

I would like to add a brief comment to the record for the very informative Town Meeting on December 14 regarding ODOT and potential tolling plans.

I am opposed to any type of tolling system with reasons stated below:

1. Tolling was not put in place for 217 improvements, widening of I-5 several years ago to add an extra lane, or improvements of the Sellwood Bridge.
 - a. The widening which stopped short after the Southbound I-5 and I-205 merge is part of reason for some of the bottleneck as traffic moves south.
 - b. Also note that once past 282A & B, the traffic reduces immensely.
2. A good portion of traffic that goes through Clackamas County I-5 / I-205 is pass-through traffic so it is unfair to tax residents of Clackamas County.
3. The solution needs to be equitable for all of Oregon.
4. A solution needs to consider the extreme and unfair burden that tolling would take if it separates the citizens of Wilsonville proper from Charbonneau Wilsonville. Charbonneau is a vibrant community of seniors who need to go to Providence Wilsonville Medical (physicians, physical therapy), other Wilsonville medical services (dentists, other medical personnel), library, Senior Center, Post Office, Safeway/Fred Meyers grocery store, City Hall, Police, Costco, Office Depot, Les Schwab, and other daily services that our city offers. Many residents of Charbonneau are on fixed income or “metered” spending. Adding tolls to access daily living put an extreme burden on a community that can’t afford these increases. There is also Springridge in Charbonneau where seniors with assisted living, retirement living, and memory care are located. It is important that their family and care givers can easily and affordably make the trip to assist in the care and comfort of these individuals. Residents in Charbonneau also depend heavily on maid, garden, handyman, and delivery services – many are just not capable of doing these things themselves. Tolls would increase every one of these services as a pass-through of the service folks coming to help us. It is just not fair to the 3,400 people that live in this community.
5. Gas tax would not be equitable for residents since the trend is towards electric vehicles and does not address the many, many trucks that use these freeways.

I think that reviewing the budget as two gentlemen recommended is a reasonable first step.

1. It does not make sense to implement a solution that has a 40-60% administrative overhead fee. This should indicate that this is not the correct solution.
2. An auto registration which “taxes” electric vehicles higher (since there is already a gas tax) would be more equitable across all of Oregon.
3. Taxing gas / diesel at commercial truck stops would help allocate costs to all vehicles using the road. A LOT of traffic on I-5 and I-205 are 18-wheelers.

Thank you for the opportunity to add my comments.

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