu of tolls. Thank you for listening. Marilyn Simpson,

Date received: 10/08/2020

Source: Email to Project Inbox

Communication:

Subject: Committee Public Comment

Please do not enact/approve any tolls on I205. They will only adversely hurt local residents already struggling with economic times due to COVID-19. Equally they will only divert traffic thru residential areas making the neighbors more congested and less safe for residents.

Please do not go forward with tolls, they are a horrible idea.

Anthony Warren

Native/Lifelong Oregonian

Date received: 10/08/2020

Source: Email to Project Inbox

Communication:

Subject: no tolls

I pay to many taxes already in OR AND WILL NOT PAY YOU TOLLS you
have missed managed to much already and will not steel my money

Mike Morris

Date received: 10/09/2020

Source: Email to Project Inbox

Communication:

Subject: Committee public comment

I understand that my small voice will contribute too much to the freight train that is the tolling project, I also understand that the scope pf the Equity and Mobility Advisory Committee is not really one that can address the overall concept of tolling; however, I don't want to watch this project unfold

without saying something, and the biggest issue with the tolling project is equity. So this may be the appropriate forum to speak now.

I am an urban planner and I understand the logic and reasoning behind toll lanes. The declining gas tax revenue is creating a need for alternative funding sources for road maintenance. While that may be the case, we should not address the issue by placing the burden on the backs of the poor. Creating lanes for the wealthy will rob traffic lanes for the rest of just. This will disproportionately hurt minority and underprivileged communities. The Equity Committee should do everything in its power to flat out stop the tolling lanes for this one specific, unjust, reason. Toll lanes may look good on paper, and the math may look appealing, but we should not address the problem at the expense of the poor.

-Matt

Date received: 10/09/2020

Source: Email to Project Inbox

Communication:

Subject: Committee Public Comment

Well well. Just like I said in my last email the toll will be enacted. It makes not a bit of difference what the people affected say. This is a done deal and it was a done deal before all this warm and fuzzy rhetoric.

Equity and Mobility committee? What a bunch of namby pamby wordplay. You people always revert to the verbiage that sounds so understanding and caring but actually means we are going to take more of your money and you can't stop us.

And where did I5 toll come from? Last I saw this was going to be a short section of I205. Now I5 too? You just never stop. Why don't you drop all this posturing and feel good crap and just come out and say you are going to put tolls on these roads. You knew that going in and all you're doing now is trying to justify that decision.

I'm glad I don't live in Canby or the 99E corridor.

Ray Shepherd

Date received: 10/13/2020

Source: Email to Project Inbox

Communication:

Subject: Tolls

Should you go-ahead and implement a toll on either the 205 or 5 bridges, I will relocate my business to Idaho. That simple... This is wrong.

Larry D Van Aalst

KC Krafts Est. 1996

CONVENIENCE STORES SPECIALISTS

Corporate Office

Date received: 10/08/2020

Source: Email to Project Inbox

Communication:

Subject: no tolls

I pay to many taxes already in OR AND WILL NOT PAY YOU TOLLS you
have missed managed to much already and will not steel my money

Mike Morris

Date received: 10/09/2020

Source: Email to Project Inbox

Communication:

Subject: If you did your job, you wouldn't need more mone

I vote NO.

Just because you wasted millions of dollars on a failing public transit system doesn't mean you have
the right to TAX US WITHOUT REPRESENTATION. This is theft.

You have no grounds to force this on us. If you sit on the board who decides if this is approved, and
you don't drive this route at least 3-4 times a week, YOU HAVE NO PLACE IN DECIDING.

Do your job. Figure out how to budget like us adults have to, and stop wasting our tax money.

Jesse Jones

Date received: 10/14/2020

Source: Email to Project Inbox

Communication:

Subject: Tolling

ODOT,

What dont you people get !

WE DO NOT WANT TOLLS IN OREGON !

A Majority of Oregonians DO NOT WANT TOLLS !

