

Co-Chair Frederick, Co-Chair Nathanson, and Members of the Subcommittee;

My name is Will Farley and I'm a resident of the Oak Grove area in unincorporated Clackamas County. Thank you for your time traveling to meet with communities regarding ODOT's proposals to toll the backbone of the Portland Metro Region.

Congestion is not an issue unique to the Portland area. Having lived in many areas throughout the state, I'm sure many can share their experiences being stuck in rush-hour traffic on the Beltline in Eugene, or on 3<sup>rd</sup> Street in Bend, or even on Highway 101 through Seaside.

The reduced effectiveness of revenue from the gas tax is not just an ODOT issue. Cities and counties throughout the State of Oregon rely on a share of the gas tax to maintain their roadways and fund projects for safer streets and more livable communities.

While tolling can be a valid tool in certain cases, the current proposals by ODOT to toll all lanes of I-5 and I-205 through the region are short sighted. As currently proposed, tolling would only marginally benefit the interstate at the expense of safety in other parts of the transportation system. Sure, a truck transporting goods may save up to 10 minutes traveling through the region, but a significant number of drivers are also expected to divert to the non-tolled streets to avoid the additional fees.

Is 10 minutes of delay driving just over 25 miles worth the impacts that are projected to come from tolling?

Is 10 minutes of savings on the interstate worth making travel around our communities more difficult?

Is 10 minutes worth the additional deaths that will occur on neighborhood streets, since the fatal/serious injury crash rates of non-freeways is over five times greater than on interstate freeways.

Since we are all in this together, we need to look for better, more equitable ways to fund our entire transportation system, not just ODOT's portion. The root of the issue is that we need everyone to pay for their share of maintaining and improving the system. In the past, this was done through the gas tax, since as you drove more, you used more gas, and paid more in taxes. With the dollar not going as far and with more fuel-efficient vehicles being developed, the ideal solution would be something akin to a vehicle mile traveled tax. This sort of fee could be assessed equitably and could be tied to inflation, much as the gas tax should have been.

And finally, although I am not a proponent of tolling as it is proposed, I do want to ask that, if tolling is to move forward, please make sure it is done in a way that doesn't favor one entity or one part of the system over the others. One way this could be done is to ensure any toll revenue collected is shared with the impacted jurisdictions, so they can continue to work on improving safety on local roadways and ensure that our neighborhoods can remain livable.