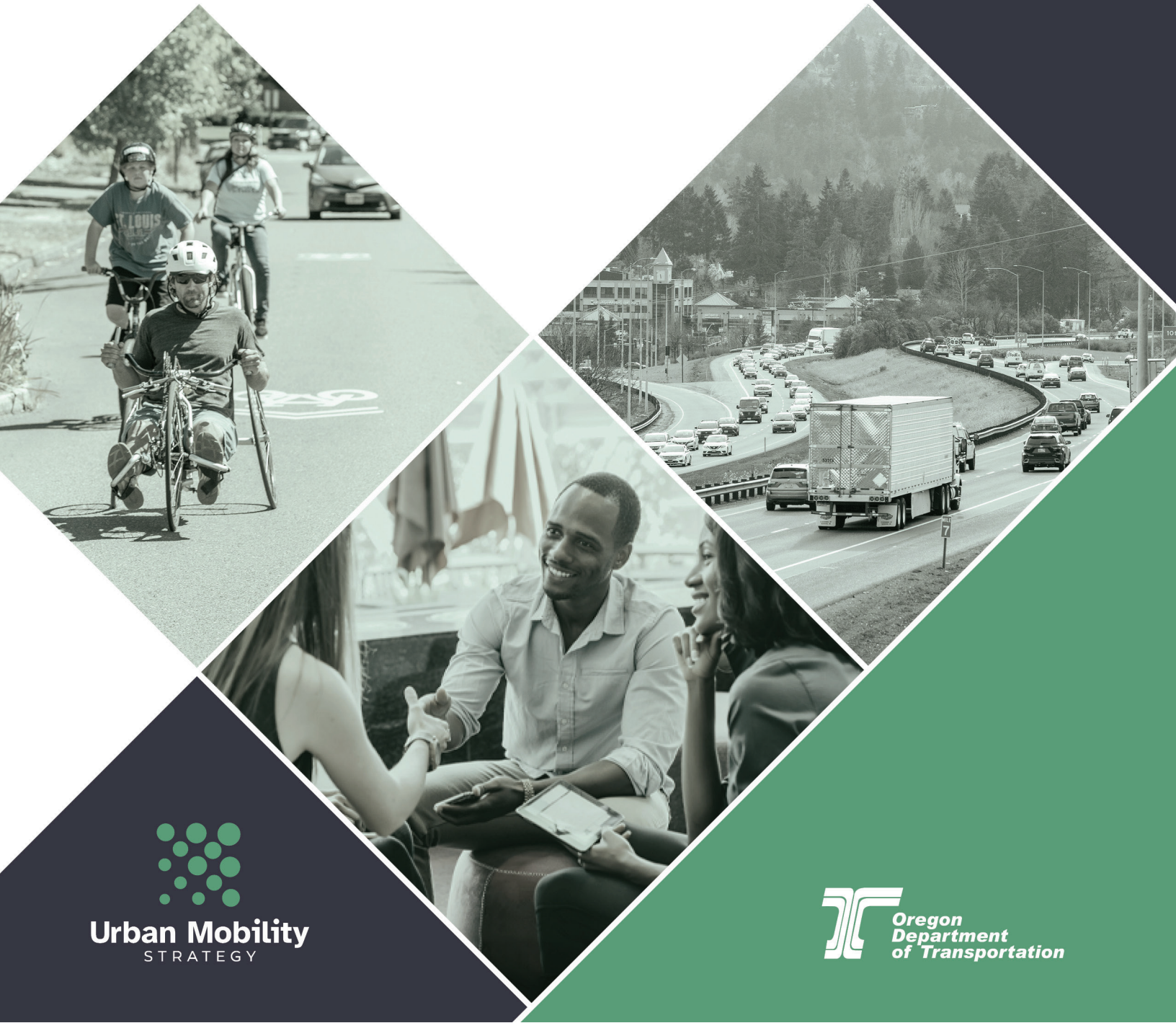


Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

December 2023



Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

December 2023

Prepared for:



Prepared by:



WSP USA
851 SW 6th Avenue, Suite 1600

Portland, OR 97204



Kearns & West
537 SE Ash Street, Suite 305
Portland, OR 97214

Si desea obtener información sobre este proyecto traducida al español, sírvase llamar al 503-731-4128.

Nếu quý vị muốn thông tin về dự án này được dịch sang tiếng Việt, xin gọi 503-731-4128.

Если вы хотите чтобы информация об этом проекте была переведена на русский язык, пожалуйста, звоните по телефону 503-731-4128.

如果您想瞭解這個項目，我們有提供繁體中文翻譯，請致電：503-731-4128

如果您想了解这个项目，我们有提供简体中文翻译，请致电：503-731-4128

For Americans with Disabilities Act or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY (800) 735-2900 or Oregon Relay Service 7-1-1.

Consistent with the requirements of 23 U.S.C. 168, the information in this document, and the public and agency input received, may be adopted or incorporated by reference into the environmental review process to meet the requirements of the National Environmental Policy Act



Table of Contents

1	Introduction	1
2	Comments Received by Email.....	1
3	Comments Received by Web Comment Form.....	20
4	Comments Received by Voicemail.....	59

1 Introduction

This document includes details about email, web, and voicemail comments that ODOT received as part of the engagement for the Regional Mobility Pricing Project in fall 2023. Below are all comments received between September 23 and October 9, 2023.

Table 1-1 Other comments received between 9/26 and 10/9/2023.

