

**COURTNEY NERON**  
**STATE REPRESENTATIVE**  
**DISTRICT 26**



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Salem, OR 97301

## **HOUSE OF REPRESENTATIVES**

December 15, 2023

Joint Committee on Transportation  
Special Committee on Transportation Planning  
Oregon State Capitol  
900 Court St. NE  
Salem, Oregon 97301

Dear Co-chairs Nathanson and Frederick and Members of the Subcommittee:

Thank you for visiting our communities and seeking to understand how the regional tolling program will impact Oregonians. I would like to elevate the voices of the specific communities I represent (Wilsonville, including the Charbonneau District, Parrot Mountain, Sherwood, King City and parts of Tigard). House District 26 is at the urban growth edge. This has meant that as people are being priced out of the metro area, they choose to live farther out and commute into our area for employment. When Rep Walters, Rep Hartman and I introduced [HB3614 \(2023\)](#) to pause tolling and structure oversight we were laser focused on our communities; on communities facing disproportionate impacts of regressive tolling plans; and on the need for improved ODOT planning, leadership and transparency.

In this district, we have deep concerns about inclusive communication with toll-impacted communities. We believe that community feedback must be incorporated into ODOT plans, that legislation insisting on safety on local roads, diversion mitigation and environmental assessments must be followed, and that the economics of decision making must be weighed.

It would be entirely unacceptable to put a gantry within the Wilsonville city limits where I-5 is our only local road option. If a tolling plan moves forward, Wilsonville proposes an ODOT amendment to the Oregon Highway Plan (OHP) Tolling section to accommodate our Charbonneau District by waiving tolls on *"trips on the interstate by residents, workers and businesses of a community [that is] historically dependent upon [the] use of the interstate for local access..."* I believe it is incumbent upon us as legislators to provide specific direction on this to the Oregon Transportation Commission absent their own action on this equity suggestion.

In this district we understand the need for a comprehensive and detailed plan for replacing aging infrastructure and the need for responsive transportation solutions. We believe it must be

done in a way that incorporates local feedback and that does not cut off Charbonneau residents from their local grocery store, pharmacy or post office. *The entire west coast will benefit* from the Boone Bridge's functioning and critically needed seismic upgrades.

Please insist that ODOT work closely with communities, elected officials, and local experts. We need specifics in order to engage effectively. Please listen to our feedback. We want to see the local perspective reflected in the details of the concepts.

In a recent RTAC meeting, ODOT heard repeated calls to "show their work". Our communities want to know what is the gross revenue and net revenue of each year in ODOT's analysis? We would like to see the raw data. In short, local jurisdictions should not have to file public records requests, as is currently happening, in order to get basic data. The cities I represent want to know what the dollars raised here will be funding; we are concerned about exorbitant administrative costs; and we believe Clackamas County communities should not be alone in funding regional and interstate infrastructure.

We already have diversion at rush hour in our communities. Current toll proposals would create diversion to our town and county roads at all hours. Diversion that dumps tens of thousands of extra cars on neighborhood roads would simply transfer where safety issues, congestion, and pollution are concentrated.

In closing, our HD26 constituents are engaged, informed, and passionate about this issue and we are insisting that ODOT share details and reliable information. Our communities are raising valid low-income, fixed-income, logistical, safety and environmental concerns, and offering thoughtful, measured alternatives.

Our communities should have the right to safely and affordably move through our own streets. ODOT, the OTC, and your committee must understand the larger context and value local input.

Thank you for your listening to our community members today and thank you for coming to Clackamas County to hear our voices.

Sincerely,

A handwritten signature in black ink that reads "Courtney Neron". The signature is written in a cursive, flowing style.

Representative Courtney Neron