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[Stafford Hamlet Community Meeting - April 2023](#)

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To make the tolling plan "acceptable" the goal now is to charge only during the day.

Was the toll on the Astoria-Megler Bridge only during daylight hours? It was not, it was 24/7 until it was paid off.

Yes the I5 Bridge must be rebuilt, but the tolling needs to be close to straight forward, within the median budgets and limited to the payment for the structure.

To make the tolling endless without addressing the reason for the use is really an ODOT problem.

HB 2017 was to provide \$3.7 Billion for specific projects. The ODOT forecast for revenue has been nowhere near the forecasts. This includes the overstatement for Car Licenses and Driver Licenses.

The tolling for the I5 Bridge must be decided soon so that interstate migrants have time to relocate to the side of the river they chose to live on. The number of Oregon residents that have moved into Clark County over the past two years may desire to return to Oregon, where they are employed, if the cost of the tolling exceeds the desired transportation costs.

The last forecast by the Oregon Mobility Project had a toll expense greater than \$600 per year (see youtube video) for residents that live near I205.

ODOT is responsible to produce a revenue budget, and then how the funds will be spent. What we are seeing is that ODOT is not able to forecast revenue. The reaction from ODOT is to keep on adding more revenue sources, rather than having expenses match revenue sources. HB 2017 included a 10 cent per gallon increase. Additional Fees on car registrations (including an additional fee for EV). Yet ODOT is still unable to forecast the approved Biannual Revenue approved by the legislature (I am not making this up, I just review the audits that are linked on the ODOT site for now.).

So the answer is becoming "Tolling". The answer should be get the forecasts correct, and budget projects that match the revenue.

If the more than \$5 Billion in revenue from HB 2017 cannot be achieved, then the projects need to be adjusted.

Then go back and find out with the additional revenue enhancements, why the target revenue is not being reached. Do not blame it on Electric Cars as there are less than 70K Electric Vehicles, per Oregon DMV. The issue is ODOT's inability to forecast revenue. But then WSDOT has the same issues as there is a desire to increase the toll rates to also address the revenue forecast issues in the State of Washington.

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