

# Regional Mobility Pricing Project

## Spring 2022 Engagement Report Appendix

Email, Web Comment Form, and Voicemail Comments

August 2022



**Urban Mobility**  
STRATEGY



**Oregon**  
Department  
of Transportation

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August 2022

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# 1 Email, Web Comment Form, and Voicemail Comments

This document includes details about email, web, and voicemail comments that ODOT received as part of the engagement for the Regional Mobility Pricing Project in spring 2022. Below are all comments received between April 6 and May 27, 2022.

**Table 1-1 Other comments received between 4/6 and 5/27.**

Event	Total Received
Emails	44
Voicemails	4
Web comment form submissions	61

## 1.1 Comments received by Email

- What happens when the expansion is paid off with toll money. Do they stop tolling us? Or are they just going to continue the tolls indefinitely?
- Hi Chris, I appreciate your response, yet it didn't actually answer any of my questions. ODOT can improve I-205 without adding an additional travel lane. There is ample research that ties the addition of travel lanes to more congestion and vehicle miles traveled (VMT). Further increases in VMT are strongly correlated with an increase in deaths due to traffic violence. You stated that "Improvements are being added to this portion of I-205 because it is the only section of I-205 in Oregon that has just two through lanes as opposed to three. This lack of lane continuity results in congestion along this segment." However a toll and no build, or toll and make earthquake resilient, would also reduce congestion even more by not creating more space for cars that will undoubtedly be filled by more cars than are present now. Unfortunately we don't know how much because it isn't being studied. Meanwhile there is a similar body of knowledge that has established that pricing use of roadways is tied to a decrease in VMT and congestion. By tying these two things together rather than letting them each stand on their own merits ODOT is advancing a narrative that is dangerous, expensive, and will cause harm to people and our planet in direct violation of Governor Brown's directive to reduce greenhouse gas emissions. Electrification of vehicles also isn't a path there since the construction of electric cars is still energy intensive, our grid is not as green as everyone likes to think, batteries are causing ecological disasters through the mining of minerals, and the presence of brakes and tires means there are still toxins making it into our air and waterways even without direct carbon emissions. That's not even including the significant increase in weight for each vehicle which corresponds to more maintenance that ODOT isn't able to keep up with now because of the outsized attention given to megaprojects such as this one. A car powered by batteries is still a car and with cars continuing to increase in size this will lead to more deaths both on and off highways by making driving easier, and ever increasing maintenance expenses since road maintenance is tied to weight-miles traveled. With the 20% decrease in crashes, how many of the crashes during the period analyzed were property/minor injury only? This same logic has been deployed in I-5 Rose Quarter, however none of those crashes resulted in deaths because the vast majority were slow speed "fender benders" that primarily resulted in property damage. ODOT seems to have a blind spot when it comes to people dying on roads because most of the money goes to help more cars

move faster (this was even the case with IJJA funds which had full flexibility and we still allocated a majority on car infrastructure). Meanwhile it took two people dying in a week at the same intersection on E 82nd Avenue for ODOT to acknowledge that the road was a problem and commit to a jurisdictional transfer. Seven years ago ODOT conducted a Road Safety Audit for Barbur Blvd for the section within Portland and yet has done little to implement the recommendations there because of a lack of funding and interest in preventing serious injuries and deaths. Finally the statement that this project will provide "safety upgrades for all transportation modes" is deliberately vague. Better is not the same as good. Another highway expansion on 217 is similarly improving bikeways. However at a crossing such as Hall Blvd project planners opted for six foot wide bike lanes with a four inch wide strip of paint to protect people using those lanes from cars that will be traveling 35-45 mph. This is better than current conditions and also likely not something that anyone designing or building these projects would actually be confident enough to use. "Our outdated transportation system requires us to take action and make improvements, including safety upgrades for all transportation modes." I agree with this sentiment and wish we wouldn't spend so much making drivers so comfortable at the expense of all other modes, our safety, and our planet.

- Respectfully,
- David
- ODOT has put out a press release stating that by tolling and building more lane-miles of highway on I-205 that congestion would be reduced however these are two separate actions where tolling is widely acknowledged to reduce congestion and constructing additional lanes has demonstrated time and again that it creates more demand that then increases congestion. How much does only building or only tolling impact congestion and why not proceed with actions that will reduce congestion rather than trying to encourage years of construction at the cost of tens or hundreds of millions of dollars? Also in line with ODOT's safety and equity goals, how would this investment help prevent traffic violence like that which claimed hundreds of lives on ODOT owned roadways last year? Why is ODOT not prioritizing the safety of its roads by placing most of its financial and human resources into projects that address "congestion?"
- Thank you,
- David
- I write in urgent address to ODOT contacts with TRIMET that TRIMET should purchases Non-BRT articulated buses for #96 line on freeway from Tualatin, Or to Downtown Portland via I-5 because of coming up a tolling proposal in 2023 or 2024. I want TRIMET gets exemption on tolls for their freeway transit buses. In addition, I want TRIMET increased frequent span times on #96 as just urge to TRIMET for information notices! Thank you much!
- Your meeting times are a slap in the face of those of us who cannot attend because we have three or four part time jobs to just barely keep the lights on in our homes. For Pete's sake, how many committees do you have? What a WASTE of MONEY! That money that you are wasting with committees, subcommittees and more on boarding is a HUGE waste of money, money that should be spent on fixing roads. Stop the waste. You have already decided and now it is just a charade. You think that tolls are what will cure congestion. I bet you also believe in the tooth fairy. Stop drinking the Kool Aid. It will not. We are a city with LOTS of people -- people cause congestion. More people, more congestion. People need to get around town. You are just looking at it as a cash cow for your inability to manage money. It is easy to raise taxes; harder to stop wasting it. Tolls are NOT equitable at all. It will not do anything for the congestion. You need less committees. You have already decided so stop -- be transparent. Just say you are doing this and that's that. You have wasted time and money that could have been used to fix roads. Too many committees -- are you being paid to be on those committees? Why? Get rid of the committees ---



you are not listening anyway. You state: \* Drivers only pay for what they use. Hmmm. If one has three part time jobs that's a lot of paying of tolls. Who has three or more part time jobs? The rich? the very poor? No, the person who can barely make ends meet. You are stealing money out of their pocket and food out of their mouths. The rich don't care, they can afford it. The poor will get subsidies. The person who has three part-time jobs gets screwed. They don't get the subsidy and that money to pay for roads they already paid for will hit them hard. On top of that, they are paying the transit payroll tax for each job they have. So they are really getting bilked. That means you are charging them twice -- for use of roads and for earning money. If you do the toll, get rid of the transit payroll tax. You should not have it both ways. \* Tolls help traffic move more smoothly. You will find this to be fallacy. We need to get to dental and medical offices. We need to buy food and other supplies for our homes. We need to run errands. It just means we will have to pay those toll from our food budget. So once more the meme of the fat government official snatching the last morsel of food from the mouths of people who cannot afford being taxed to death. It is for whom the Tolls toll death. \* Tolls provide a more reliable trip. \* What are you smoking?! Whatever it is, it is totally warping your brain cells. No they do not. That is a platitude to convince those lemmings of Portland that this is a good thing. It is not. \* Toll prices will not be a surprise. \* Really? What is the toll? I am willing to bet that in a year's time, your greed will raise those tolls and you will be raising those tolls every few months. When government says it will not be a surprise, you can bet it will be a surprise. You already lied. You made us believe that our input was important when you already had no intention of listening but rather ramming this down our throats. You already knew that you were going to be enacting those tolls and just wasted time and MONEY having open houses, listening sessions. etc. You had no intention of being dissuaded or persuaded this was not a good thing. The greed is palpable. So stop lying to us.

