

MY NAME IS JIM MARQUARD

THE I-205 EAST PORTLAND TOLLING PROJECT, ALSO RELATES TO THE I-5 BRIDGE REPLACEMENT, AND WILL HELP PROVIDE NEEDED FUNDING. TOLLING COULD ALSO ADDRESS REDUCING VEHICLE MILES TRAVELED AND REDUCING GREENHOUSE GASES - BOTH OF WHICH ARE CRITICAL PARTS TO HELP MEET OUR STATES CLIMATE GOALS.

TOLLING SHOULD BE INSTITUTED NOT ONLY ON THE I-205 BRIDGE, BUT AT THE SAME TIME ON THE I-5 BRIDGE. THIS WILL HELP AVOID LARGE SHIFTS OF TRAFFIC FROM TOLLED TO UN-TOLLED ROADWAYS.

TOLLING IS NOT ENTIRELY NEW TO THE PORTLAND AREA. IT HAS BEEN AWHILE, BUT FOR MANY OF OUR PARENTS AND GRANDPARENTS LIVING IN PORTLAND, THEY WOULD REMEMBER IT. THE ORIGINAL I-5 BRIDGE COMPLETED IN 1917 HAD A TOLL OF 5 CENTS PER CAR. THIS TOLL LASTED BETWEEN 1917 AND 1929. THE SECOND I-5

BRIDGE - WHAT WE NOW KNOW AS THE SOUTHBOUND LANES - WAS COMPLETED IN 1958. TOLLING WAS PUT IN PLACE IN 1960 AND A TOLL OF 20 CENTS PER CAR, LASTING UNTIL 1967.

THIS SAID, IS TOLLING BEING REGARDED AS AN INTERIM FUNDING MEASURE OR DOES IT EXTEND INDEFINITELY?

ALSO IS THE STATE ISSUING MUNICIPAL BONDS TO BE PART OF THE NEEDED FUNDING MIX BEING DISCUSSED?

TOLLING IS SOMETHING THAT, WITH CHANGES IN TECHNOLOGY, APPEARS TODAY TO MAKE TOLLING FAR MORE USER FRIENDLY AND EFFICIENT. THERE ALSO APPEARS WAYS TO PROVIDE NEEDED OFFSETS FOR LOWER INCOME USERS.

THANK YOU, AND I APPRECIATE YOUR BEING HERE TODAY.