

APPENDIX C: ONLINE OPEN HOUSE OPEN-ENDED COMMENTS

Question: What strategies, policies or decisions should be considered to make congestion pricing work for the Portland metro area?

ZIP	Comment
97212	Hooray for congestion pricing. Please price all lanes for as long of segments as possible to minimize diversion onto local streets. Also invest in improved transit/bike/ped in these corridors to make project more equitable.
98604	Build a third bridge to get across the Columbia river. I work in construction, and most of my work is in Portland. I pay your Oregon state income tax, and for parking in the city, it is not fair to make somebody pay so they can get to work.
98660	Start any tolls on I-5 south of Delta Park. This would allow people from Vancouver to access Max at Delta Park. It is unfair to toll the I-5 Bridge when there is no alternative route from Vancouver.
98685	Every single cent earned through tolling revenue should be used for freeway expansion. A 3 lane road through a major metropolitan city is not only inadequate but negligent. Bike lanes and pedestrian areas have no impact for many types of drivers.
98668	Guess you could talk to my boss and say I can come to work when it is low cost, or maybe he can give raises, Maybe the survey and engineers can use positive words instead of might or may, or the money shall be used to improve transportation and not
97006	pricing is great because it will encourage more people to move to portland to pay more income tax. Also, those who live in WA will be encouraged to spend more in sales tax to build more community there. Fat Tolls for rush hour!
97222	Toll as much as possible. Fund alternate travel options in conjunction.
98682	Adding tolls will do NOTHING to ease congestion because there are no other options for travel. Work with Washington to add lanes and/or a new bridge!
97045	Designate a % of revenues generated to create a system of free HOV lanes. Encourages carpooling and reducing number of vehicles and congestion
98642	Our family use of Portland freeways is travel I-5 beyond Portland. We avoid high traffic times whenever we can anyway. We are adamantly apposed to paying fir pedestrian, bike lanes and public transit with our money.
97068	Diversion traffic is the major concern in the So. Metro area. Local cities disproportionately affected. Side streets are gridlocked today, affecting QOL, school trips in residential neighborhoods. Transit alternatives are non-existent for most O-Ds.
97035	When toll roads were put in place in Florida, the neighborhood streets were clogged and dangerous for pedestrians. I have some relatives that live there and saw the situation for myself.
98532	The committee needs to bear in mind that many drivers cannot choose their employment start and stop times. Therefore, they cannot choose their travel hours to get to work/home. You are "forcing" them to pay the higher rates. No choice.
97013	Any tolls to promote a "faster highway trip" should be exclusive to a "fast lane" only. Nothing else in the explanation would make sense and otherwise it seems pandering.
98664	This is a temporary solution. More roadways are needed for the increased population. A 3rd bridge over the Columbia River east of I-205 would also help by easing congestion on the other 2 bridges & accommodate increasing populations in Gresham & WA.
98665	There is an underlying assumption congestion pricing will work. Inadequate data presented to support this assumption. No mention of extending light rail to Clark County, more routes in PDX. No mention of tunnel under Columbia River as transit option
98660	Expand C-Tran services to more locations and longer times in service especially for express routes.
97213	This is an awful idea, please do not pursue it! Restricting lanes or tolling in any way will only make congestion worse. Improve the roads for everyone, make all users pay equally through tax!
97111	Improve public transportation! Only 2 rails do not allow an express line. It takes 2 hours each way commuting by public transit. It's an affordable housing issue in Portland. Tolling roads makes me want to leave the area. This is not L.A.
98684	Transit lines need to increase in areas that are affected by tolling. More express buses.

97062	A toll from Down town to the 1-5/205 juncture would be a regressive tax on all commuting workers who work in down town portland. Set aside the low income people, the middle income people who drive this 2x per day are going to be hurt
97217	I live off of the Killingsworth I-5 exit and I strongly support congestion pricing, especially if the money could go towards transit subsidies and housing affordability to get more low-income people into inner portland neighborhoods such as mine
97221	If you implement tolls, please toll the entire freeway system in the metro area consistently and set the tolls to manage congestion, meaning, when there is adequate capacity for demand, the toll should be \$0.
97211	Tolling I-5 downtown and in North Portland, and 205 at the bridges are good ideas. But to reduce congestion in downtown and prevent traffic diversion, please add tolls to the other bridges too, working with the county and PBOT.
97034	ANY toll needs to be accompanied with IMPROVEMENTS (new Abernathy Bridge/entry-exit improvements). Tolls should not be for "encouraging behavior"; congestion is due to bad road design. Make them better and I'll be willing to pay for the work.
97002	build a highway bypass around Portland for Tractor Trailer trucks; do not allow truck through traffic; create zipper lane to increase flow of traffic depending on time
97068	My specific concern is about spillover (or as you call it, diversion) onto surface streets. This will be a particularly bad problem at the Abernathy Bridge. Local traffic will divert into downtown Oregon City and clog Main St.
97217	I am concerned about people like me who have limited route options and cannot choose which times of day we want to be on the road (set work schedules, etc.). This seems like it will disadvantage anyone not privileged enough to have other options
97225	Your online form required checking the "top three" priorities to move on to the next screen. This is skewing the results. I would have voted 3 times for "privacy", instead, my concerns are being diluted, and 2 other items are being "up voted"
97203	Decongestion pricing should be implemented before any freeway expansion is undertaken. Revenue from pricing should be spent on increased transit operations and capital investments.
97201	I am a big supporter of decongestion Pricing. It will only be successful if: pricing is dynamic, funds are used for extending/improving transit & bike networks, and the diversions onto side streets are enforced with speeding and traffic cameras.
97035	DO NOT IMPOSE FEES, TAXES OR ANY MONETARY FINES FOR JUST TRYING TO GET TO WORK! Build more roads and less bike lanes, no more trains that no one uses and they are always having issues and hitting people. Roads-with current budget.
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97070	I disagree with tolling existing lanes. Tolls for added lanes is more justified, as it pays for added infrastructure, and keeps it optional. Starting toll north of Wilsonville is stupid, as diversion already causes severe congestion in Wilsonville.
97086	Make sure it doesn't push more traffic to side streets. The side streets are already getting more congested just to avoid current traffic and can be faster at time.
97221	Great idea. Agree to have techology help, like the bay area fast pass. Also grest idea to have low income discounts and carpool.
97217	The only options that should be considered are those that AVOID pushing even more cars onto the side/residential streets. There are a ton of WA cars on residential streets now because the freeways are so bad. These pricing schemes will worsen that.
97217	Consider vehicles trying to cross the Willamette from N Portland using the Fremont Bridge to avoid B'way Bridge. Will they pay a toll with Concept B for the 1/2 mile from Going St to 405? Will they divert to Vancouver Ave to get on 405 at Kerby Ave?
97024	I feel very resentful that I'm being asked for this type of funding when the gas taxes and other funding has not been used judiciously in the past. It's really another tax with different clothes on!
97213	Tolling should be on one lane not all lanes. Many households cannot afford to pay more money to get to work and the store even middle class families are struggling with high rents in Portland Metro Area it isn't just low income households
97213	Any household with an individual who receives OHP, SSI, Medicare, VA Benefits etc should get a free pass in the tolling system as they are low income. Make it easy!

97003	Add more traffic lanes
97236	Could follow the 91 expressway model from CA. That used private contractor to construct & run the ADDITIONAL 2 lanes in the center of existing unpriced lanes. I take 205 N, 84 W, 5 S to 405 as do others from E PDX. Need additional capacity to work!
97015	I live in the middle of the I-205 corridor. I do not want to pay a toll for driving to and from work because I feel like I should be able to drive without it based on where I live. Toll people coming into I-205 from I5 by Wilsonville and Vancouver.
97068	Please do something, take the results from this survey and act. This problem needs to be addressed, it is affecting the quality of life.
97224	Odot had opportunity to fix this previously and wasted millions. No trust that you'll get it right this time. Traffic isn't going away and needs to be addressed with additional lane availability. Public trans not for all, we're 2.5 miles from stop
97223	Build more roads and stop wasting money on the max.
98684	Do not toll the tax payers that can not vote in your state IE Washington Residents working in Oregon
97007	I've seen this system implemented in Seattle. Portland traffic looks like a breeze compared to Seattle, so obviously that system isn't working. This is simply a tax on people who can afford to pay it, at the expense of people who can't.
97068	The highest incentive to shift & even out traffic is to make roads free during non-peak times. "tolls ... provide a new resource to address other transportation improvements and/ or mitigation strategies" - is money or moving traffic the goal?
97217	Implement congestion pricing before contemplating building new freeway lanes!!
97030	Trucks should be free. Use a text message system so people can wait until cheap times to drive I don't mind traffic unless I need to pee. Don't give illegals licenses...save tons that way.
97236	Sounds good to me.
97068	This is the WORST idea. We eliminated tolls years ago across the country because they are bad for everyone. Penalizing people for driving when we provide NO OTHER OPTIONS. We MUST build more roads and add public transit.
97068	I used to live west of the Twin Cities in MN when they first implemented the Express Lane. Only buses, motorcycles and cars with minimum 2 people, including the driver, were allowed to use it. Only on a second stage they turned it to Paid Lane.
97124	I think congestion is a huge issue when going to or through the portland metro area. with as high as our taxes are in oregon I feel like an extra cost to operate a vehicle in this area is asking too much. also need more than 250 to answer fully.
97086	Tolling the entire freeways seems like overkill - tolling by section makes more sense for where congestion actually happens. It's also incredibly unfair to lower-income people who would have to find funds if they need a more-efficient transit time.
97215	There aren't nearly enough public transit options in the area (max lines) to consider tolling all lanes of I5 and I205. Transport needs to branch out to the bedroom communities (Wilsonville, Vancouver etc) that create a lot of peak time congestion.
97078	All revenue should go toward building new roads or lanes. Portland has a history of misusing public funds. Drivers should not be paying for transit or bike improvements.
97068	I'm not opposed to road tolls but the impact on neighboring roads, such as Willamette Falls Blvd. and Blankenship in West Linn needs to be considered. Increasing traffic on side roads IS NOT the answer.
97220	I oppose all freeway tolling due to the fact that they place an inordinate burden on the poor and the fact that pbot has publicly stated that it intends to use toll revenues as a cash cow for other transit projects i.e. pedestrian, bicycle bus.
97030	Instead of charging only motorist's, why not charge more for use of bike Lanes. Tolling will cause more cars on to local side streets. Pedestrian and bicycle accidents will increase. Instead of building more bike and transit. Build new highways.
97239	Toll subsidies for low income. Toll credits for those who use transit on the route. No tolling after certain hours. Plate recognition vs transponders (which can incur addl non-toll costs). Solutions for the unbanked (pay in local retailers).
97068	Frustrated that it seems like a "done deal." Many of us don't have a choice about driving when we do or where we do. It's frustrating to be penalized for that. People who already have more flexibility/barriers in their lives also don't pay too?

97068	We are already seeing people leaving the freeways and using local roads to get around the freeways which is causing incredible congestion on two lane roads that were not intended for heavy traffic. Strategy must take that into consideration.
97068	concern about West Linn-10th street exit, Hwy 43 and cut through traffic by Oregon City residents to avoid the back up on the Abernathy Bridge. I would like to see exploration of adding metrorail from Portland all the way to 205 upgrading exit.rails
97236	I'm a college student who lives in a low income family. I already have trouble paying for gas to get to school, and this will add to my costs. Also strategies for low income people will only make me feel branded and others segregated for making more
97217	Please direct most funds generated from congestion pricing to mass transit, biking and walking infrastructure additions and improvements to ensure that more people can safely and happily get where they need to go without needing to use a car.
97070	Toll everyone coming from Washington and I bet the roads become way less congested. I drive Wilsonville to Salem both ways every week day and every 4th or 5th car has Washington plates!
97219	In SW Portland, it won't help, it will just make things worse. Our unmaintained and poorly designed infrastructure already can't handle the load. With I-5 tolling, our arterials that commuters will use instead, will become both impassable and deadly.
97006	Please allow lane splitting for motorcycles!!! It instantly creates additional travel lanes for free. In a region defined by bridges, we don't usually have alternate routes that are not already congested, and mass transit adds hours to the commute.
97223	Build more roads, BUT DO NOT put TOLLS on roads.
97223	The Semi Trucks on the Freeway are a huge congestion problem. I understand in Southern California they are not permitted 7am to 7pm. Or on the subject of tolls restrict to very high tolls on cargo transport during those hours. Yes on congestion \$
98683	Consider impact on commuters from Washington who won't have the ability to vote on these measures. There are NO alternate routes if you toll both highways and NO Max across the river. Need to advocate for commuter friendly policies with employers.
97217	Put toll across all of I5 & 205 or don't do it at all. Don't waste our money widening freeways. Spend that money on more cops to monitor diversion traffic, issue tickets to people who don't live on a neighborhood street who use it as a HWY detour.
97229	I do not believe congestion pricing to be a balanced option for all levels of families and varying incomes. Have you considered building a west end highway beginning near Hillsboro and connecting to I -5 north of Wilsonville?
97086	Fix the big problems now by borrowing money from the projected income, and add lanes to the Abernathy Bridge; connect on and off ramps with lanes, e.g. Powell/Division exits; and add lanes to viaduct bridges like Foster Road, to add capacity.
97078	Optimizing stoplights is the best strategy. Traffic calming is the worst idea I have ever heard of for a strategy of diverting traffic. You are just going to make traffic even WORSE on roads adjacent to the tolled freeway.
97003	Roads should've been improved (widened, and/or additional bypasses built) long before now. Improve the roads via taxes and grants. Transit isn't a realistic option unless it is much improved.
97071	I will be voting No on all options. It's ludicrous to charge people to drive themselves to work when they are trying to make a living by working. Where is all the money going from legalizing Marajuana?? You have to go back to the drawing board.
97222	Congestion pricing favors those wealthy enough to pay for reliable transit times. It will shift poorer commuters into slower lanes and wealthier commuters into faster lanes. I do not support this in any way. It's not a real solution
97080	I'm completely opposed. As a single mom, I can afford to live in Gresham but I work in Portland. I need to work while my child is at school so changing my hours is not possible. I can't take public transportation since it would take 90 min each way.
97232	Negative effects of tolling disproportionately affect lower-income people, and public-private partnerships to install toll roads are rife with corruption. Unless these two considerations are given the highest priority, toll roads are a bad idea.
97223	One of the biggest problems is stalled vehicles or rear end collisions on the freeway. We need to remove accidents faster and force those stalled vehicle drivers to pay a heavy fine to keep stalled cars off the road. Stalled car: \$1000 fine

97045	Build more roads. No tolls on existing highways. This will push traffic onto side roads and neighborhoods. How about asking companies to let people work from home? Tax CUTS for people that live within a mile of their work location (or 5) No tolls.
97212	Must be comprehensive, meaning pricing must apply though out greater metropolitan area (I-5 and I-205 from Washington border south to where I-5 and I-205 rejoin). In addition, will need to implement so it does not divert traffic onto local arterials.
97034	Develop rapid bus system in stead of new light rail with dedicated lanes. Focus on increasing capacity to move people efficiently rather than congestion pricing. Costs should be paid by miles driven rather than gas tax to raise revenue.
97221	Acknowledge different travel choices for different trips. I typically bike to work. But for special trips when I'm on the freeway, I drive because that is the only realistic choice for a SW Portland resident going to suburban locations.
97045	Increase capacity on I205! There is plenty of room to add additional lanes. Build the additional lanes first, then charge a toll to use the newly added lanes. Use the toll money to pay for the added lanes.
97202	Low incomes can't choose when/where they work & can't afford tolls or being late 2 work. (Went 2 ODOT listening mtg in Roseburg. Was told ODOT is 4 transportation & doesn't worry about impacts on neighborhoods. I don't trust you will listen 2 me now)
97086	Many projects will = an undue and unfair tax on eside residents Avoiding fees on 205 will add side st traffic in areas where it is already out of control (SE 92) impacting residents unfairly Avoiding fees will add to cross town traffic and congestion
97216	Don't implement congestion pricing in any form as it will make freeways and low traffic driving privileges for the wealthy and will hurt low-income people. As someone who regularly commutes by bike and transit this is all around a terrible idea.
97302	You must first deal with the thousands of semi-trucks that were added to the highways when the shipping companies pulled out of the Port of Portland. This is the main driver of congestion in the last few years. Tolls aren't going to change that!
98642	I support tolls as a funding mechanism for future highway improvements.
97080	I am against ANY tolling plan on I-5 and I-205. For decades the growth in the area has been ignored by multiple jurisdictions, and now they want to toll their way out of this mess? It is unfair and it will not work.
98664	Low or no toll for off-hours and weekends; no toll for carpools of 2+ people; alternate ways to load cash on a transponder for people without credit cards/bank accounts; discounts or credits for economically disadvantaged traveling to work.
98675	We pay taxes to WA, OR, FED, property, sales. We can't afford more taxes! This will break our family. Do like everyone else and LIVE WITHIN YOUR MEANS! The only real solution, more lanes for cars, no more money for MAX!
97231	The proposals are ridiculous. Keep this up and eventually the people will rise up and take back our roads. If you want more money why don't you tax the bicycles. Wouldn't that be fair and equitable?
97206	Revenue won't be spent properly, so it's a waste unless temporary. Instead move the highways underground to virtually eliminate the space issue. Replace i5 & extend 26 east with dedicated fast lanes which are tolled for commuters and through traffic.
98664	this seems like a good option that doesn't unfairly tax Washington residents that pay Oregon taxes and don't get anything in return.
98664	I am OK with tolling I-5 and I-205 as long as Washington drivers have alternative routes available as Oregon drivers will have. Start the I-5 and I-205 south tolling at the US-30 interchanges for example. Also, toll I-84 from downtown to Troutdale.
98685	What do you do with the \$10k of non resident income tax that I have been paying the last 14 years? Defense find for your pervert mayor and governor? SpringSupp illegals and antifa riots? You realize that this to turn downtown roads into racetrack?
98607	What alternate route is their if you live in WA and work in OR. We already pay OR state income tax. What are you doing with that money? I buy gas in Portland, more taxes paid there. Kind of unfair if you have to travel during peak hrs. for work.
97003	People drive when they have to drive. Adding a charge won't change that. People that don't have to go out in rush hour don't. I've been to states where they have electronic tolls. It adds confusion and costs to visitors as well as expense. NO!

97219	Consider transit credits and toll subsidies for low income drivers. This is a great idea that makes economic sense, but mitigation policies are needed to make sure low income drivers don't face a disproportionate impact. Few transit options in SW pdx
98604	I find it utterly ridiculous that additional lanes have not been added for decades and yet we have had significant population growth during the same period. What were our leaders thinking?????>
97267	Adding tolls without adding lanes is an absolutely enraging concept. I would predict *massive* diversion onto surface streets, crippling local transit. New tolled lanes might be beneficial, if no tolls are added to existing lanes.
98642	Any fees or tolls imposed by a state or local jurisdiction on a highway owned by the federal government should be illegal if it is not already. Imposing tolls or fees on i205 and i5 bridges in any form would be interfering with interstate commerce.
97070	I believe it is a VERY bad choice to toll the roads. People have to get to work. Unless ODOT can tell all the employers when their shifts start this is a farce. ODOT should do the smart thing and BUILD MORE LANES. People will avoid the toll.
98685	Currently I5 NB rush hr HOV lanes are not enforced semi trucks are also using the ln. Flow could currently be improved if the semi tractor trailer were all required to be in right lane.#of trucks has increased over the yrs due to e commerce.
97229	Don't do it. It penalizes the poor. Either raise taxes or deal with the bad roads.
97236	I suspect people will make employment decisions, along with shopping, entertainment, etc., based on toll amounts that they would have to pay. To discourage these activities (which tolling will do) could really back-fire, and hurt our local economy.
97055	Do NOT start charging for use of roadways we have already paid for. Build new lanes, expand the 217 north to cross the Columbia, making a 3rd crossing. Stop viewing congestion as a way to make money. We already pay enough taxes.
98642	Stop targeting Washington drivers!! If this was really about congestion and not just a money grab, you would also be doing 26 and 217!! But you want to target Washington commuters because we can't vote out the idiots in Salem! Pathetic!!
97210	Commuters who are using these routes every day should incur the expense. Putting the burden on anyone else is unfair.
97068	Making sure there are adequate alternative transportation methods that are safe and reliable and finding ways to minimize the traffic diversion through smaller neighborhoods (Stafford through Oregon City especially).
97034	Tolls are a very regressive method of funding. There needs to be a sliding scale based on income level
97015	I am opposed to tolling, as tolls end up being a regressive tax adversely affecting the poor, (glad to see that issue at least identified). But also because in a We society, we should all contribute towards the common good. Taxes, not tolls.
98642	this whole concept is just a scam to extort money from Washington residents because Oregon policies for decades have been avoiding fixing the real problems so they are just trying to tax without representation to cover up their blatant fraud.
97070	As with any change, people are suspicious that they will experience negative impacts (costs, inconvenience, etc.) Be sure that the proposals are rooted in and emphasize positive outcomes and benefits for the greatest majority possible.
97203	Value pricing should be implemented BEFORE costly "improvements" are made to add capacity. If it works, then we wouldn't have wasted hundreds of millions of dollars for a few extra feet of space.
97267	1) Call it DE-congestion pricing. Because that is the intent of the policy. 2) Make it broader so that the pricing can be used more dynamically across the two main freeways. Don't do the pricing on only one small part of one freeway.
98664	Some of the absolute worst traffic I deal with is on Highways 26 & 217. If this project is really intended to help with traffic & not just a money grab from Washington State drivers, why isn't there anything being done to study the 26 & 217?
97219	Where I5 South meets I405 South. Why does I5 traffic reduce to one lane, while I405 traffic gets two full lanes. it would seem to me that I5 should get more lanes than I405 based on traffic, quantity of semi-trucks and great benefit to the most.
97267	Add more bus(s), NOT fixed rail but actual buses that can route around problems - Electric or diesel electric would be most efficient. and service, extend frequency and hours. Not everyone works 9-5

97015	Money should be "used fairly"? How about it's used directly to fix the highway and bridge system to reduce congestion. Widening bridges and highways would go a long way to increasing traffic flow.
97224	Improve roads and stop trying to force things. Let natural consequences provide the controls.
98661	2 new bridges need to be built. 1 going from Troutdale to Camas. The other from west Vancouver to Sauvies Island. Then fix or start over on the I-5 bridge. If tolls are your solution think again
97701	I think congestion pricing is important to make transportation better in Portland. Driving is too cheap, alternatives must be made better, faster, safer, more convenient so more people will choose them.
97216	Don't do it. It is a bad idea. We don't have the lane capacity to support this. This idea has failed to reduce congestion everywhere it has been tried. Adding lanes is the only solution that will solve our problems. Do your jobs and budget correctly!
98642	Toll discount for low income drivers Low/no toll off hours Transit incentives No tag-pay by mail Traffic calming on impacted arterials Bans on heavy vehicles from neighborhood streets Special cards for low income to buy credits locally
97202	I deliver parts, and tolling and all the measures discussed are unfair to me and a lot of people because we have to drive these inferior roads!
97070	Hello - my main concern with implementing this system is the number of lanes Oregon highways have. I-5 and I-205 have 2-3 lanes for a majority of the highway. Why take away a lane? You would increase traffic for those who do not pay.
97068	West Linn does not have the infrastructure to absorb diverted traffic. There also isn't a solid alt public trans option serving our community. Starting tolls in this area will overburden already crowded side streets like Willamette Falls Blvd.
97220	Toll the 205 and I5 bridges over the Columbia River so out of state commuters pay their fair share.
97045	We do not want to have more money extorted from us, instead add lanes to the congested areas. There are over 100' of grass median for miles from Johnson Creek to the Columbia and I've been watching barriers go in, why not more lanes?
98685	not paying unless it is funding NEW infrastructure < BRIDGE >
97060	First off, you should not toll the roads. It is just an additional tax on the transit of goods and services and the middle class who drive to and from Work everyday. Stop spending \$\$ on trimet and bikes lanes that less then 10% of pop. Uses.
97062	Congestion pricing (or toll roads) really only works when there are viable alternatives... do you expect people to change their work hours or locations...for I-5 there are not any... or it will make surface traffic worse than it already is...
97202	So, "kicking the can down the road" has come to this? Motorists already pay fuel taxes, tire taxes, registration fees, title fees, and income taxes (not including other taxes paid by the trucking industry) but the legislature wants even more? DISLIKE
98664	This is what happens when a region has no expansion of it's freeway system for going on 40yrs. Any toll is a tax on the middle class and the poor and essentially gives preference to the wealthy to use infrastructure paid for by the tax payers.
97222	Upgrading the roads and making sure arterials function smoothly during congestion is more important than tolling
98675	The cost of this will be passed onto our customers just like parking is . This is a stupid idea that will not solve the problem. We need more capacity , dedicated thru lanes with no exits, Yes it will cost money so does giving Big Corp tax breaks
98665	I work odd hours, so I can never be in a carpool into Oregon. I like the idea of tolling, seems neat. Hope it does move forward once others understand the benefit, but please no more carpool lanes, unless low emissions cars with singles can use it
97042	How will this affect businesses such as construction that has trucks using these freeways for moving of material and equipment. Seems like it will be a huge cost impact and there for drive up costs of construction projects.
97068	For people living in West Linn-Wilsonville, travel almost anywhere in the area will require paying tolls. It is not like inner metro. 99E and 43 will become undriveable. Tolling these areas is a terrible idea.
97062	Charging to drive on public roads SCREWS the lower paid people and benefits the richer people. Sounds like something trump would do.

97086	This toll idea is so stupid, there are countless reports that can tell you that it wont work. You can't even solve the easy problems of Portland yet want to add more cogs to the machine. Please fire everyone who is behind this idea.
97070	Toll freeways will force people to drive thru neighborhoods. We see that when I-5 is backed up thanks to WAZE. Expand WES train, put MAX down to Bridgeport. NO affordable housing= traffic issues. You are shooting the workers. It's time to leave PDX.
97236	Fare equity based on age and income
97223	Toll roads are the worst idea - it's better to do nothing than do the wrong thing. Build out infrastructure to meet the needs of the community. Making it more painful to use the roads is not how to best serve the public!
97045	Only possible option would be to only toll new lanes, leaving existing roadway available for all (as should be since it's already paid for). Abernethy bridge toll --no way. Would extremely limit traffic OC to WL. Dtn OC would be a parking lot.
97206	Why aren't the Columbia River bridge crossings tolled in any of these schemes? Is it an interstate issue? I just can't stop thinking about how Vancouver, WA voted against expanding MAX across the river - they cause the bulk of cong. in N. PDX!
98607	Increase freeway lanes to reduce traffic. As population grows, the infrastructure needs to grow to accommodate the increased population. 2-3 lanes is woefully insufficient to handle the population growth. Price increases don't reduce traffic.
97206	just fix the roads first!!!!!!!
97045	I never have a problem on 205 or I 5 because I don't live in Vancouver the problem I have is 217 or the highway that Washington square mall is on that highway is terrible and I'd pay 10\$ a month if it meant I wouldn't have to sit in traffic on there
97213	If revenue sources are lacking to improve traffic, then increase registration fees (see Washington State). Portland worked itself into this issue by going on a 'road diet' on main arterials within the city. This is the definition of insanity!
97202	Do not place toll roads at all. There, that's what I think.
97223	I'm adamantly opposed to this concept. We should be raising gas and mile taxes, if necessary, and building more capacity in our road system rather than punishing citizens with taxes and fees for driving when they want.
97229	Congestion pricing works best when you motivate people to take public transportation instead of driving. Pairing congestion pricing with public transportation expansion and using congestion revenue to fun transit is the best option.
97222	No. If you implement tolls I will move. I'm a lifelong Oregonian from a family of Oregon Trail pioneers. They didn't have to pay. Make people move back to California instead.
98604	We need another bridge not congestion pricing.
97203	I think it will not change the congestion. The number of cars from Washington is a problem. They also need to address the I-5 bridge upgrade and run MAX across the bridge. The impact on side streets will increase. I can not change the time I work.
97224	We need to be able to drive. Loot rail, biking, carpooling, the bus, and walking simply is not practical for 90%+ of people and trips. Tolling us for roads we paid many times for is unfair. Make transit riders pay 100% the cost of transit. NO TOLLS!
98664	A toll on our major transit routes (I-5 and 205) is not a good idea. The housing crisis in Portland has forced many of us who work in Portland to live in Vancouver for affordable hosing. A toll would penalize us for choosing to live out of state.
98685	Congestion Pricing = illegal taxation by means of extortion. If revenues were properly managed over the last 30 plus years, we would not be having this conversation. We can hope that this hair-brained idea fails with flying colors.
97218	Congestion pricing will cause hardship on everyone but ODOT. Businesses (especially at Jantzen Beach and Cascade Station) will suffer. Consumers will not cross the river and pay a toll to shop (Washingtonians shop in Oregon is to avoid sales tax).
98664	If you want to generate revenue, and not hurt Oregon businesses or Vancouver residents, put in an interstate light rail system. This will generate revenue for both states.
97223	I don't think any working class person that drives would want this. Since I assume this will happen whether we want it or not, please tell only a lane or two so those that can't afford tolls can still avoid having to pay tolls. Thank you.

97045	no, just no. Seriously, no. No tolls. unless you remove income and local taxes.
97224	NO TOLLS! We already pay 2 much. Our fed gas tax pays for mass transit act. Make transit riders pay 100% of cost of transit. Stop It rail, bike blvd, road diets, strt cars. Improve the roads,Stop wasting \$. Get rid of prevailing wage. Increase buses.
97045	Safety enhancements to transit, bike and walking options. I would ride my bike more, but I'm afraid of getting hit by a car.
98607	This plan sucks. It will do minimal to reduce the almost 16 hours each day the Portland Metro area has congestion. It's been 35 years since we've built a new transportation corridor. Refusing to add vehicle capacity, causes congestion. It's simple!
97217	Although, not a fan of tolls at all, I think the most equitable choice is to toll ALL lanes from I-205 & I-5 junction all the way to Columbia River during peak driving times only. Use the auto license ID system that is used in San Francisco area.
97223	This state already robs us blind on taxes. Income taxes, gas taxes, registration, license fees, etc. Budget with what you have. End the "prevailing wage", (no flaggers deserves \$30+ per hour, I've flagged.) End your preditation of the middle class.
97374	The stated problem is that more people are traveling on the roads. This proposal is not a solution. It simply taxes those with the least ability to find alternative travel options. Expand public transit or build more roads, that's a real solution.
97086	Since spending \$200MM on CRC and producing a plan that incrementally added ONLY Max tracks and bike lanes while requiring that the river be drained to meet Coast Gd requirements, Govt has been rabidly looking for an opportunity to toll anything.
97086	Tolls/fees are only going to increase traffic in any non-fee lanes and on alternate routes. I only support these fees if the proceeds are used to increase the number of highways and bandwidth of existing highways. And those fees need to be HIGH.
98604	As a resident of Washington State I already pays taxes in Oregon, for which I get NO VALUE. I resent being taxed for road improvements I will never use. If the tolls were for a new bridge over the Columbia River, and would be removed once paid for OK
97123	Do not add tolls to any existing lanes! Tolls don't reduce traffic, they just move it.... causing a inequity for working people by forcing their cars to drive near pedestrians on local roads and increasing the time it takes to get from point A to B
97201	Please toll i5 and 205. Both have max lanes adjacent and it would also be a good source of funding for roads.
97030	Consistency of use, social/economic standing
97209	As long as it's free and obviously free for people who are broke, and we provide free transit options with the proceeds,
97002	Different pricing for different times. Encourage large truck traffic at night rather than daytime hours. Ban triple trailer trucks altogether.
97080	I have traveled all over the US and see Texas as having the best roads and toll systems. I use to drive to Renton Wa to several times a month for 40 years. I didn't see the toll fee variations based on time helping.Rentals help pay a toll fee.
98607	People who live in Clark County and work in Portland are causing most of the problems, and will also complain the most about any tolling. Don't cave in to their whining - they can and should be paying for the transportation system which they use.
97230	add more lanes to the highways without adding tri-met or bus. no tolls
97009	Manage growth!!!!
97062	This just another way to tax the people! Use the taxes you already have. Stop wasting money. Allow the people to travel using the absurd amount of gas tax they already pay! No new taxes until you figure out how to use it right no tolls, no fees!
97229	The only way to fix this problem is use the funding to build a by-pass route on the West side of town similar to that on the East side with a new bridge over the river. Anything less will result in major adverse economic consequences.
97045	Instead of spending money on light rail, spend it on the roads.
97045	No tolling all lanes - anywhere! Abernethy bridge toll would be disastrous to the OC area. No tolling of lanes that are already built. New tolled express lanes would be the only way I would accept tolls in Oregon. This is going to result in gridlock

97214	Have it cover the whole Portland Metro interstate system. Make pricing dynamic (hi tolls during hi congestion). Put revenue directly toward improving active trans alternatives (e.g. C-Tran/TriMet, I-205 MUP, 82nd Ave multi-modal enhancements, etc).
97124	my biggest concern is traffic actually worsening from a lack of available lane miles. Most cities with congestion pricing have more lane miles than Oregon. We also need to enforce left lane passing laws to keep movement. Also, do this on 217.
97078	Think about adding exit lanes for toll lanes so traffic doesn't come to a stand still so cars in that lane get get all the way over. Use roll money to increase public transportation, biking, and other options.
97214	I fully support congestion pricing on the majority of I-5 and I-205. And some of those funds must go back into pedestrian and biking paths and public transportation options to create alternatives for people who want to get out of their cars.
97223	Despite the trillions in cost, build an additional lane on each highway or build a double decker highway and toll it. If we can't get the money in the foreseeable future, take baby steps. Expanding highways can't be avoided much longer.
97062	Congestion pricing combined with additional lane capacity is a viable model. In this way, status quo remains and new "premium" lanes are opt-in. Charging for existing ROW capacity w/o new capacity doesn't solve the issue. Target: 2 priced+3 unpriced.
97204	Other cities (Dallas, Orange County, Seattle) only toll new special lanes, not the entire pre-existing highway. You should toll US 26 & OR 217 first to prove its' popularity.
97224	Don't punish people for going to work. Don't do this. No. No. No.
97233	You ask questions about paying a toll - how can we answer without knowing how much, the basic question you avoided. Define carpool, another question not quantified; do you really want input ? or looking for justification of your decisions. Get real.
97229	People (me included) need to pay more for using single occupant cars. We need to develop programs that reward those who use alternative forms of transportation whether it's MAX, Bus, Carpool, Bike, Walk. Anything but single car occupancy vehicles!
98663	Stop trying to screw poor people and middle class, working families who have been pushed out to the margins of the metro area due to the unaffordability of Portland. We paid \$8k to Oregon last year and receive no services besides crappy roads.
97213	Congestion pricing is the only tool shown to reduce congestion now and in the future. We must implement it BEFORE expending any more resources on additional pavement or concrete. Future local taxpayers and all residents of earth will thank us.
97223	If traffic congestion time is not significantly reduced how would this program deal with it? I know we are trying to promote biking and walking. I feel it is being cramed down my throat. Sometimes that really is not an option for many people.
97222	People travel when and where they need to. . Trucks are the main problem in road congestion. They should be restricted in hours they can travel .to nighttime as much as possible. They create many accidents. Increase fines on truck caused accidents.
97218	I think it needs to be widespread, across the region. Portland has terrible air quality and many maintenance needs, it's time for those of us using the roads to pay for the true cost of the convenience of single occupancy travel.
98683	I dislike the idea of having some lanes tolled and others open. My prediction is that the untolled lanes will become more congested, and the tolled lanes will be open. I prefer all lanes tolled to encourage people to use other transit options.
98607	Just leave it alone. I do not get to choose when I go to work or go home. This is just another Oregon money grab. Nobody is complaining or asking for this. We don't want your light rail. We are not asking for a new bridge.
	Work towards a congestion pricing design that has the best impact on demand management and use the revenue to invest in transit, ped and bike safety and infrastructure to give people other options. Also prioritize low income mitigation.
97227	Please, please do not roll all lanes of I5. It doesn't work In other cities. It just causes poor people not to be able to see their families that were more fortunate to be able to buy houses in Portland before everyone else got priced out.
97239	No. No. No. No. No. This punished people who are trying to go to work and earn a living.
98685	No Tolls. No more using OUR money for bikes and walking. Clark County residents give MILLIONS of dollars in Income Taxes already. Use OUR money for more freeways, double decker freeways, a West side freeway loop, and more Columbia River Bridges!

98604	Here are two very simple way to reduce congestion: 1) Add more lanes on both 5 and 205 2) Replace I5 Bridge with something that has MORE lanes Bonus: Add a third bridge across the Columbia. Tolls WILL not fix this problem.
97214	Many workers don't get to chose their working hours. A variable toll might be more expensive for a trucking co. than sending the driver earlier. Everything that this promises, ramp signal algorithms can do. Why not increase training for highway flow?
98685	Implement variable pricing lanes with periods of no-cost travel. Apply the revenue to those segments of road in a very transparent manner. Hold open forum meetings to allow for user feedback for continuous improvement.
98642	I would willing pay a toll for increased capacity, but tolling existing roads that are paid for is wrong. This is the first city I have lived in that does not increase the infrastructure to meet the demands of a growing city.
97217	If a toll is imposed, it needs to be on 1 lane, and only in an area with at least 3 available lanes. Otherwise you will be forcing people to pay to drive on roads their taxes pay for, and that is just wrong.
	concern greater traffic on side roads and alternative paths. Public transportation in West Linn is limited so is not a viable options. Feel like it punishes middle class for using roads.
98684	Portland can STAY OUT OF VANCOUVER. What you NEED to do is revamp your system.. It is not our fault you designed it so badly in the first place. NO TOLLS ON INTERSTATE BRIDGES. STAY OUT OF VANCOUVER.KEEP YOUR LIBERAL NONSENSE SOUTH OF THE RIVER.
97221	Why not toll the I-5 bridge over the Columbia? It isn't among or part of any of the alternatives. Make Vancouver commuters pay their share. Tolling would help fund a common sense alternative to the CRC. See .
97027	Plan for future needs -lack of foresight. Bridges/roads not designed with adequate expansion capabilities. The philosophy that restricted transportation keeps Oregon "livable" is BOGUS! Stop being "politically correct" and do your job! NO TOLLS/FEES
98661	I oppose any congestion pricing scheme that targets WA residents. Taxing I-5 and I-205 bridges exclusively is wrong. I oppose revenue improving roads that are not directly taxed. WA commuters have minimal options to change time of day or route.
98682	Vancouver is overbuilding and it will cause a migration to Clark County. They will still work and shop in Oregon yet attend our schools. We do not have the infrastructure in place for this. A 3rd commuter bridge with diamond lanes might be helpful..
97219	I support congestion pricing, in whatever form. Areas of impact: I-5, Wilsonville to Barbur Blvd / Taylors Ferry (S); I-5, Jantzen Beach to I-84; I-84, I-205 to Lloyd Center; Hwy 26, 185th to Hwy 217.
98684	Washington workers are non exempt from paying Oregon Income taxes! I was told many years ago this was to pay the infrastucture! I paid \$2900 more than SS! I only received \$111 back and now Oregon is expecting me to pay more money???? This ver UNFAIR
98685	This toll is just another way for OR to generate \$\$ from out of area drivers. I-5 and I-205 are interstate routes that pass through PDX. There is no alternative to get north or south of PDX. If this is strictly for cong why not toll I-84 or hwy 26
97034	do not do congestion pricing. Build more highway lanes. Eliminate bike lanes
98663	A new bridge is needed. What about the bridge lanes ...ODOT is responsible for maintaining the bridge, WA then pays for half....what will SW WA commuters/travelers receive? SW WA people who work in PDX already have "taxation without representation.
98632	If you make Portland too difficult to drive through or drive to, we will likely shop, dine and find entertainment elsewhere. To a certain extent, traffic congestion is self-limiting. Don't spend too much effort trying to fix what isn't broke.
98662	Have you actually assessed how many Washington cars actually cross the bridge to work for 8 hours or more? You already collect income tax from Washingtonians why do you need more? Exempt shift workers work 8 hours or more to work a shift.
98625	As a fairly frequent traveler of these routes, I am very much against creating a toll because it would literally be a toll on peoples lives. Yes, it might help minimize the traffic (for a short time) but the cost would fill the gap. Please don't toll
97124	As I said I resent having to pay any toll to visit my wifes grave each month. If you have to toll then do it at peak commute times & not all day or night. That would leave times of the day for people like me to make our less freak went trips

97023	If the tolls are successful in reducing traffic that will only be confirmation that the roadway has been gentrified, and people cant get where they need to be. This plan is expensive inefficient and antithetical to the mission put forth to ODOT
98684	I am completely against and do NOT support any type of tolling in our area. I beg you, please do not implement any type of pricing program to our local roads and highways.
97218	WA and OR residents should be allowed to deduct sum of all tolls from their Oregon State Income tax. Tolling I 205 and I-5 seems wrong without tolling 217 and I-84.c Tolling existing lands seems wrong. Adding new lanes and rolling those seems okay.
97027	ODOT should make it advantageous for business to stagger start and end of shift times. Business could alter the work week- go to 4 ten hr. days and alter the days employees work, ie: M-TH, T-F etc. Work from home etc.