- I am OPPOSED to tolling in every shape and form. 1) It hurts the working class by driving up the cost of getting to and from work. 2) It will not significantly reduce traffic congestion. Use Biden's infrastructure money to expand the freeways and or build another by-pass around the Portland metro area to accommodate the ever increasing amount of traffic traveling from points south to Seattle.
- This Committee is a group of individuals with professional and lived experience in equity and mobility, etc. 'What the hell does that mean? A bunch of woke gobbledygook that means absolutely nothing. Just another example of you snobs thinking you are always the smartest people in the room. Drivers only pay for what they use. Ya think. Of course they only pay for what they use. Were you actually thinking of charging some kind of fee for tolling just because they live in the tri County area? This statement is simply stupid beyond compare. Tolls help traffic move smoothly. What? Not. Just creates anything traffic bottleneck in the areas that are already bottlenecks. Tolls provide a more reliable trip. Again, what? How in the hell does tolling have anything at all to do with a reliable trip. Pure BS. Toll prices will not be a surprise. You've got to be kidding. Of course it's a surprise. Especially when you raise it (which you will) and we find out where the money goes. And none of this garbage even talks about trucks. Or delivery businesses that will be forced to be tolled more than once a day. FedEx, UPS, etc. Where do you think all those increased expenses will come from? Yep. Eight out of our pockets in increased fees. In all, you wokies are trying to put a kumbaya, utopian, rose glasses spin on this totally absurd, unnecessary mess. See that horse standing in the field with something coming out the back end. That describes this idiotic mess to a T.
- Matthew: That framework looks all well and good. I am deeply skeptical that ODOT as an institution has the will to actually implement the kind of deep engagement that would be required to assess the needs of impacted communities. My concern is how a road-building organization

implements the intensive community-building process that would be required to even alert impacted people of the projects existence, much less convince them to participate in planning or to take the time to get a flex pass, or transponder plus provide the financial records to associate with the transponder. While I am sure that you and others in your team intend to follow-through with the framework, I am concerned that ODOT leadership will use the equity framework as a sort of ablative shield. It will be burned off to get project approval, then ODOT will run out of money and interest in the framework once the plans and financing for more lanes has been set. If ODOT were truly focused on equity, the access pieces and harm mitigation(mass transit, reduced traffic volumes and aggressive particulate regulation etc) would lead the lane expansion pieces of the implementation plan.

- Call it a toll, a road use fee, a tax or whatever you would like. Simply put, it is just another expense coming out of the local residents pocket every time we want to cross the Willamette River and/or the Tualatin River with a goal to charge us for using all of I-5 and I-205 in the Portland metro area. The residents of Clackamas County already pay an extra \$30 per year for road maintenance when renewing their license plates. I was charged the Clackamas County fee when I renewed the plate on my car hauler trailer which sits in the driveway most of the time. Why should we have to pay more in the form of tolls? In addition to the County fee, there is the Oregon DEQ vehicle emissions test fee requirement when renewing vehicle licenses. This would be in addition to all the other taxes and fees we pay just to live in the area. There are numerous taxes and fees on our PGE bills, telephone/internet bills, water bills, heating bills, deposits on various bottles and cans, which are very difficult to get back in Oregon City due to the lack of parking at the bottle return center, in addition to property, fuel (both state and federal) and income taxes. One of the expectations of the toll is for employers to vary the employee start times to reduce congestion. How many employers are willing or able to change shift start times? For those companies that ship their products out via trucks daily, there is no room for change; the trucks are only able to pick up products at certain times during the day. Another expectation is more people will work from home. As the pandemic has taught us, not everyone can work from home. I recently drove from the local area to Seattle and back. The State of Washington is making massive improvements to their freeway system. The traffic noticeably improved after I crossed the I-205 bridge into Washington. When returning, the traffic was smooth until I came to the Glenn Jackson bridge where the traffic stopped. It is being said improving the freeway system will only cause more congestion. I disagree; the drive to and from Seattle proves differently. In addition, there were no tolls on the drive. Part of the toll project is adding a third lane from Stafford to Oregon City. There was a third lane added from I-5 to Stafford without tolling. The State of Oregon has received billions of dollars from the Federal Government. Use this money for the I-205 / I-5 improvements and do not toll the local residents.
- Dear Mr. Strickler:
- Why aren't the citizens of Clackamas County given a voice in the Abernethy bridge tolling decision? A large portion of the traffic I see on 205 has Washington license plates. If a toll is needed, the location should be at the Washington/Oregon border. Washington commuters should help pay for road maintenance on the entire I-205 freeway. A ballot measure would be appropriate so that those who use the Abernethy Bridge would feel we had some input. I have gotten questionnaires asking about tolling, but none of the choices give one a chance to reject the idea. From information I've gotten and input I've given, I don't feel are representatives are really representing the feelings of voters.
- The link to the tolling survey on the Regional Mobility Pricing Project website seems to be broken: <https://www.surveymonkey.com/r/odotrmppwebenglish>Please advise.

- No tolls no tolls no tolls. Get the picture? Put it on the ballot and you will see what kind of support you have for just another tax, right?
- NO TOLLS! do not know how or when this "committee" has been formed and come to the conclusion that Oregon citizens want "tolls" on our roads. WE DO NOT WANT TOLLS ON OREGON ROADS. We expect gas taxes and money from other Oregon taxes to with upkeep and new roads strengthen our road system. Commerce needs to be encouraged, NOT discouraged. Seven family/friend members have left Oregon. I want to stay and keep it filled with prosperity which includes a thriving transportation system for vehicles. You say: "They help solicit feedback and participation from youth, older adults, Black, Indigenous, people of color, and multi-racial people, people who may speak a language other than English, and people living with a disability. "Each of us is a person who pays taxes or just want the state to take care of the roads so that we will transport ourselves, no matter age, color, sex or other language! Grow up, please. We are each adults to prosper and take care of our environment very well, thank you.
- To Whom It May Concern: I submitted input at the end of the 4/27/22 EMAC Zoom meeting. I would like answers to my questions and concerns as expressed in the following: Over the past months questions have been posed to you, and not clearly, directly answered: In the context of the I205 expansion what is equity? Where are the claimed disadvantaged "communities"? Why have you time and time again ignored the overwhelming opposition to tolling? Where is the big demand for it outside of government? When have you considered recommending to OTC that the tolling of I-205 be dropped or put to a vote of the taxpayers? EMAC appears to consist of ONLY pro-tollers. There is no voice with even a scintilla of opposition. You are totally failing in your objectives of engaging the residents that will be affected by your tolls. You have already demonstrated your disregard for community input. Oregon contributes less than 0.05% of global atmospheric pollution. Your minuscule reduction in VMT will do nothing to impact that but it will devastate businesses using the I-205 corridor if your proposals come to fruition. Transit ridership is in the toilet (TriMet and C-Tran numbers) why are you pushing so hard for spending/wasting more money on it? I await your reply.
- I write in a supporting letter of Tolling system in Oregon. I want installing Toll in Metro Portland I-5 and I-205, and somewhere in Oregon. It needs collecting funds to pay new bridge, light rail extension (Southwest Corridor, Downtown Tunnel, others, and Bus Rapid Transit), I would like to see road improvement, transit, and fix roads, and I want addressing support 162nd improvement connects with new third bridge - low speed between Portland and Vancouver area. Please send this message to Legislation address as tell them God Blessing them!
- I write in urgent address to ODOT contacts with TRIMET that TRIMET should purchases Non-BRT articulated buses for #96 line on freeway from Tualatin, Or to Downtown Portland via I-5 because of coming up a tolling proposal in 2023 or 2024. I want TRIMET gets exemption on tolls for their freeway transit buses. In addition, I want TRIMET increased frequent span times on #96 as just urge to TRIMET for information notices! Thank you much!
- Thank you for your response. But I already see cars jump off I-5 north, only to get on Interstate Ave. to travel North to Kenton. I used to work in Downtown Portland & when I would get off work I crossed the 405 bridge to get home. Every day I saw cars with Washington plates get off at the Swan Island exit only to get back on I-5 at Killingsworth. Interstate Ave is terrible from about 3pm-6pm, it's filled with cars that have Washington plates. It has taken me as long as 20 minutes to get to the Fred Meyers on Lombard (it's less than a mile from my house) because of the traffic that diverts off the I-5 freeway travels along Interstate Ave. Denver is now feeling the impact of drivers traveling North to get on the I-5 bridge. Please explain HOW... "ODOT will develop mitigation measures to address impacts". All I see is "analysis of rerouting & exploring solutions." It sounds like you have not taken into account how the neighborhoods will be impacted by the



