

**Testimony by Lee Harker, Director
Charbonneau Country Club Board
Tolling Hearing
12/14/2023
Wilsonville City Hall**

Joint Committee on Transportation Special Subcommittee on Transportation Planning

I am a recent widow and am now making at least 8 round trips every week across the bridge into the rest of Wilsonville. As a member of a predominantly retired community within Wilsonville and on a restricted income I find myself realizing all the ways in which the cost of tolling will get passed onto the residents of Charbonneau if the city of Wilsonville is split into two pieces.

Adverse impacts of the per-mile, congestion pricing tolling plan:

The tolling issue has destabilized our retirement security and raised questions about the future affordability of getting to town for basic necessities such as food and medical care. Please hear us tonight; we do not support the current tolling plan and ask that you pull it back to consider other alternatives that create adequate revenue without the adverse impacts we see under this plan.

A few alternative forms of revenue generation include increasing vehicle registration fees, equitably taxing electric vehicles, and paying a once-a-day 'cordon' toll on ALL the roads leading to Portland, not just those on I-5 and I-205. Per-mile tolling is one of the most expensive to operate and least equitable for those on fixed incomes; ODOT has avoided considering less damaging alternatives. A mix of revenue enhancements would spread out the pain of increased transportation costs and generate adequate revenue. This current plan is regressive and specifically targets the residents of Charbonneau, who have no alternative but to pay or stay home.

We understand that the gas tax revenues are diminishing and new revenues are needed. But this plan puts too much burden on too few drivers in one geographic area. It also impacts all the services needed in the homes of our Charbonneau residents: handyman support, landscape and gardening assistance, housekeeping, meal delivery, and grocery delivery to name only a few. Everyone who comes specifically to Charbonneau to teach, assist, and provide a service to the residents will be impacted. It also impacts the skilled workers in our assisted living facility and those increased costs will also funnel down to the residents in the facility.

All Vehicles could pay higher registration fees, and heavier vehicles that create more road wear could pay incrementally more than lighter vehicles that have less impact.

ODOT has spent too much time and money 'selling' this proposal and focusing on this tolling as the single source of revenue. By selecting several sources of revenue, we are better off in providing more stable transportation funding, which meets the future needs of Oregon Transportation.