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On Behalf Of: self
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Tolling is a regressive tax, negatively impacting the poor. ODOT admits it will ultimately cause 130,000 vehicles to divert onto side roads and into neighborhoods, when fully implemented. Imagine every vehicle using the Interstate Bridge diverting due to tolls. Tolling does NOT eliminate traffic congestion; it simply changes WHERE it occurs. Oregon City, West Linn, Canby, Gladstone and Lake Oswego know that tens of thousands of cars will overload their streets if tolling is allowed on I-205.

ODOT tells us the I-205 project will reduce 2045 traffic congestion by 12 hours! They "imply" that this reduction is due to TOLLING. The reality is that ODOT will increase vehicle capacity by 50 percent on I-205 by adding a lane in each direction for 7 miles.

Common sense tells us the 50% increase in capacity will overwhelmingly improve traffic congestion, much more than the tolls. ODOT refuses to tell citizens HOW MUCH of the 12-hour reduction in congestion is due to the new lanes being added, and how much is due to the TOLLS. They know the answer; they just don't want YOU to know.

100% of the traffic diversion of the I-205 project will be caused by the tolling. None of it will be caused by the addition of new lanes.

Tolling is an extremely inefficient means of raising money for transportation projects. The "cost of collection" can exceed HALF of money collected. In Seattle on their I-405 system, fully 68 percent of toll revenues went to the cost of collection in 2021. Additionally, the Washington legislature had to bail out the entire state tolling system for 3 years during the pandemic because toll revenues failed to cover the cost of collection.

Where is the equity for citizens in all the Portland and Clackamas County neighborhoods when tens of thousands of vehicles divert into their neighborhoods? It will create significant safety concerns, not to mention a significant reduction in the quality of life in these neighborhoods. There is no way to "mitigate" those safety and quality of life issues in all the neighborhoods negatively impacted.

There is no transit alternative for the citizens of Clackamas County to use, in order to avoid the financial pain of tolling. Furthermore, fewer people in the Portland metro area are using transit. TriMet projects system ridership will not return to pre pandemic levels until at least 2027.

If the legislature continues to push tolling, the voters will rise up and support IP-4 in order to deliver a VOTE Before Tolls for impacted communities. Please don't ignore the people you were elected to represent!