tolls. We are already impacted by the traffic, pushing them off I-5 onto side streets is not the answer. Personally I'm a little fed up with the rhetoric that "If we find that diversion is expected to increase due to the project" of course it will increase....it already has an impact on me and my neighbors. We are asking for solutions, not studies of traffic patterns, not analysis of rerouting & exploring solutions. But REAL solutions that are put in place before you start your toll program. This sounds like a way to spend money for more studies on the traffic that heads north to Vancouver.

- How will you tell how many people are in a minivan? If I have 4 kids in the back of a minivan how will that be recognized? If children don't count that isn't fair. If one is carrying 4 children there aren't many hybrid vehicles that can carry 6 people. If we are essentially penalized for driving a large vehicle that's not fair, either. It seems to me that the only people who will pay full price are white people who drive alone. Yet, a person of color that makes \$200,000 per year gets a discount. That is illogical and isn't in the spirit of helping those who need help, most. I don't like being forced to put ethnicity, disability status etc on a government form. My disabilities are no one's business and I shouldn't have to pay for my privacy.
- For people like me on Social Security as their only means of income or other low income people adding a toll to what is currently free. Just another Financial burden.
- I am disturbed by your idea of tolling on I-205. We live in the hilltop area of Oregon City. Both my husband and I are elderly, disabled and on Social Security. There is no way for us to get to our doctors & hospital (Kaiser's Clackamas campus) without entering I-205 northbound at exits 9 or 10. It is hard enough to get someone to drive us to our many appointments without needing them to have to pay tolling (coming and going) on I-205 in this area. So because we are elderly, disabled and fixed income we have to pay a toll for using I-205 for a few short miles. Seems discriminatory and unfair!
- Mr. Pengilly; This email was forwarded to me. This email was extremely more resourceful than what is occurring in Clackamas County concerning the I205 project and tolling by ODOT. Case in point is the Clackamas County Bridge on Borland Road known as the Fields Bridge. The county is allowing activity to occur that is being designed to impede the use of Borland Road into West Linn, Oregon when crossing the Fields Bridge. I have placed a link of an old study (2019) that does list "Critical Infrastructure" for the bridges in this area, (page 732 of 844) one being the Fields Bridge. Yet ODOT has ignored the concerns of the community with the current and future I205 issues as listed on this email below. There are multiple roads in the Stafford CPO and adjoining CPO's that are already affected by the lack of foresight by ODOT and regional planners as to issues that are listed below in the email. Rather than ODOT constantly saying to our community "It's not our area of concern, since we don't manage these roads in this area at this time". Well I and many in the community have completely disagreed. Anytime there are problems with I 205 the roads listed below in the email, and dozens of others are affected. With ODT stating their solution to the problem is they "are still being studied." , are getting to late. There are plans beginning in the balance of 2021 to make "adjustments" to many roads that are being impacted by I205, without a centralized coordination effort, to date. So would it not be best to suspend any changes on roads/transportation changes until the "study" is completed and to have the road/transportation changes area properly coordinated? At least there has been a 5-party agreement made in the region. There's just many who do not wish to adhere to the agreement that will likely worsen the transportation in the region during the "Construction/Tolling".
- Facebook Ad Comment forwarded by Sarah Stone at  
ODOT:[https://www.facebook.com/307467268091436/posts/371524071685755?comment\\_id=7296663181519001](https://www.facebook.com/307467268091436/posts/371524071685755?comment_id=7296663181519001) took the survey but I think there were other kinds of questions that might have told a different outcome. Some were good questions but some didn't. The homeless need bus

passes before they get to where the tolls might start on 205 and I-5. These need help so they can start back to work.

- Hello I just took your survey that is due on the 16th I just want to say that as someone who utilizes surveys for work and has learned about survey development I do not believe that was a fair survey. Many of the questions were biased in that they are leading. It would show that people who answer the questions are in support of the following project. For example. I am not supportive of tolling our existing infrastructure but answering questions such as if I believe there should be a monthly or daily cap or if emergency services should be tolled at a lower rate (which of course I would support if a new bridge or road was created with the understanding it would be tolled) make it seem like I am in support of the current toll proposed (because I am saying of course emergency services should be tolled less or not at all) Since there was no question on whether I support or oppose the toll then the data can not be separated with those who support or opposed the toll. For example someone says they are not in support of offering assistance to low income/emergency/ ride share because they may be answering with the intention of not being in support of tolls. And others may be in support of the toll but not in support of any sort of assistance. And so not having the initial questions asking what their thoughts are regarding tolling you would get inconclusive results. Otherwise you can do a lot with that data and see how people answer those questions depending on if they are or are not in support of the project. In addition, I understand wanting a 300 character limit for an open ended question (because you can categorize and analyze it much quicker) but that is a big disservice to understanding real concerns and items that whoever the team/committee is for this project may not have thought of or realized was an issue for many people. I don't know what kinds of advisory groups there are regarding this and who is there (race, age, social standing, location of residence, etc...) but this survey would have provided a larger pool of input that would have been valuable to those making this decision. It just seems like the decision is already made and this survey won't have any real impact on the decisions. I honestly think there would be much more support in tolled roads and bridges if new roads/bridges were created with the understanding tolling would be the case on those. Then those with the means or ability would use those roads to bypass traffic (paying for that project over time) and alleviating some of that congestion on existing roads. People are willing to pay for convenience otherwise postmates and Uber eats would not be as popular as they are now. I'm sure enough people would use the new tolled roads to justify the cost.
- Your 300 characters were not nearly enough. Your survey left out many answers for choosing. Here is a summary of what I could not put in the survey and you did not ask. **NO TOLLS!!** Use the Infrastructure bill \$ to expand lanes and to upgrade and build and wider bridges. NO revenue should be allocated to Non-highway provisions. I call BS that Climate Change and Air Quality are goals of the TOLLING project. It should ONLY be to fix and upgrade the roads and bridges to more lanes. After that is DONE, the TOLL IS DONE!!! Mass transit is not an option along I-205 so spend no money there. Fixed Income seniors should get free transponders, discounts and free trips. Willamette Falls will become even more of a 3rd lane to I-205 and nothing will stop the roll through traffic. Upgrade the road, stop the toll and let us get back to rural traffic. Also, an RV should be charged the same as a car. No discounts for E-vehicles or hybrids. That will not limit congestion which is the ONLY goal of this project. West Linn will become a parking lot. Lights and traffic regulation signs will be employed that we local drivers will be stuck with 24/7 and not just at rush hours. They are building that stupid school along Willamette Falls and this toll avoidance traffic will totally clog that road. If you think E-hybrid and hybrids should be given access to carpool lanes with only one driver, think again. Those cars are designed to get peak performance at SLOW speeds. Putting them in a carpool lane moving faster NEGATES the efficiencies of that technology. DON'T DO IT, you are countering the supposed gains in clean air and climate change and not helping congestion one bit. Other states do it but it is as wrong there