You are shoving this down our throats even though we tell you we DO NOT WANT TOLLS !

Thank you ,

James Martello

I VOTE !

Date received: 10/14/2020

Source: Email to Project Inbox

Communication:

Subject: Consider Health Impacts of Equitable Tolling

Dear Equity and Mobility Advisory Committee:

Please add the health impacts of reduced air pollution to your criteria in evaluating de-congestion pricing.

This past month, we saw our skies turn dark red, thousands of families displaced, and our air turn toxic. The urgency to reduce Oregon's transportation emissions to address the climate crisis for the sake of our neighbors across the state cannot be overstated.

Dr. Shindell at Duke University shared a bombshell testimony at the House Committee on Oversight and Reform last month: the impacts of air pollution are twice as bad as previously thought. Acting on Climate by transitioning from fossil fuels will save nearly 4.5 million Americans over the next 50 years (1). Saving these lives is valued at nearly \$47 Trillion (2). Regardless of Greenhouse Gas emissions, addressing air pollution alone stands to make our communities significantly healthier, and wealthier. In your rulemaking, I would ask that you press ODOT and DEQ to reveal the health impacts of the status quo. We know communities of color and poorer communities reside closer to highways and arterials. How many lives will be lost over the next 20 years if we do not implement congestion pricing? How many young students will develop asthma because of the impacts of freeway emissions? How many premature births and deaths of babies are caused by freeway emissions?

A remarkable example to recall is the implementation of E-ZPass tolling in New Jersey. After implementing tolling using E-ZPass, premature births fell by between 6.7% to 9.2% and incidence of low birth weight fell by between 8.5% to 11.3% (3). It is critical to understand how tolling will have similar real-world impacts on children, mothers, and neighbors.

Please address the toll of air pollution in your criteria when evaluating de-congestion pricing.

Sincerely,
RJ Sheperd

North Portland Resident

House Committee on Oversight and Reform. "Oversight Committee and Top Experts Examine New Data on the Health and Economic Impacts of Climate Change," August 5, 2020.

<https://oversight.house.gov/news/press-releases/oversight-committee-and-top-experts-examine-new-data-on-the-health-and-economic>

Roberts, David. "Air pollution is much worse than we thought," Vox Media, Aug 12, 2020.

<https://www.vox.com/energy-and-environment/2020/8/12/21361498/climate-change-air-pollution-us-india-china-deaths>

Currie, Janet, and Reed Walker. "Does Living Along a Busy Highway Increase Premature Births?,"

MacArthur Foundation. https://www.macfound.org/media/files/HHM_Research_Brief_-_Living_Alone_a_Busy_Highway.pdf

Date received: 10/16/2020

Source: Email to Project Inbox

Communication:

Subject: Proposed I-205 Tolls

Re: Proposed tolling of I-205

This is a public highway benefitting the whole state and inter-state commerce: expansion of I-205

Must be treated as a public good and must be funded through taxes, not on the backs of local

residents through tolls. West Linn and Oregon City communities are closely intertwined and this project threatens to create large barriers between businesses and customers on opposite sides of the river - I see a future in which I can see those nice little restaurants in O.C., I just can't get there anymore! Traffic diverted onto the local bridge will be unmanageable: that little tiny bridge is already difficult to use and frequently heavily backed-up. Walking across the local bridge is already unpleasant due to the heavy traffic and will become down-right horrible if that traffic increases. Diverted traffic on our local streets is already very heavy and will certainly become worse under a tolling scenario: I fear that we will have pedestrian casualties as a direct result of this tolling project. Tolling does not solve any of the problems associated with congestion on I- 205 and will cause income loss to low wage workers, increased pollution from cars driving farther to avoid the tolls, and dangerous increases in local traffic and pollution in neighborhoods. Please do not pursue this il-advised plan. please fund needed interstate highway improvements through more equitable taxing mechanisms.

Thank you for reading my concerns,
Catriona Black,
West Linn resident
Sent from my iPhone