

I am against tolls. My reasons are these.

We were not allowed to vote on this forever, very important, and as ODOT brags--- "never before tried system "

Tolls are very inefficient. The West Linn Mayor, Rory quotes recently revealed numbers. " to get one dollar for projects, it requires more than seven dollars in tolls paid" This was shared at the Jan. 6 meeting at Gladstone High School. This extreme expense level is not acceptable.

I have concerns that when the Toll gantries are in operation in Portland they will be continually vandalized. For more than three months almost "Riot Conditions" happened every night in downtown PDX. This during the George Floyd murder protests. Taggers paint places that are very difficult to reach all the time. Gantries are going to be an easy and vulnerable target.

Middle and low income people will be hurt more than they can afford, if they have to drive to work and maintain life. Many low income people can't or don't apply for or get the discount that is promised. HB2017 passed 76 months ago. It is time for honest, accurate information.

ODOT says about 25% of Portland will qualify for low income discounts. This high number shows that tolls are not affordable. Setting up and maintaining this discount program will be very expensive. People have variable income, so eligibility will have to be checked often. This is more expensive red tape. Once again, no answers from ODOT to repeated questions. Many low income people don't have online access, don't know English, and just won't do it. Usually only 5% or a little more get their discount. This is regressive and unfair and no Equity.

Many State Government jobs are unfilled now because of the labor shortage. Needing more good people makes this more difficult.

I have no confidence in Oregon Government (especially ODOT) because of their double talk, not sharing important facts they know, no response to many questions

Ignoring our concerns, ODOT & state government having very poor accountability.

The examples here are ODOT theft of 6 million dollars, this went undiscovered for many years, massive cost over runs on big projects like the OHSU Tram, the tram went from 15.5 million dollar estimate to 57 million. The debacle of CRC project (that bridge still does not have a plan that will receive Federal (Coast Guard) approval. More than 60 more feet of clearance needed. And failure of light rail to be effective transportation and is too dangerous to ever get much better. Ridership is not improving, which was projected and failed completely. This is why we should not try something (tolls) new, and experimental. We need more revenue but taking a chance is not smart. Example--the fuel tax expense is .05 % , that and other existing fee or tax programs are efficient and will benefit our whole state.

School Busses and other school vehicles don't get a discount. This will punish our kids, and taxpayers, especially in middle and lower income school districts. Other government vehicles (except first Responders) will also pay full price. Again this hurts taxpayers or reduces services.

Businesses will mostly raise prices to cover their tolls. So this means more inflation.

Many businesses can't find employees now for their business. This is not just lower pay positions that are difficult to keep filled. Making commuting by car significantly more expensive makes this issue bigger. Many job locations are not served at all by mass transit (especially Clackamas County).

Tolls will hurt our very important tourism industry.

As Planned, the tolls will start only on I-205 and not on I-5. This will cause a lot of diversion traffic to use I-5. This will continue until the tolls are even.

Especially for "through traffic" which has many big trucks. ODOT estimates 18 wheel type trucks will pay about five times what the regular car pays. I-5 is already choked with traffic during rush hours. Big trucks cause more congestion because they can't accelerate as quick in a stop and go situation which is very common now. Big Trucks also need to allow more distance to stop. Cars in heavy traffic often cut in front of trucks. This is dangerous. Again more congestion, pollution, expense for business.

The Environmental Assessment is incomplete because the whole Corridor was not assessed. The Government considers I-205 and I-5 one corridor. Once tolling starts it needs to be completed. That is Columbia River to Charboneau (both freeways) and then the next planned phase on Highway 217 and 26. If the tolls are uneven, or just start, many things change. This has not been studied and is not in the EA. The tolls need to start at the same time. The original plan was to start with one toll on each freeway. I-5 and I-205. The original plan was a discount for local people, both of these items were dropped and need to be put back in.

Charboneau residents will be devastated because they will be cut off from their town---Wilsonville. Again NO EQUITY.

These two freeways are essential to the entire state and our whole country. This Toll plan puts an unfair financial burden on Clackamas County.

Diversion Traffic is going to devastate our Clackamas area businesses, residents, livability, and safety and cause much more wear on side streets. Tolls will then damage the entire Metro PDX area, then go on to unfairly and extremely hurt the areas that are tolled.

If safety is a priority to ODOT, speed monitoring should be included for every mile traveled. Standard traffic citations should be electronically issued to everyone going 10 MPH or more over the limit. A warning mailed to everyone going above 5 MPH above the limit. Distance and time equals speed which will be easy and inexpensive to implement when the system starts.

Pennsylvania Toll Commission is more than 13 BILLION dollars in debt. They started tolls in 1940. This shows tolls can be a disaster.

Toll money cannot be used for busses, trains, light rail, or separate from a road bike lanes or trails. Oregon Constitution article 9 section three. So there will be no money from tolls for these modes of travel.

In Clackamas County there is ZERO mass transit that is practical. Even if we use Light Rail, Park & Ride your Catalytic Converter and entire car is vulnerable to theft.

Light Rail, even for the few people that can use it for their start and destination, have to ride in dirty but more importantly unsafe conditions. Stoned, drunk, and people sleeping on the train is SCARY. Especially for women, Disabled folks, and anyone with smaller kids.

Canceling our third lane on I-205 between Stafford rd. and the Abernethy Bridge has stopped any housing development in that area. All Planning for that area is stopped until the third lane is built. Our Governor has declared the housing shortage an emergency. But this very large and very suitable opportunity for well planned and efficient housing production is dead until third lane is built.

Also if this applies here. Freeway Caps are not affordable, and financing any improvements like homes, commercial, even power, natural gas, water, and sewer is very difficult because the "cap" cannot be owned.

The new I-5 Bridge to Vancouver needs more regular lanes. Light Rail should be deleted because of cost and it is very unlikely it will go any further. There is just not enough population there to support the cost.

Sunday morning should be a free time so we can go to Church or start "family time".

We need to cancel the toll program and start over. Use real citizen input this time.

Thanks for your time. You don't have an easy task.

I am sorry the lady at Gladstone High School was so mean, rude, and not in order for this specific meeting and didn't know or maybe care the limited scope of what everyone was there for.

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