as anywhere. Please don't follow their bad examples. My grocery store has been moved from 1 mile from my house to 5 miles from my house. I take both I-205 and I-5 to get there. I used to take Ostman to Blankenship. This toll to get groceries is UNACCEPTABLE.

- Senior Citizens cannot afford this. Low income might mean less than \$12,000 a year as far as the guidelines are concerned. That is basically homeless, living in a tent! We are not that low income, but almost that low income. Barely scraping by as it is. Any more increases to property taxes, to cost of heating, cost of water increases and gas prices at the pump. Who can afford to drive anywhere anyways? And now the Gorge wants to charge a fee, in advance, to just go see Multnomah Falls. This is getting too greedy for me. It feels like California. Is that the goal? To turn Oregon into California. Stop with the excessive money grabs. Senior citizens are on social security! That is not a lot. Change low income to \$45,000 for a married couple. I know that for the purpose of freebies for low income and tolls it will be set so low of an income you would have to be living in a tent to qualify, and who lives in a tent can afford to license and insure a vehicle to drive to pay the toll?
- So low income is less than \$24,000 a year or \$12,000 a year? I think low income should be redefined, because now low income could be \$40,000 for a married couple.1. So we are "expected" To sell our gas hog cars and buy electric? Whose buying us a new electric car? We do not have \$40,000!2. There are already fee's associated with many parks, just to park. Fee's to visit Multnomah Falls, drive the Old Columbia River Hwy.,3. A toll adds more insult to injury already. Benefits? Waiting in a line to pay the toll? This decision is as stupid as making SE Foster Rd. 2 lanes (down from 4 lanes). Whose idea was that anyway? Do you live here? do you realize that we live on SE 52nd Avenue that has become a nighttime/daytime and anytime freeway with cars whizzing by sometimes as fast as 70 MPH? Until someone is killed any plans to change any of this? Stupid decisions that affect all of us. Senior citizens on social security cannot afford any more fees. Raising our property taxes is the first assault on our ability to pay our heating and water costs, which are also expected to rise. It is nice some people are living on \$85,000 or more a year for a married couple. Sadly, we are NOT.NO FEE"S OR TOLLS.
- Your toll roads will be nothing more than a penalty against interstate truckers and people living in Washington. If you do this highway 26 should be included.
- Anytime government tries to provide a subsidy for special groups, it ends up costing the citizens of the state more because of the additional accounting measures and paperwork to check for verification that they meet the income requirements. Tolling programs in other states such as Florida, New Jersey, New York, Massachusetts that I have experienced in the past are if you own a car and its on a tollway, everyone pays the same toll for a car or pickup truck. No Discounts. It doesn't give you an opportunity to get a discount because of your income status. If you don't pay, you don't get a discount, you don't get to drive on the highway. Crossing the Golden Gate Bridge in San Francisco, every income level person pays the same toll to cross the bridge. The rate is per car and for trucks or vehicles towing trailers, the rate is based on the number of axles crossing the bridge at 3 or more. Here are my three solutions for your reduce fare tolling: 1. If you carpool, you pay nothing or you pay 50% less than the posted fare. The benefit is one or more cars not on the road because of carpooling. Isn't that the goal of ODOT Toll Program, to reduce the number of cars during peak hours? Carpooling will help in that cause. 1. To save money sorting our who is low income and who can't afford the tolls, let these people save their receipts for tolling and add that cost to their Oregon Tax Return as a refundable credit. If their income is less than the posted benchmark set by the state for low income for Toll rebates, then Oregon Department of Revenue can send them a refund based on their tax return as a deduction of their total tax bill. Oregon will be able to reduce the cost of collecting the toll and they will not be getting fake documents for people trying to say how poor they are when they are not that poor.

1. And my last funding option for low income citizens, out of state plates pay a 50% surcharge above the toll. Since they are not contributing to the funding of our Oregon roads and your collection rate of return with out of state drivers will be very low, the extra surcharge can offset the subsidy of low income drivers. I would appreciate you considering my suggestions on how to reduce traffic on the I-205 and benefit people of low income.

- I am writing to understand the impact this toll would have on small businesses who offer in-home services to residential and commercial customers. As a small painting contractor, our crews are on the road daily performing work on customers buildings. We need our vehicles to carry necessary equipment and customer schedules do not allow us to pick which times we use the freeways to get to customer's homes. Will there be a credit, cap, or exemption available for businesses such as ours that will be unfairly impacted by this toll tax?
- Hi Garet, I see you want feedback by today. I presented the attached slide to CCC's Associated Student Government. They overwhelmingly preferred the full exemption. Am I correct in assuming that a full exemption is not likely to happen? Since I assumed that a full exemption is not likely to happen, I asked them what other options they would prefer. In order to budget for all of their expenses and reduce surprises, they preferred the options that have a fixed price like a fixed toll credit or the daily or monthly toll cap. The percent and flat discounts could also be fixed prices if the toll price does not fluctuate throughout the day. Is a variable rate toll still being proposed? While the Associated Student Government does not have many members, I found it interesting that members who drive frequently on I-205 preferred the daily or monthly toll cap. These members assumed that the toll cap would save them more money than most of the other options. Associated Student Government leaders also asked me about what geographic area would receive a free transponder with an initial \$25 credit. Many CCC students live in Washington State, so I had difficulty answering their question. Would the free transponder only be for drivers on the Oregon side of the Portland region or also include drivers on the Washington side of the Portland region?
- Thank you for your informative response. I find it frustrating that I did not have a chance to vote on this and that there is a budget shortfall in such a huge amount. It makes me desperately curious to what caused it. Provided these tolls are put in, after the projects are completed, will they be removed? How will the side-streets that are affected be improved? Do you have any driving strategies for those of us who don't want to get up at the crack of dawn to get to work on time? Additionally, as a resident that lives off of 10th street in West Linn, I find myself already using roads that are effectively backroads to get home because of the traffic at the specified time. In the past, instead of taking I-205 off of the Oregon city bridge, I did take highway 43 along the willamette river above the power plant. It was just past the small organic dump area that I was first on the scene of a deadly head on collision that took the life of a teenage girl in one car, and a bartender who worked in the Willamette area. I avoided the road from then on because it was poorly lit, has bad visibility even in daytime, and has no shoulder coverage for most of the roadway. When I don't have the money for something I save money. I highly suggest the OTC and DOT do the same. I'm very sorry if this seems pointed, I very well know that you, Gilly, do not control any of the actions and you may be receiving quite a few angry emails, calls and whatnot. As a person who worked in retail for 14 years, I know what it feels like to be the lightning rod for criticism from unnamed citizens. I appreciate your work more than this email may seem. Please send my questions higher and amplify if possible.
- It appears that the proposed tolls traveling are after the Stafford Exit (as you are traveling North) and before the Hwy 43 Exit (also traveling North). Please consider setting the tolls (traveling North) before exit 3 (Stafford) and on the Abernathy North of the Hwy 43. In their current proposed location, drivers will absolutely be encouraged to cut through West Linn residential

neighborhoods to avoid the tolls, taking the Stafford road exit, going through neighborhood streets to 43 to avoid the tolls. However, if 205 users are tolled before exit 3 and after exit 8 (traveling North) this eliminates the incentive/reason to have to snake through residential streets.