Event	Total Received
Emails	129
Voicemails	2
Web comment form submissions	313

2 Comments Received by Email

- Tolling is a stupid idea!! The cost to build and operate a system is cost prohibitive. Just makes more government jobs and will do nothing to decrease traffic just make more stops for people at toll booths. Solve the shortage of money by cutting most all the red tape, rules, regulations, and the demand of hiring minorities and union workers to do the jobs of building and repairing the roads. More then half the costs of maintaining the roads go to following unnecessary rules, regs, environmental garbage, and just plain stubty !!!!David Silbernagel One who has seen the waste of money spent on roads that had nothing to do with the roads themselves!!!
- No tolls in Oregon period
- Hello, I feel like Oregon can't get anything right when it comes to transportation. MAX is too slow. We have tiny one-lane each-way roads with slow speed limits. Our freeways are mostly just 3 lanes with slow speed limits. Now you want us to pay to use these poorly designed freeways? If this is instituted I will be leaving Oregon as soon as I can. The only tolling I would support is if you build ADDITIONAL OPTIONAL lanes or additional toll-only roads or freeways. Your proposals are going to be a burden on all. Brian Whitacre Gresham, Oregon
- Your tolling survey is not a true survey. You have decided what you want and have given no other options. I am very frustrated with the abuse of my money to put in millions of dollars to have a tolling system without putting it before the people. I had always prided Oregon in not having toll roads. It was a breath of fresh air. This is just another way for more taxes which were never decided by the people. You fail to realize that all costs will go up with the added tolls for all people no matter if they take the toll road or not. The additional costs have to be passed along to the customers of many businesses who are forced to use these roads. Even when I was in Boston, there were alternative routes to avoid tolls. Not here in Portland!
- I just completed a survey regarding tolling on 205/15. Limited answer choices and no open question leave me frustrated at the use of surveying the public. Basically your using a closed end survey to represent the publics opinion, that's deceiving. I believe that overall state funding is the only fair way to finance roads. The effect of tolling on my community may end up ruining the progress our down town has finally made. The survey gave no way of voiceing our real concerns.
- Just took your survey monkey survey regarding tolling in the Metro region. It was a terrible survey with answers limited to slanting opinion in ONLY one direction and no place to add comments. The

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

ONLY acceptable tolling option is to build the needed extra lane on I205 and toll to use the new lane.
NO TOLL ON EXISTING ROADS!

- I took your most recent survey and found that the most important question of all was not asked, Do you support road tolls yes or no. I and most of the people I know are a firm NO. Pursuing road tolls is not representative of what the people want.
- People in Multnomah County should be exempt because we have to pay for the Sellwood bridge in our plate registration. Make the Sellwood bridge a toll bridge
- Why don't you ask better questions, instead of just trying to get answers you want? How about telling us what you are doing with our current taxes and fees you are charging us. Plus federal funds you are receiving for roads. This tolling seems very redundant and double dipping. Why not put this to a vote of Oregonians? All of this tolling is going to drive people to use alternate routes to avoid the tolls. If you think otherwise, you are just sticking your head in the sand.
- Stop Californicating Oregon. Get ALL illegal aliens OUT OF OREGON !!!STOP PROVIDING THEM MORE OREGON TAXPAYERS PAID SERVICES THAN CITIZENS GET !!LAWS WERE MADE TO BE ENFORCED !!! NOT BROKEN !!!BE MORE AGGRESSIVE WITH FINDING AND DESTROYING THE DRUG CARTELS USING OUR ROADS TO TRAFFIC DEADLY DRUGS !!!IF YOU DO THIS, YOU WONT HAVE TRAFFIC PROBLEMS BECAUSE OVER HALF OF THE TRAFFIC WILL BEGONE !!SO, NO !!!NO TOLLS ANYWHERE UNLESS YOU USE IT TO IDENTIFY, ARREST AND DEPORT THE CRIMINALS ILLEGALLY HERE !!BUT YOU DONT CHARGE OR STOP ANY CITIZEN FOR A TOLL TAX !!!YOU WONT LISTEN TO "WE THE PEOPLE" YET.. BUT YOU SOON WILL !!!
- No Toll!!!!
- So quick question, why not make the HOV lane add one to each side of the road and make those tolling lanes instead of HOV. Those of us willing to pay a toll can use that or those lanes and the rest of us can deal with traffic as is. People pay a TriMet tax why not add a I5 bridge tax and are the tolls going to be forever? There's a lot of sketchy information I feel you don't have figured out yet. And that's why people are angry. Throwing out lots of options and different strategies without a price value to associate with. It's all a mess and needs to be figured out.
- I absolutely do not agree with adding tolling to 1-5 and 1-205.
- I don't understand how daytime hours are considered 5AM to 9PM. Daytime hours should be like 6AM -6PM. 12 hours is reasonable anything more is overreaching. Some Oregon residents may need some assist financially. Multnomah county is already expensive. There needs to be some type of program for low income residence so they can afford to go to work. Max transit isn't safe, therefore more people are driving. And what about the neighborhoods nearby that will have increased traffic from people avoiding tolls? I have very little confidence that this can go smoothly.
- I fully understand the funds need to come from somewhere to "pay" for road improvements and the bridge replacement. What should have taken place for the bridge replacement is funding set aside over the years within each state budget, similar to a reserve account where those funds are strictly for the bridge replacement and major road replacements. Oh wait, we should have already had that! This shows the politicians have zero forethinking as we all know nothing lasts forever. The citizens are taxed to the maximum and most decisions to add more taxes is nothing more than trying to catch up. Look at Washington, the Governor created an alternative tax for fuel to make up for the EV's (and hybrids) impact on the already high gas tax. By increasing the fuel tax, he hoped more people would jump to EV's. I want to know how he expects to power all these vehicles when the power grid is already short. Look at California this past summer, don't charge your vehicle until after 9 PM, we are

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

short on power. This will continue to occur across this country. Now you want to make people who have to travel by a vehicle for their employment (not everyone goes to an office) pay out several dollars a day to drive on roads the politicians have neglected to maintain and to ensure that future growth was included. I suspect businesses will increase their costs to the consumer, so the taxpayer will be double taxed as usual. The downside, I most likely will never see the new bridge or most of the improvements in my lifetime given how long it takes for a decision to be made. The only ones making money are the politicians and the people employed on the tolling/bridge projects. Enjoy spending my money. "It is better to have and not need, than to need and not have "Be Prepared!" If it is not SAFE, then DON'T do it!"

- NO! The entire region benefits from the roads and they are a PUBLIC asset. NO TOLLS!
- It is my strong opinion that it would be much easier for all if the roads were PATROLLED rather than TOLLED. People drive way over the posted speed limits all hours of the day and night with absolutely NO consequence. It makes more sense to me that resources could be easily generated by ticketing speeding drivers rather than costing safe drivers more money to access the interstates. Please consider more patrolling to keep the roads safe and operating without tolls!
- We already paid for these roads with our federal tax dollars. Just because The state of Oregon is too stupid to figure out how to maintain them doesn't mean you can tax them again. Why don't you figure out how to budget and spend wisely? Maybe you should stop pandering to the homeless and actually use the money where it is intended? Did you ever think about that? I doubt it. And us that live out of state and drive and work in your crappy roads already pay too much in taxes to a state that we can't vote in and shouldn't have to a toll to a useless government; that we can't vote in. Can you say taxation without representation? Go back and take a history lesson about our country. If you got rid of the host of losers you have allowed into government you figure it out. Let's start the list. Kotek, Brown, kitsaber, Wheeler, Hardesty, adams. The list goes on. A bunch of worthless do-nothing losers, and there are many more. I have lived in many states and many countries and Oregon is the worst. And this tolling BS proves it.
- Please remember: - Cost of living continues to increase - tolling is one more cost that will not help us make ends meet.- Many retirees are on a fixed incomes, yet not quite low enough to qualify for tolling discounts. Plus, often have to drive into the metropolitan area to help with childcare for grandchildren, as childcare costs are exorbitant. - Local roads and communities will be heavily impacted, as folks take side roads to avoid tolling. This currently happens with any traffic incident and paralyzes the local neighborhoods. - This feels like it is being "shoved down our throats" because ODOT wants more revenue, and the message of how tolling is going to help traffic is not being communicated in a manner that makes sense to anyone we know. Charging people to drive is not going to stop people from driving, and the mass transit system is not developed enough or dependable enough to move the number of people across the metro area when needed and in a timely manner. And.....to be perfectly honest.....I am pretty sure this will happen even though none of us who live and work in the impacted area want this or believe it will help congestion. We believe it is being pushed through and supported by people who will profit from it, who do not live in the area, who will not be impacted at all, and who will not have any money taken out of their pockets to pay for this horrible idea.
- Oregon does NOT know how to budget. They will spend frivolously or not spend Due to no clue what to do.....Its sickening!
- As a long time Oregon resident I am against tolling on I-5 and I-205 except on the Interstate Bridges. I am retired and have relatives along I-205 that I visit and would have to pay fees just to see them. That is wrong. Increase license fees so everyone shares the burden to improve roads, don't punish those who work or live along those toll roads. Also any tolling fees should be voted on by the populace. Thank you

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

- Please consider looking for another way to pay for infrastructure repair and replacement as there will be unintended consequences. Making people who use the 5 and 205 to and from work will bear the brunt of this cockamamie idea, along with the citizens living on the side streets that will have way more traffic than the neighborhoods are designed to support. I lived in Southern California for most of my adult life before moving to Vancouver, WA four years ago so I know something about traffic. In all the years I lived there, only two things reduced traffic. One was the Olympics in 1984 because many people took vacation time anticipating nightmare traffic, and high gasoline prices. I had to work during the Olympics but I rode the bus into downtown LA, but I have to say I really enjoyed the reduced traffic when the price of gas skyrocketed. I was fortunate that I choose to live well within my means, which meant my budget had flexibility and I could afford pay the higher prices. I don't understand the logic in looking for the most congested area in Oregon and figuring out a way to make money from people who travel on those roads for work. Why don't you just increase the statewide gas tax, create an EV charging tax, or increase registration fees? Or work with large companies to stagger start times so that not everyone will be on the road at the same time. Perhaps you can subsidize public transportation to encourage ridership. Or...you could implement a state sales tax to raise the funds needed and when you meet your goal, rescind it! How are you going to handle people just passing through who don't have the fee? Are you going to hold them hostage by making them use a credit card if they have one? How do you expect people who aren't from the area or aren't frequent freeway travelers to understand the nuances of the pricing. The proposed form of congestion pricing may decrease traffic, but Portland will suffer even more. (BTW, people in the UK, particularly London, are reacting very badly to the recently implemented congestion pricing and causing a lot of disruption.) More people will demand to work from home and will not be supporting the local businesses, so office/store space vacancy will increase even more because more businesses will move or close, and it will prove to be the last indignity and your residents will look for new jobs and move from the area, decreasing the tax base. You can do better. You just have to look for a better way.
- Our household finds all options unfair to residents of Charbonneau and Miley Road who must get on I-5 for a mile to get into Wilsonville. There needs to be an option to exempt Charbonneau residents and those who live on Miley Road from travelling on I-5 to get into Wilsonville. Plus, nothing that is being proposed will ease the bottleneck on the bridge near Wilsonville. It will simply cause more traffic and backup.
- Hello, I hope this doesn't make it into the void. But for what it's worth is somebody that has just moved to the Oregon area from Arizona. I would say that a better solution would be a more expensive car registration. As well as an increase on renewal based on weight of vehicle. While Arizona does this through value. People driving in bigger trucks as well as SUVs create a larger amount of the damage to our roads. As well as increase maintenance costs. This also could be accomplished during the registration process for new vehicles over \$50,000 for new vehicles. That way those that can afford a nicer vehicle or a heavier vehicle that causes more damage carry their weight throughout the state that way. Punishing all of the side roads that are already so narrow will only create a more dangerous place to be for pedestrians. Thereby creating more of an ouroboros issue than we already have of people not feeling safe on or near roads therefore not going out. This can be seen all over the Phoenix area where the car rules all because there's no better option for cyclists or pedestrians. This only aims to resolve highway issues while not focusing on the impacts that it's going to have throughout the city. Either that or create a toll specific express lane. That way you can choose to take more time and wait in traffic. Or spend some cash and move quickly through the city. I know it will push me to avoid Portland more, and just use the Longview bridge when I need to go north. Thank You,

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

- Why cant all cars in Oregon pay for all the roads in our state? Increase the auto registration fees for all cars to pay for our road updates. I dont see tolls on the coast hwy 26 or tolls on 217. These are and have been major improvements. I-5 and i 205 road improvements aren't any different than these. We should be proud of all our roads. Glad you are finally doing something. They are a mess. Talking hasn't helped. ODOT is behind the ball. ... same as our politicians. Lets get proactive and not nickle/dime those that need to use specific roads on a daily basis. Its the worker bees at the low end of the wage scale that are driving to their jobs. Drs and tech employees work from home ... whereas retail and restaurant workers don't have that option. Why send drivers through neighborhoods to bypass the tolls. Lets get realTax each resident of Oregon for all road work through our vehicle registration fees. Look around ... many out of state cars have expired tags ... because they haven't licensed in Oregon. A little fine would help.
- You dumbass people all need to be fired. You serve the taxpayers, not the other way around. You do a piss poor job of managing our money then you want to set up toll booths? We already paid and pay for the construction, and maintenance of our roadways. Who do you think you are? Get your lousy, money grubbing, corrupt, stinking asses away from our hard earned dollars. Go live in a tent you filthy Bums. Nicest thing I could think to say. PS. Smoke a Terd in Hell. Sincerely
- I genuinely dont see how tolling is a good way to do business.1. Its extra incurred cost on a city already struggling to be affordable.2. I dont think it will improve traffic its just going to cost everybody more money.3. People already use arterial roads to avoid traffic causing issues in the neighborhood i live. Tolling is only going to make that worse.4. Having a variable seperate bill every month quarter or otherwise to have to deal with is the last thing i need to deal with. I live in a society that nickles and dimes me for everything. I want ti pay my fair share but i drive for work and based on these plans could incur tolls half a dozen to a dozen times a day five days a week. That is money im fronting that i wont get reimbursed for from my company 30-60 days later. That can be a real financial hardship on top of parking fees that i already have to pay which can be up to 200-300 a month with tolls that could easily be closer to 600 to 800 a month im covering out of pocket for work im waiting to be re imbursed. Thats almost a 1/3 of my monthly paycheck. Tolls are only going to hurt the working class the most people making the least amount of money working service jobs will bear the biggest weight while higher income earners working from home will pay very little. Sincerely
- I believe that this is the worst thing ever in this county or counties we already are taxed and special interest to the brink off falling off the edge so I say hell no to any toll road ever screw what happens in the east and get the hell out of our pockets !!!
- I am absolutely against any toll roads in Oregon. Get more law enforcement on the roads instead, please.
- I recently took your survey on tolling in Portland. While I don't like it, I understand the need for it and grudgingly support it. One key ask would be to work with WSDOT to utilize the same toll tags they use in the Seattle area. With the amount of traffic that moves through both cities and the region, not having to juggle multiple toll tags will greatly improve the travel experience and will likely improve citizen satisfaction with the program. Thank you for your consideration,
- Your poll is misleading and skewed. The results will not be a true representation of the situation. The questions a leading and not neutral as a survey should be. To say this was the worst poll I have taken would be an insult to all of the other polls I have taken. This ODOT poll is a disgrace.
- Hi, In reviewing the Regional Mobility Pricing Project website, I was confused by the maps for options 2a and 2b under the "Regional Tolling Options" section, as they show the exact same information. It wasn't until I separately opened the tolling fact sheet that I see map 2b is actually different toll limits. I

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

thought I would let you know in case ODOT would like to update the map shown for option 2b on the project landing page.

- I grew up in NY NJ and tolls are an unquestionable traffic disaster. This will create more of a problem. Use the FastPass model from California. I lived in LA for 10 years and this was FAR superior to tolls. You do not have anywhere near the road infrastructure to create traffic bottlenecks with tolls. Every toll area in NY NJ is an apocalyptic descent into hell on wheels. Don't forget Chris Christie also weaponized toll lanes, so once you open this box there is no going back. FAST PASS LANES ARE THE ONLY OPTION. DON'T FAIL ME NOW!!!!!!Love, A concerned West Linn resident.
- I am trying to understand why you want everyone to pay for using the roads we are already taxed on. If people want to move faster, do the same thing done in California for areas of congestion and make toll lanes where you can pay to drive faster in specific lanes. Cheers,
- I am familiar with tolls and my concern is the amount in which I am hearing the tolls are. I lived back East where roads are way worse than Portland Oregon and the tolls are typically around \$4-5 not \$15, that is an outrageous and greed driven amount. In this economy and high inflation it is absolutely absurd. Brandi
- Good morning, I just completed the Tolling Survey. I will drive side streets to avoid any and All tolls!! Tolling will increase neighborhood traffic!! This will decrease the livability for residents in the neighborhoods around the toll roads. What about low income or fixed income residents? There has to be a Better Way to raise funding, without Ruining our neighborhoods!!!Thank you, Tim
- If I need to pay a toll to use either of these highways, I will not shop in the Portland metro area. If I absolutely need to go there like for a medical reason, I will leave earlier and use side streets. This is obviously another tax and attempt to destroy the Portland metro area. Increase homelessness and get rid of the businesses. What a plan.
- No Tolls, period. No time, no where, period. You hear this from 77.4% in the polls, LISTEN TO THE CITIZENS FOR WHOM YOU WORK.
- ODOT can't even manage the income they already receive, why are Oregon TAXPAYERS on the hook to pay even MORE money to drive around in a state they already pay high taxes in????!! It's absolutely ridiculous! Shame on you! You people are nuts! Why don't you guys learn how to properly allocate the funds you already receive from taxpayer money! And to even consider that some people will pay less than others? That's the stupidest thing I've ever heard of. To date, there are roughly 3.1 million licensed drivers in the state of Oregon, that's roughly \$768 MILLION that you guys are receiving for getting licenses renewed!?? Where is all that money going? I'm getting ready to renew my license plate and it's costing me \$248! WHY????!!! What are you doing with THAT money?? What excellent services or improvements are Oregon and ODOT providing that reconcile \$248 just to get my license replaced for 1 little car? ??????????That said...If you actually pass a tolling charge in Oregon on the freeways, then ANYBODY that drives a car should be paying the toll. It doesn't matter what color you are, what race you are, or what income you are! ALSO we already pay exorbitant high taxes in the state of Oregon just to LIVE here and ODOT can't even fix the roads we already have, why do you need MORE money??Figure it out, dummies!!! Shame on all of you for even considering TOLLING at all. ???????
- As a West Linn resident I am very concerned about the potential cost of tolling on local families. To obtain medical care, access pharmacies, and visit malls, go to the gym, there would be multiple tolls involved that would be unavoidable. This would impact local residents in all of the surrounding cities exponentially more than the daily commuters. ODOT needs to make allowances for those residents in the cities that have little choice but to use I 205 and I 5 multiple times a day. I would of course advise no toll for all local residents. If toll are unavoidable I would suggest that these residents be allowed

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

drastically reduced fees or implementing a one time daily fee, with no fees for senior citizens. There is also the concern regarding commuters taking to already impacted city streets in an attempt to avoid tolls. During commute hours it is already difficult to traverse city streets, an increase in volume of traffic could lead to increased congestion, and inability to obtain essential services such as healthcare in a timely manner.

- There should be no tolls. Oregon is expecting Washington residents to pay the majority of these tolls. If we work on Portland, we already pay Oregon state tax for services we don't get. Doesn't seem fair to me.
- stop the madness! tolls don't help traffic and cost TOO much \$ the multi plans proposals are ridiculous
- To whom it concerns, I am deeply concerned about the tolling project in and near West Linn. I just completed the survey and I do not feel that the survey accurately represents my position on the toll projects as the answers provided in the survey were so narrow they were clearly designed to get the answers that you want with no comments section for nuance. I am against All tolls in Oregon. They are public roads which we pay for with our taxes already. Tolling is a double tax on the west linn community where we will share the brunt of cost of these projects you have planned. We have a right to travel about the state just like everyone else. The inequity of your plan is quite frankly shocking. My family cannot afford to pay these tolls just to go to the airport (for work), to doctors, to grocery stores, to the pharmacy. This would be an incredible burden. Instead of a toll there should be a statewide tax. Everyone should pay their fair share. I am extremely passionate about this issue. I will be a single issue voter in this coming election. I will vote for anyone who promises to stop these tolls. They should be illegal.
- I have lived in other areas of the country and I can tell you as I'm sure you're aware that tolling is not an option to resolve traffic issues. The areas I've lived in that had similar population numbers and previously had more traffic issues such as Salt Lake City, Utah rather than impose a toll without the consent of the population, added lanes to the freeway, including an HOV lane. It made parallel smaller highways and expanded a high-speed train which went along side the freeway from what would be Oregon's Wilsonville to Salem. With more choices for drivers, traffic improved significantly and without upsetting the entire metro area as tolling would have done. When that's the only myopic option being considered it shows a lack of foresight or concern for the people living here who you know are going to be extremely unhappy with that option. Areas such as Washington DC metro area which I lived and did have tolls on some highways also had already made an HOV lane and expanded the metro train and created many more lanes than Portland thinks are enough. The main reason there are traffic problems in this area are that the Portland area has a draconian idea of how many lanes should be on a freeway. I've never been to any other city, (Dallas, Denver, Baltimore, DC, etc that have perpetuated such a traffic crisis as Portland metro with such underbuilt roadways and freeways. Most people who are traveling to work or appointments don't have control over the hours they can work or attend their meetings and pretending that they do and that charging them money will help shows the state is only looking for more money to load their pockets with for people's pet projects which is criminal and does ZERO to reduce actual traffic. Only a state like Oregon would pretend that's a solution. If you want less traffic, you have to have more options of where and how to get there (more lanes, alternate highways, HOV lanes, an actual commuting train that goes all the way to Salem and to some of the main suburbs, etc). All of those options have PROVEN results without having to look very hard. Yet ODOT chooses the least effective way that just proves how deep the corruption is within it's organization. Oregon continues to be a great disappointment from Portland crumbling with crime and filth everywhere to its worthless and poorly managed roadways. You know how to solve the problem, but you choose not to do it and instead carry on this charade that filling

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

your pockets with more tax payer money will make everything better for us all. No one believes that, but you continue to carry on as such. If you want to make the right decision, then fix the problem and stop trying to tick everyone off with ridiculous and unreasonable options such as tolling everyone without their consent. You might get richer, which I'm certain is your only concern but you well know it will do nothing for traffic and only enanger the entire Portland area which you continue to destroy through a lack of foresight, ethics or ability to manage roadways. Sincerely, Clackamas County resident

- Your survey was extremely bias and miss leading. I was under the impression there would be a comment section but there was not. All the questions were phrased this will cause a faster commute. That is a blatant lie. The only way to make a faster commute is to add a separate toll road. It's impossible to make an old road a toll and tell us it will improve our commute. Enjoy killing drivers with another expensive cost. To this already expensive region to live in.
- NO TOLL!!!!!!!
- To whom it may concern, I adamantly do not support ANY tolls in this state. The Oregon State government and ODOT has made it a priority to plan for obsolescence of our roads. The fact that we pay so much in taxes, yet more is being asked for through tolls is a joke! The amount that is hemorrhaged to the "transit" system in this state is obscene. I continuously observe road shutdowns of multiple blocks when either a small section of road is closed down or not being worked on at all. Do better with what you have and quit wasting the dime of hard-working, tax paying citizens of the state! I am sickened by the lack of leadership and transparency
- Shouldn't our taxes be used to pay for highway improvements? Make better use of our tax dollars
- I didn't understand question #7. Tolls should not be a way to pay for roads. It's a regressive tax. The benefits of the highways goes far beyond those who use them. Very few Oregonians want tolls. Time to put tolling into the trash bin where they belong.
- I think your Oregon tolling survey was extremely poorly written and very biased. I do not support the tolling as proposed and believe an ODOT has done a very poor job on the whole process. As a long-time resident and as a VP of real estate for a company that has operations in almost have the states in the country, my opinion is based on 40 years of experience with demographic research and consumer habits. Please reconsider the Statewide tolling process. Thank you for your consideration. Ric
- HELLOAs a resident of East Portland I have some definite concerns about how the Oregon tolling projects are going to affect life in EPDX: 1. The implementation of the tolling project only on the I-205 and I-5 freeways will have a detrimental impact on business development in East and North Portland. Right now we have few grocery and other retail choices in East Portland requiring us to travel to the Johnson Creek/Clackamas area or inner east Portland for shopping enjoyed locally by the rest of the city. We are going to have to pay tolls or take congested surface streets to get to these stores. 2. Since I-84, Oregon 217 and US 26 are not planned to have tolls, business growth and traffic will increase in the areas served by these roads. This will further exacerbate uneven business development and create future traffic problems. 3. Right now we have a lot of cars running around in EPDX without license plates, and a lot of crime. I think that tolling the freeway in East Portland is only going to increase the incentive for folks to travel without licenses and further increase the crime rates here. This whole plan is just another instance of state and local policy directed towards turning EPDX into an unlivable cesspit. I think that congestion should also be reduced by tolling the interstate bridges as point tolls. There is a lot of traffic coming onto I-5 at the northern end from Washington and when the I-5 bridge is being replaced there will be a whole lot more traffic. Tolling the Glenn Jackson

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

bridge will really be needed to generate revenue for the construction and maintenance of the interstate crossings and to direct future housing growth away from long distance commuting.

- I believe retired folks on fixed income should be exempt from Tolls.
- As a senior citizen on a fixed income I am very much against the tolling. ODOT needs to figure out another way to pay for road improvements. This is a regressive tax and any new tax should be put up for vote. You say you're losing gas taxes to electric vehicles but yet you want more green transportation. You can't have it both ways. You talk about mass transit and public transportation. You want people to use mass transportation but here in Oregon City we really don't have mass transit and until riding busses become safer you won't catch me on a bus. I will in no way accept tolling. I will look for ways around it. Thank you,
- This survey is not only useless, it is a complete farce! It is designed with a specific output in mind, that being approval of tolling in some form. No option is provided to simply state that the respondent is opposed to tolling and specifically opposed to tolling as presented in these plans. When are you going to listen? This is government at its worst. It's time to throw out all those legislators who have given this direction and take a hard look at the ODOT high level supervisors and any others who are attempting to implement a plan that causes economic harm, especially to Oregon City, West Linn and other communities adjacent to this project. Try including a response that simply states, "Opposed to tolling in any form" or "Unless the State constructs a new lane and limits tolling to that lane alone, I am opposed to tolling"!
- I just took your polling survey. Why don't you make it an honest toll and simply ask-"Do you think the interstates you've already paid for and continue to pay for with taxes should be tolled?" "We run a construction company out of Tualatin & work everywhere from Vancouver to Salem and from Bend to the coast. Do you realize how much this will cost us to have 30+ vehicles being tolled coming to the shop to work or for material and then to get to job sites? Plus just generally moving around town between jobs. Then the cost for the office staff to just get to work. I think you truly realize but you just don't care. You can work your remote job and not think twice what it does to the tax payers. I know this email will fall on deaf ears but at least I can say I did voice my concerns. I don't imagine I'll receive a response but I'm open for a dialogue. Thanks, Will Turner
- Survey was too brief and not comprehensive enough; did not include asking for alternative solutions! Sounds like ODOT is only concerned with routes, not significant public input re methods, exceptions, etc.! 8
- Hi there-I found your tolling survey to be incredibly manipulative. There are many questions that could be answered the same for very different reasons. I want you, the state's leading transportation authority, to reduce congestion in the Portland region. I want you to do it by charging people variable prices at peak times to reduce traffic, and I want the proceeds from this to fund better public transit and active transportation options so that people can truly have another choice. I don't feel like this was accurately captured by the questions, and since you didn't include a comment section at the end I felt compelled to write to you. I feel like your survey seemed designed to not get the truth but advance a narrative that you already have. More data points for your intended direction. Please prove me wrong by putting out better surveys in the future that allow people to have a full range of responses and comment sections on each page to allow for more details. Thank you, Allan
- Why not pick up what works in other states, California / Texas. How about you leave our current roads alone. Fund the repairs as needed from State Legislature. Get investors together to build a new highway and then charge to drive on it. Thx Jim Butterfield- Be stronger than your excuses.
- We DO NOT want tolling!!!!they have it back east and it doesn't help traffic! It hurts the poor!

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

- Tolling a system already in place is unethical. We are already paying taxes for the maintenance and improvements to these roads. Which is double taxation since I can't write off my gas receipts. Adding a toll would be triple taxation. Quit spending the gas taxes on other things beside road improvements. You should be taxing the bike riders for riding their bikes on the road since you have created more path ways for them with my gas tax dollars. You could toll the crosswalks so the pedestrians that use the 500 billion additional crosswalks you have installed every ten feet over the last decade with my gas tax dollars can pay their share. Having to pay a toll is one more reason to not go to Portland and support the business there.
- Hello! I am a resident of Lake Oswego and I have some thoughts on tolling. I am privileged enough for tolling to not negatively affect me financially. I would rather pay taxes based on income to pay for road upkeep. I am concerned that if the goal of tolling is to get the roads less busy than the ONLY people who will not drive during peak hours are lower income individuals who depend on roads to get them to their jobs, jobs that do not adequately pay them to cover tolls. In lake Oswego we have an almost non existent public transportation system. No where that I need to ever get to is accessible via Tri-Met. Lake Oswego residence will still use roads exactly as they do now. I nearly never drive without needing my van to transport large and multiple items so even if I lived elsewhere public transportation would not work. If I do use 1-5 for personal use it is to get all the way to Salem or Seattle and I would need my car to drive around town. The process used for gathering tolls will slow down traffic. This is a known fact. Only people with lower income who do not have the privilege of working remote or can afford tolls who need roads will be forced to go with less sleep as they take 4 hours out of their day to use public transportation. I am suggesting you tax people like me and build more roads to combat the lack of roads vs population thank you for your time, Molly
- It's sad that rather than address issues which include unchecked immigration which has given us extreme population growth, the DMV thinks the best solution to addressing interstate traffic problems that have been problems for 30+ years is to make it even more expensive for people to get anywhere to the point of forcing businesses to close and people to lose their jobs. What are service vehicles and delivery vehicles supposed to do that make numerous trips daily on these roads? Likewise people with health issues that must visit hospitals or other medical centers for treatments such as for cancer and kidney dialysis? Then there the people just barely hanging on by having more than one job just to pay the rent and eat. This is saying that "if you don't have enough money, you can't drive on my roads". This will further contribute to homelessness. Sure. you say you are going to allow lower rates for those demonstrating special needs. We all know how slow the government is at setting up those exemptions. You can claim this will be different but coming from the agency that has resisted doing anything for over 30 years, do you expect us to believe you now? Chip
- Why not extend the tolling areas out the I-405 and SR 26? A lot of the traffic is from the commuters going to Intel, Nike, Microsoft, Google along that route. I think you are being totally over optimistic about tolling compelling drivers to take other forms of transportation or refusing the bumper-bumper traffic. Public transit is not mature enough to get a person to where they need to be without taking all day. There is no public transit connection from Vancouver to Portland and vice versa, across the bridges. But this WILL be a "cash cow" that will rake in the money to be wanted frivolously. It amounts to yet another grievous form of taxation to go with the environmental tax passed along in higher gas prices.
- There should be absolutely NO TOLLS! Putting a toll on a road is NOT going to solve the traffic problem. You folks just want money and you are going to penalize drivers because you can't solve the traffic problems. Figure out another way to solve the traffic problems.
- Let's not have a toll.

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

- Adding a toll system is literally attacking the middle class with no additional options. -'Just a few dollars' every day, every 'toll zone' adds up to many dollars a week. How can we live pay check to pay check when having to come up with an extra \$100+ a month just to get to work-Especially with those who work in Oregon but live in Washington or vice versa, that gives no options to get to work and home.-Seattle and other major cities have toll lanes or an additional toll bridge to give other options if someone wants to beat the traffic-with Portland cutting all the streets to 1 lane and lowering speeds it's already created so much inner city traffic and now to make people not want to take the freeway it's moving traffic from the freeway to inner city which will cause more accidents and road rage
- The survey regarding the Metro toll for I205 was deeply flawed and should be thrown out. Nowhere was there a selection to check off that we DON'T WANT TOLLING.ODOT will use the biased survey to say "see, people want one of these options", when we want NONE OF THEM. Get a clue: NO TOLLS, PERIOD!!!
- Hello! My name is Sam, I live in St Johns and am one of the rare drivers with a reverse commute (working in Vancouver and living in Oregon).I wanted to say that I fully support tolling and would like to add a comment that I DEEPLY support options that will dissuade drivers from using neighborhood streets to avoid tolling. Everyday Washington drivers use our neighborhood streets to cut through and avoid the interstate. It's unsafe and a burden on neighborhoods and families. Thanks so much for hearing the comment and for your work to keep the community safe! Sam
- Usually when a toll is added to a freeway system (i.e., California) there are big improvements to the existing freeway. I see very few improvements to the Oregon system - just costs to drivers to use what we already have. Oregon needs more lanes and dedicated HOV lanes where we can go faster. (And, of course, EV's pay the same (they are heavier) along with people of color and the economically challenged.) Why does ODOT AND OREGON have so few new freeways and lanes???? I am 77 and do not want to use the bus, light rail system or bikes (physically out of the question) where so many get mugged and shot. Plus, the filth and mentally ill shouting obscenities: that is why people like their own personal car where they do not have to put up with our present society's underside. Believe me - I have ridden public transportation systems throughout my live where I felt safe - Not in Portland, New York, SF or Seattle these days. So please - when you present all these tolling scenarios do not think we will all be leaving our cars for public transportation. Get real!!!!
- Tolls are the worst thing possible. Why and who thought putting tolls on the busiest roads there are would be a good idea. Taxes are already through the roof. Use that money to build your other bridge. People who don't make as much pay less tolls? Please!!! Consider me poor then. Honesty is out the window on this. Drivers are already on the freeways for hours so let's add tolls and make their commute even longer. I know you are doing this so people work in their own state. Ok fine. All this is going to do is cause people to leave jobs then we'll have more unemployment. Does anybody actually think around your office?? Put this to a vote in both Vancouver and Portland and see what happens.
- Simply put, our taxes paid for construction and maintenance of an Interstate highway system. Poor planning by local governments and diversion of taxes to other uses cause further problems. Tolling in this situation should be illegal. We personally only use I5 or I205 to go to PDX or a Drs appointment. You want to charge everyone to make traffic flow smoother, not by improving transportation, but hopefully by causing people to choose OTHER routes to get them off the interstates. How would paying to use a road increase travel times UNLESS less people used those highways because of the added cost? Double dipping. That would be like selling me an electric washing machine, then later on start sending me a bill for using it. Poor planning. Poor government.

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

- I used to own my own business for 28 years. I had to drive these roads constantly. To be Fair you have to Toll Everybody, but not the same. Commerce takes place on those roads. Small trucks, Service Trucks, etc do little damage to the roads and represent Small business's on the average. Tractor Trailer Rigs do the opposite. They tear up the roads the most, carry the valuable freight that can afford the additional expense and have the income to show for it. Make the Tolls a Write Off for these people to recoup the expense. For TRUE Electric Vehicles (maybe not Hybrids), let them pass without Tolls. You have to encourage this behavior. I am retired. I need a break too. You can also give a break for coming and going AFTER the first Tolls each way. Some people LIVE on those bridges and it's all small entities.
- Hello, I am opposed to any and all tolling of I-5 and I-205. Oregonians already pay a lot for road and traffic improvement, and see little of the improvements our tax dollars are supposed to be used for. Where is ALL of that money going? Where will the toll monies go?? In the pockets of the legislation, is what I believe! I firmly oppose tolling Oregon, period. Thank you
- I get that maintaining freeways isn't free, and that as electric vehicles increase gas taxes that were designed to help fund roads decrease. I also get that traffic continues to increase. As a resident of south Lake Oswego, here are my concerns. Getting across the Willamette River without a boat requires a bridge. It's somewhere around 10 miles between the Sellwood Bridge and the I-205 Abernethy Bridge. Other than everyone trying to go over the 101 year old Arch Bridge and winding their way through downtown Oregon City, the Abernethy Bridge is the only option. At least 80% of the time when I'm crossing that bridge, it's to get off on the very next exit, Hwy 99, to attend a class or shop. I'm on the freeway for about 1/2 mile, and with the recent changes, I don't even need to move into the traffic lanes, my on-ramp becomes my off-ramp. Oregon has lots of rivers that go through lots of towns and cities, and there are bridges to get people across. People in those places are not required to pay for the privilege of crossing the river to be able to get to a store, a doctor's office, visit a friend, go to a park. Why should residents of this area have to pay a toll every time we want or need to do those things? Ok, if I'm driving further... maybe. But, under the current tolling options, those of us who live here are always going to be tolled EVERY TIME WE GET ONTO A FREEWAY. 100% of the time - unless we do all our business between 9 PM and 5 AM. Yes, people from other parts of the state, as well as interstate truckers will also have to pay when they're in the region, but not every time they get on a freeway. So, people living in our area will be financially punished for where we live. And, you do realize that there are lots of older adults who should not drive at night - but will be pushed to do so. You seem to think this plan will miraculously reduce traffic. Because there are so many other options? Suddenly Tri-Met will have routes going everywhere? Because trucks can take some other route to get to Washington and beyond? (Oh, wait, there's a river there, too, and only two bridges!) Can we not find a more equitable solution? If people in Eugene or Albany or Roseburg don't have to pay to get to the other side of their river, why should residents of our area. At least give local residents devices that don't charge us just to cross the river and that give us a reduced rate when driving further, so we aren't bearing the brunt of the cost of tolling. