

A great majority of Toll Revenues will go is to everything but our roads and highways and where it is needed. Nonessential transportation projects are where 70% of all-purpose Transportation Investment Dollars have been going for multiple decades. The prime recipient of the Toll Revenue from HB 3065 -8 will go to Multi-Mode Projects like the SW Corridor Light Rail Transit Project. The big problem is that there is NO justification for that project. and In their own words, it has been stated time and again that the SW Corridor Light Rail Transit Project does not reduce trips of those who use the I-5 corridor in and out of Portland and will not get these people out of their cars and on to this TriMet's Light Rail Transit system. The ridership needed to justify this SW Corridor Light Rail Transit System has a high probability of only achieving at best 50% of the necessary ridership, to have operational "Break Even" on the fully encumbered real operational costs. Metro and the rest of the Region One Transportation Planners are part of saving the world within their need of Carbon Taxes and subscribing to doing whatever is necessary to reduce the use of our roads and highways. They will purposely strangle or limit the capacity on our roads and highways, and do it through the use of Tolling. They appear to believe "The Cost Congestion" is good, and show little concern about its impact on inflation.

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