

**FYI,**

[TriMet in the Twenty-First Century - Cascade Policy Institute](#)

[Microsoft PowerPoint - RTAC Meeting 11 PPT final \(oregon.gov\)](#)

There is no way for ODOT to effectively mitigate Tolling caused diversion, within the Senate District's of 25, and Senate District 20.

Critical Actions that need to be taken to eliminate the cause and effect.

1. We need in the 2024 Short Legislative Session, to legislatively complete a moratorium on any further expenditures to implement tolling.

1.a We do not need to continue funding of the programing to implement Tolling in the I-205 Corridor, when we know the foreseeable consequences will result in reductions in "Public Safety" as that cannot be allowed to happen.

1.b We need to table all Tolling Programing, until ODOT can **credibly address diversion**, case in point, what we know will happen with tolling the Abernethy Bridge, with foreseeable massive diversion, of up to and in the range of 80,000 vehicles daily, to side-streets, roads, highways and bridges that do not have the capacity and are not designed to safely handle those levels of diversion.

1.c We need to have the regional economic impacts of tolling fully identified in a complete "Environmental Impact Statement".

2. We need a continuation of the HB 2017 incremental increases in Gas Taxes and Fees.

3. It is my opinion Gas Taxes should go up minimum of 4 cents per gallon annually over the next 10 years, there is no reason to not do this, the environment requires this to happen.

3.a The increases in revenue should be again split 50, 30, 20, this will eliminate many delays in critical transportation investments/improvements.

3.b Increases in the Gas Tax is also a needed as a deterrent, as it will become greater incentive to choose to go to electric vehicles.

4. All purpose Transportation infrastructure investment dollars scheduled to go to TriMet and their programing needs to be tabled, until they get their operation and financial house in order, as it appears that they are in a position to be effectively "Bankrupt". It appears that a independent Audit, needs to take place, to determine what actions needs to be taken to make TriMet a viable Public Transit Entity.

***Paul O. Edgar***