- Why are the local users of these highways being asked to put up extra money (we already pay gas taxes to fund the highway trust fund that should be used to cover the cost of these interstate highways upgrade) in the form of a toll. The majority of the tolls are going to be assessed during the rush hour when local residents are getting to their jobs. The tolls can be avoided by using local roads which will cause major crowding. I have also read that the tolls would be increased (overall amount) to cover other projects like to pedestrian/bike bridge from West Linn to Oregon City. Why not build that bridge and charge a toll on the users of it to pay for the bond to finance it? If the upgrades to I-205 were made so that the transition from highway 43 to 99E S. bound and I-205 to 99E where better the existing small bridge could be used for the pedestrian/bike bridge.
- I just took your survey and I want to reiterate that this congestion tolling idea is absolutely horrible. It's a wildly regressive tax on poor working people. No one on earth likes to sit in traffic jams. People only do it because they have to get to or from work or to other important destinations at that time. The reason the rush hour commutes are busy between 7-9 and 4-6 is because those are the times of day that people go to work and return home. Generally people cannot control those times so this toll will do nothing to prevent traffic congestion. It will just charge them more money. Every place in the county that uses this sort of tolling had horrible traffic problems. I've worked in the Bay Area for years and the tolling there has done nothing to avoid traffic congestion. It routinely takes an hour to travel 5 miles at peak times. This nothing but a money grab. You all should be ashamed for making life harder for the struggling, working families of Oregon and Washington.
- Thank you for your time presenting to the EEC today. ODOT's presentation mentioned several times, the need to minimize harm and climate impacts, so I am wondering how proposing to toll the Pdx outskirt communities to expand the Rose Quarter, to cause more driving/congestion through Albina, would further those goals. I am also wondering whether you have considered the large Hispanic/Asian/BIPOC communities that exist outside of the Pdx core- such as in Tigard/Tualatin/Hubbard/Oregon City, and the fact many of them are essential workers who must drive, due to lack of reliable transit in these areas (I live out on the Tualatin line, and it took me an hour and 45min one way, to get to the City by bus). This could cause economic and environmental harm. I realize that Oregonians are not a monolith, and many people feel vastly different on this issue. However, I would not be doing my job, if I didn't consider a non-Pdx centric viewpoint.
- Who can we complain to about the ridiculous unfair toll projects? They are NOT needed and are totally unfair theft of motorists money. If ODOT knew how to spend their budget properly they would not have to steal money from motorists with the unfair and unnecessary tolls.
- The vast majority of people who drive a vehicle in the Portland metro region and even the state of Oregon Do Not want any kind of tolling on our freeways. For whatever reason you can come up with. Why don't you do a fair and unbiased survey of them and publish those results. How about doing what your original Mission Statement was and that is to build more roads and yes freeways to move traffic. Do a survey with that type of question. I'm pretty sure I know what your response would be.
- In your zeal to create another hidden tax that will "take a toll on the Oregon economy" you have (like all the other tax structures in Oregon) placed the burden squarely on the shoulders of the working class. Most states realize that tourism supports a portion of their economy. Your proposed system has no system in place to raise revenue from out-of-state drivers. They also



use the roads and contribute to congestion to some degree. How are you going to address this omission?

- NO TOLLS! I do not know how or when this "committee" has been formed and come to the conclusion that Oregon citizens want "tolls" on our roads. WE DO NOT WANT TOLLS ON OREGON ROADS. We expect gas taxes and money from other Oregon taxes to with upkeep and new roads strengthen our road system. Commerce needs to be encouraged, NOT discouraged. Several family/friend members have left Oregon. I want to stay and keep it filled with prosperity which includes a thriving transportation system for vehicles. You say: "They help solicit feedback and participation from youth, older adults, Black, Indigenous, people of color, and multi-racial people, people who may speak a language other than English, and people living with a disability. "Each of us is a WHOLE person who pays taxes or just want the state to take care of the roads so that we will transport ourselves, no matter age, color, sex or other language! Grow up, please. We are each adults to prosper and take care of our environment very well, thank you.
- Though I have asked prior and received no reply let us try again... What is equity and diversity by definition per the state of Oregon? I do not mean the definition found in a reference such as the dictionary, but what is the states definition by means of the legal standing, see I do not want to debate, but want to be able to frame my questions based on whatever legal description is given, and by the way please include the layman's or simple English translation.
- Please express this opinion in the next meeting: "This entire process is a waste of time and money, Oregon legislators and DOT have pre decided that tolling WILL be done, regardless that it is in fact a double taxation. Instead of finding ways to reduce the bureaucracy and expenses created by that bureaucracy, putting them money where it's needed, DOT is spending more money on research and frivolous surveys and meeting and creating a ""need"" to increase funding. Governments has and continues to prove their untrustworthiness and is dumbfounded when told citizens don't trust them". Thank you Though I sincerely doubt you will voice this during the meeting.
- Why are the local users of these to highways being asked to put up extra money (we already pay gas taxes to fund the highway trust fund that should be used to cover the cost of these interstate highways upgrade) in the form of a toll. The majority of the tolls are going to be assessed during the rush hour when local residents are getting to there jobs. The tolls can be avoided by using local roads which will cause major crowding. I have also read that the tolls would be increased (overall amount) to cover other projects like to pedestrian/bike bridge from West Linn to Oregon City. Why not build that bridge and charge a toll on the users of it to pay for the bond to finance it? If the upgrades to I-205 were made so that the transition from highway 43 to 99E S. bound and i-205 to 99E where better the existing small bridge could be used for the pedestrian/bike bridge. John Moore, user of I-205 from Oregon City to I-5 from the first day it opened.
- Ask ODOT forwarded Hannah's response to the constituent (see response): Under what written authority does odot get the right to put a toll on i-205 and the old columbia river highway
- I LIVED IN PENNSYLVANIA FOR 5YRS I AVOIDED THE TOLL ROADS BY USING BACK ROADS & THEY KEEP RAISING THE FEE! DON'T WASTE MONEY ON IT PUT IT TOWARDS UPGRADING BRIDGES/ROADS & DON'T WASTE ON STUPID ROUND ABOUTS THAT CONFUSE PEOPLE!!!!
- I have sampled the Mobility meeting on Tolling for April and May. Both are worthless. They are SAYING NOTHING, ONLY PLATITUDES. Endless talk with out ANY listening to the problems of the people living near the freeways or going to be using them will only turn people OFF from what you are doing. When you toll I205 and I5 you will force people onto the surface roads. You will have MASSIVE SCREAMS that will call for initiatives to put a stop to this. If you want to get the result you seem to looking for you MUST interact with churches and ALL the other groups. If you

do not get a real buy in from the people, all you will get is MASSIVE push back. What I have heard will not get people to accept what you are asking. Telling them that you will help is not going to get the result you seem to be looking for. ODOT credibility will to fall to ZERO. Please do the LARGE town hall meetings and be willing to take the hard questions and HAVE GOOD ANSWERS. The meetings that I have sampled will only get you LARGE demonstrations against you. Freeways have displace thousands over the last 60 years and you are about to have 500 thousand so angry you that it could get the legislature to step in hard on you. If you want buy in from the region over the next 30 years you MUST find a better way to present this or this and and other projects will be VERY hard to get public support I watched A plague at the golden gate on OPB, it was ONLY with LOCAL buy in that progress was made. I know that you are trying to get the local buy in but these meetings will NOT get the result you are looking for.

- Have you taken a look at what Utah is doing along the Wasatch Front: high-speed lane with toll option if you want to pay for the privilege of rushing past bumper-to-bumper traffic while those unwilling to pay the toll move more slowly. Wider options.

## 1.2 Comments received by Web Comment Form

- I have a few questions:1. Due to the fact that this tolling program is essentially another tax that was not voted on or approved by the people, what would be the steps necessary to take in order to stop this tolling program all together?2. If part of the funding collected from these tolls is going to be used to provide stable funding for transportation projects, how much less tax should we all expect to pay per gallon of fuel that is currently being used to fund transportation projects? Or is this what would be referred to as "double-dipping"? 3. Is there going to be a way to ONLY toll people who have the luxury of making other commute choices and not toll people who have no other option but to travel during the specified peak times and cannot use any other form of transit but a vehicle?
- Awesome you are considering tolling and/or congestion pricing! It just makes sense to let users pay for what they use and maximize the number of cars a road can carry each day.
- This is a Very BAD idea! Shoving the funding responsibility off in the wrong direction. Tolls piss people off. Unsafe diversion to streets already way too congested. Tualatin exit is unsafe merging through 205 on ramp traffic. I-5 Bottleneck from Bridgeport to the Bridge is unacceptable! Fiscal misappropriation and lack of transparency attention should show where funds should be coming for way overdue infrastructure. And WHY do Salem activist radicals on the Salem City "Wards" get yo deny the Federally funded Pine street bridge retarding the regions transport progress for years to come? This has adversely affected the whole region, not just Salem. As an employee doing deliveries, a toll is bad for business. As an employee rush hour traffic is bad for business and steals our time. Portland is moving South fix I-5. Get federal help, get the Democratic pork fixed to fund what is actually important. And get rid of tier one PERS which is bankrupting us! Use lottery dollars, be responsible. And for crying out loud, why does it take 4 times as long for construction work as it does in Alaska?
- I am interested in issues of transportation at the intersection of social, economic and environmental sustainability. I am concerned that tolling monetizes congestion issues with some potentially negative impacts. But I really don't if what I feel makes sense, so I'd like to learn more about this practice as experienced in other communities info on proposals for tolling in PDX.
- Hi Team, I need to find out if I owe any Oregon tolls - I was visiting from California last month and my car was robbed, so I high tailed it out of Portland FAST. I didn't see a notice come to my PO Box, so I think I'm good. But wanted to be sure. CALIF lis # 8ZHR812. Please advise. Thank you!

## Regional Mobility Pricing Project

### Email, Web Comment Form, and Voicemail Comments

- Are there going to be tolls to get onto the I-205 Bridge to Washington? Are there going to be tolls on the Washington side of the I-205 Bridge?
- Oregon Department of Transportation Attention: Matthew I write in a supporting letter of Tolling system in Oregon. I want installing Toll in Metro Portland I-5 and I-205, and somewhere in Oregon. It needs collecting funds to pay new bridge, light rail extension (Southwest Corridor, Downtown Tunnel, others, and Bus Rapid Transit), I would like to see road improvement, transit, and fix roads, and I want addressing support 162nd improvement connects with new third bridge - low speed between Portland and Vancouver area. Please send this message to Legislation address as tell them God Blessing them!
- like to find out more. .i think it may be good to have those who can afford it to go on a toll lane, instead of tolling everyone. thanks.
- If you're going to bill the toll based on a license plate, there should be more enforcement requiring the license plates. Currently at least 25% of cars in our area of NE Portland DO NOT HAVE PLATES and do not have tags in the back window. Usually these cars have dark tinted windows as well.
- My daughter is a Veteran a single mom a student Firefighter and is going to school. She struggles enough with no government assistance. Please stop taking more money from us. Figure something rose out besides continuing to over tax us all. Now for my husband and I that are hard working individuals. Stop taxing us through everything you give a new name is. Tolling. Enough please!
- Your tolls and fees and your so-called equity all go to poor black people that don't want to work this is bulshit there's no such thing as equity when it comes to racist bullshit that Portland Oregon polls take your calling take your Equity toward people of color white is a color you dumb motherfucker shove it up your ass
- I have listened to these meetings with Equity and Mobility group. Nobody in this group are elected by the public. The members are appointed and it appears you are only trying to get people out of their vehicles, and travel less miles. I have an idea, how about letting the public vote on the whole matter instead of all these meetings. It appears that we can't comment during meetings, but have to send comments through the ODOT website. I would like to know what all the funding for infrastructure funds from the Federal Government have been given Oregon. You want to toll the citizens who live in the area. I have to work two (2) jobs to support my family and it would take 2 hours one-way by public transportation to get to my job in Portland. That is 4 hours a day in public transportation. My time is important and valuable. I want to know if equipment is already being installed for Tolling on I-205? It appears a decision is already being made. Is this true? I would like some answers or do I need to do a FOIA request to get the information.
- im recently disabled and am appauld of the lack of care given to people in my situation. Handicapped accessibility is a joke. Sidewalks are unsafe. Road side accessibility is non existent. There seems to be more barriers now than before the Americans with Disabilities act was passed. If I can lend my help I am available and would love to serve.
- Must use National Transponder.
- I am strongly opposed to tolls. It unfairly puts the burden on local communities who do not have a choice or can not reduce their use of these roads. The cost burden should be shared by the whole state. There is no provision for a "sunset" clause. Building a new road south of the Boone bridge connecting at Gladstone would be a better option that would actually reduce congestion.. I am willing to pay for improvements but not through tolls which would be too costly to administer. How are you going to get a visitor from another state to pay for these tolls?

## Regional Mobility Pricing Project

### Email, Web Comment Form, and Voicemail Comments

- Have courage to impose tolls, and explain to your opponents that this is what they get because they are too afraid of other taxes for infrastructure. Our infrastructure is not free. I am a retired Civil Engineer and I know it costs money to build and maintain.
- free electric busses. Use the latest technology, dont go back to 1900s tech like light rail and old highways. Your just causing different problems if you don't use newer ideas than toll road and light rail.
- There shouldn't be any tolls. Figure out a different way to do this.
- I attended the 4/27/22 EMAC Zoom meeting and submitted public comments. I would like answers to my questions and comments which I've included below: Over the past months questions have been posed to you, and not clearly, directly answered: In the context of the I205 expansion what is equity? Where are the claimed disadvantaged "communities" ? Why have you time and time again ignored the overwhelming opposition to tolling? Where is the big demand for it outside of government? When have you considered recommending to OTC that the tolling of I-205 be dropped or put to a vote of the taxpayers? EMAC appears to consist of ONLY pro-tollers. There is no voice with even a scintilla of opposition. You are totally failing in your objectives of engaging the residents that will be affected by your tolls. You have already demonstrated your disregard for community input. Oregon contributes less than 0.05% of global atmospheric pollution. Your minuscule reduction in VMT will do nothing to impact that but it will devastate businesses using the I-205 corridor if your proposals come to fruition. Transit ridership is in the toilet (TriMet and C-Tran numbers) why are you pushing so hard for spending/wasting more money on it?
- ANYONE INVOLVED ON THE IDIOTIC TOLLING PROJECTS SHOULD BE FIRED. WE DO NOT WANT THEM, THEY ARE NOTHING MORE THAN A TACTIC FOR ODOT TO STEAL MORE MONEY FROM COMMUTERS
- Looking at all your reasons for tolling, you should exempt motorcycles as they fulfill all those items. Less fuel, less space on the road, and fun to ride.
- The Clackamas River Bridge of Hwy 99E Is well used for pedestrian travel between Oregon City and Gladstone. During darkness there is no illumination of the narrow sidewalks on either side. This dangerous and could be easily remedied with solar lamps installed on the bridge structures. Please consider this as an urgent and fairly cheap project. Thanks
- The entire idea of charging tolls on highways in Oregon is obscene! The people of Oregon pay more than enough in taxes to maintain the highways, and the federal government kicks in their share also! Yet this money seems to be squandered to the point that ODOT now feels the need to ignore the citizens outcries about tolls, and forge ahead. Please listen to Oregonians and stop this injustice, and double taxing!
- I currently live one block off N. Interstate Ave. And we already have a lot of commuters that use Interstate Ave as a quicker way to get through the congestion on I-5. Interstate backs up down in Kenton as folks try to get on the freeway. Interstate is often backed up at Going Street because cars pull off I-5 and use Interstate. It has taken me as much as 10 minutes to get 3 blocks home when traffic backs up along Interstate. I do not understand how you are going to stop traffic from diverting into the local neighborhood if you start tolling. Please explain this process will work?
- This should have been voted on by the residents! DMV/ODOT get an F for failure to enforce existing laws which would get some people off the road who shouldn't legally be there like -No insurance. Also need to get Trimet busses with few or no passengers off the roads-big waste of tax dollars not to mention wasted fuel and pollution they create.
- Oregonian already feel they have too many taxes. They see the gas tax too high, we have property tax and they don't want a sales tax eve. I and many others know that taxes are what keep the infrastructure and safety happening. You need to show the benefits in money, not just

time that they will from the toll. Even if it's just a wash right now the cost of living going up and up is most peoples priorities. I suggest more busess and max trains. We need to teach people how to use before they ever get on those transportatios. We need to make our vehicles, pickup spots safer. Alot of people no longer want to ride the max at night. I dont.

- To add a toll between cities such as tualitin, west linn, and Oregon city will negatively impact the businesses in these areas and add traffic. The congestion on our interstates is coming from traffic between Washington and Oregon, so that is the only place tolls should be placed. Adding tolls within Oregon cities will only add traffic on non-interstate roads, and will reduce the amount of economic activity in these areas. It will destroy the growth of these cities.
- My name is Steven Weldon and I am a resident of West Linn. I am very confused about why a toll on I-205 is the payment plan for improvements; we already pay taxes, registration and other fees to the DMV. The state gives us a KICKER TAX REBATE which we STUPIDLY voted in ages ago instead of putting it toward transportation projects. If there's a disconnect between where my all the governmental fees go, I'd like to be privy to it. Additionally, I can't attend any town hall events on this because I work a job that I shouldn't use the time for zoom calls. In the survey, it notes that "Congestion pricing works by increasing the cost to use the roadway during rush hour, typically 7-9 a.m. and 4-6 p.m., which allows travelers to make choices, such as: Delaying running errands until after rush hour Taking a bus, biking, or carpooling instead of driving alone Paying a toll for a more reliable trip "In the I-205 arterial; NO ONE DOES THIS. The bus system is AWFUL in West Linn and Oregon City, and people don't just \*put off errands\* during the BUSIEST TIME. No one DOES errands at 7-9 am, they go to work. Most people use cars and DO NOT carpool, because we are so disconnected, and it's by design. Highway 43 is NOT safe to walk on or drive with large quantities of people, the Oregon City bridge is two freaking lanes of traffic avoiding the rest of 99E to get into West Linn. I don't know if anyone will read this, but end this asinine tolling project. Fix the roads with the money you have already taken from us, or cut the fat from the top. You are completely disconnected while somehow living in the community. Additional question, how are the improvements on Highway 217 being paid for? I spend a lot of time on that godforsaken highway and it's needed improvements for decades. Somehow they're not being tolled? Is it because the people who live on it don't want a toll road? Please, enlighten me.
- For the record I am against this toll as are most of us.
- I DO NOT SUPPORT THIS!! This was not voter approved and it unfairly targets Clackamas County residents.
- I am interested in transportation options that include multi-use paths within the public freeway right of way to allow non-drivers to benefit from I-5 and I-205.
- FYI Congestion on 1-205 from Powell to the Airport seems to have been cut in half by Covid with all the Remote Working.
- I am very against turning a public highway that was publicly funded into a toll road. This should be illegal, and is the most asinine plan I have ever heard. I bike regularly, and take public transportation, but this war against cars by making it expensive and miserable to drive on the existing road system has gone too far. Get your heads out of your asses, and stop making things worse!
- I think the metro area wants to eliminate cars. There are too many bike paths and not enough crosswalks and sidewalks. Walkers far out number bikers.
- I am much more upset after reading the information that came with these questions. Was that the intent? I have no idea why our little section of I205 is supposed to pay for projects all over the metropolitan area both monetarily and in terms of congestion in arterial roads. This is absolutely nuts.



## Regional Mobility Pricing Project

### Email, Web Comment Form, and Voicemail Comments

- Please consider doing this via Registration Fees with no charges to people making 300% or less of the Poverty Level, which would at least be fair. Remember also that COVID is still active, making it harder for people to consider traveling with other people or by Public Transportation.
- Quit ripping the public off with all these tax schemes. NO TOLLS PERIOD. Use the road/fuel tax revenues wisely. If you need help ask me. I'm in trucking industry. I see the waste.
- I am tired of increases in taxes generally and gas taxes for sure. I drive a hybrid car and do what I can to help lower air pollution and green house gasses. You need to examine the pollution created by industry and get business, big and small, to pay their share. Stop taxing passenger cars to pay for the upgrades.
- Do I need a toll pass when I visit Oregon? Or can all the tolls be paid by cash or credit card as we travel?
- Fuck you and your tolls, scumbag democrats
- I urge the project planners to consider pairing all new infrastructure development with new local solar and wind projects, partially payed for by congestion pricing. In addition, there needs to be a plan for ultimately incentivizing the transition away from vehicular carbon emissions using strategies such as a dedicated EV lane or congestion pricing funded commercial EV subsidies.
- NO TOLLS!NO MORE TaXes!!!
- Please use Federal monies for more lanes; not mass transit.
- This is so fucking ridiculous. It is already expensive enough to live and commute in this city. I don't need another fucking stupid bill to pay. I already pay out the ass to live here and drive on shitty ass pothole filled roads. I'm so tired. I just want to do my job and go home and be with my cats. Anything that takes away from that is garbage and can go to hell.
- Your tolling survey is fundamentally dishonest and is designed to elicit an implied consent to a tolling program. You should be ashamed of yourselves.
- I took part in a "time of day" study several years ago. I would be willing to take part in another such study.
- I just left a survey for your proposed toll on I-5 and I-205. Your plan is terrible. I am seriously considering moving instead of living anywhere with tolls. They don't work. I have a family in ATL that has seen this first hand. It's awful. Your proposal to judge who is deserving or not is a brain-washing way of introducing controls and limiting growth to the area while encouraging the weak to get weaker and more dependent. You are couching concern that isn't effective and will only tax those who are active members of the community who won't have choices to "alternate routes." That's just bullshit talk to make it sound like your concerned. This is just insipid minds preying on the community. A real vulture move Oregon. What further new madness will y'all come up with to reduce further the slippery reputation Portland has. I'd rather spend money to give every homeless person a one-way ticket to Hawaii. DONT DO THE TOLLS.
- Keep ability to pay a high issue.
- Toll charging for interstate travelers, private and commercial vehicles, not clear in provided information.
- I am in favor of the toll. It is reasonable and needed in order to reduce congestion. Most of the people you will hear from are uninformed or dont care about the traffic.
- We strongly disagree with this idea tolling existing highways that taxpayers have already paid for. Tolling should only be for a NEW road and only until it is paid for.
- Enforce the traffic laws on the Sunset tunnel. People changing lanes when it is illegal!! Laws are only as good as they are enforced!!!!
- Motorcycles should get reduced tolling, because motorcycles: 1) are allowed in HOV lane; 2) are more affordable to own/operate than cars, more viable for low-income; 3) emit far less than cars,

by volume; 4) get better mileage than cars (avg 40-50mpg, up to 80-100mpg); 5) cause much less roadwear.

- NO TOLLS!! Use the Infrastructure bill \$ to expand lanes and to upgrade and build and wider bridges. NO revenue should be allocated to Non-highway provisions. I call BS that Climate Change and Air Quality are goals of the TOLLING project. It should ONLY be to fix and upgrade the roads and bridges to more lanes. After that is DONE, the TOLL IS DONE!!! Mass transit is not an option along I-205 so spend no money there. Fixed Income seniors should get free transponders, discounts and free trips. Willamette Falls will become even more of a 3rd lane to I-205 and nothing will stop the roll through traffic. Upgrade the road, stop the toll and let us get back to rural traffic. Also, an RV should be charged the same as a car. No discounts for E-vehicles or hybrids. That will not limit congestion which is the ONLY goal of this project.
- NO NO NO NO NO!!!! ON I 205 Tolling!!!! Your Project will NOT fix the problem. You are forcing this on us and please listen to we that will pay for all this. We are smarter than you think and can come up with real traffic improvement projects. STOP PLEASE!!!!
- Motorcycles should get free tolling because motorcycles: 1) are allowed in HOV lane; 2) are more affordable to own/operate than cars, more viable for low-income; 3) emit far less than cars, by volume; 4) get better mileage than cars (avg 40-50mpg, up to 80-100mpg); 5) cause much less roadwear.
- I don't oppose tolls, but I do think tolls should also be for I-5 and not just I-205. I also think there should be a way to discount tolls for those trying to get to work. The flip side, recreational vehicles such as motorhomes, 5th wheels, boats, etc should pay a higher toll since they can clearly afford the luxury items.
- This is an unfair tax on a working class community.
- Toll road projects need to die on the vine. I will vote against any politician who votes for toll roads. I will also actively work to have any ODOT employee who is pushing tolling projects removed from the department by any politician who wants my vote or my work on their election campaigns. It is a travesty that will harm the poor and minorities.
- Quoting "Experience From Other Cities Shows Congestion Pricing Improves Traffic", "When 5% of people shift from taking their car to taking a bus, train, biking, walking, traveling during off-peak hours or working remotely; it reduces traffic on a busy road. "I would like to raise the fact that while there are transit options (TriMet light rail & bus) available on the east and west sides of the Regional Mobility Pricing Project area, there is not presently a meaningful North/South component. WES (Trimet) runs North out of Wilsonville to Beaverton, however it only runs in the morning, suspends service mid-day and then resumes in the afternoon. This project would be a great catalyst to push for a restart of the Purple line south to Wilsonville and perhaps even to Salem (someday sooner rather than later!) as well as an extension of the Yellow line into Washington state...
- I support the I-205 toll proposal. I live in the milwaukie/gladstone area and use I-205 semi-regularly. My suggestion: MOTORCYCLES SHOULD NOT BE REQUIRED TO PAY THE I-205 TOLL. This would encourage motorcycles, which further reduces traffic congestion in the area.

### **1.3 Comments received by Voicemail**

- I'm a resident of the Southwest Clackamas County area. I'm very concerned about tolling on I-205. I was just looking at the April 2022 Moving Portland Forward Experienced Cities Show Congestion Pricing Improves Traffic. Two comments: The premise for tolling on 205 is that it will tell people to take the bus, work from home and ride their bike or walk or drive. The location of the

two tolls on 205 have no other optional transportation. We have no train, we have no bus service between Tualatin and Oregon City, no bus service from Lake Oswego to the west side of West Linn. No bus service to the other side of Oregon City unless you go around 45 minutes to get there. Our bike paths are nonexistent except that we newly put some in downtown Willamette, there is some there. But bike paths are actually quite hazardous on Stafford Road as everyone on the team knows. So when you're saying tolling will cause other people to take alternate forms of transportation, know that this is just not the case in this area. So it's unfair to be tolling people on this section of 205 when you could be tolling areas that do have optional transportation like further up 205 or on I-5 where is multiple options for transportation. In my opinion and in the opinion of many people I've spoken to on this issue, this is the worst possible place to put tolling. I know it's about the money and there's a bottleneck and you're trying to get the most money you can out of people by putting it here.

- Hi, I came up to Oregon for a visit to Portland about a month ago, and I had a horrible experience. I was robbed. I forgot to check to see if I had driven over any toll roads and I can't seem to go back far enough to check online. I'm guessing that you guys have to check my license plate in another way. My number is (323) 855-9884 that's (323) 855-9884. If somebody could call me back, my license number is California License # 8ZHR812
- Retired people try to stay off the road during rush hour as it is, and many of them, a few times will ever pay a toll, they can easily afford it. What you're suggesting is really implementing a punitive tax on the people who have no choice. The working part of a population that supports the state. It will especially hit low-income people the worst. Those people you want to keep off the welfare rolls and actually work and contribute financially to the state of Oregon. You're penalizing them once again with a government program with reverse incentives.
- Hi this is Chelsea Galley. I have an interesting situation going on. I have a boyfriend, Ex-boyfriend, excuse me, that took my horse trailer and my truck across the country and ran through and got a lot of toll violations, as he didn't feel the need to stop and pay for them along his way. I'm calling state by state to make sure I don't know any tolls since these vehicles are registered in my name. So I'm just looking for somebody that can run these license plate numbers so that way I can get this taken care of on my behalf. License Plate number is 098434 T, as in Tom. That is a horse trailer with Tennessee plates. Next is H, as in horse 464418, that is a truck with Tennessee plates as well. And very last, but not least, U as in Uhaul, 842714, that is a horse trailer with Tennessee plates. All of these are associated with zip code 37148. If you guys need anymore information from me, call me. If you guys do run these plates and don't find any violations that are owed, great. If not, if there are violations, I'll be happy to pay them to get them taken care of. My number is (615) 618-2217. If you get my voicemail because I'm at work. You're more than welcome to leave me a detailed voicemail, so I can get back to you or know that things are handled. All right. Thank you for your time.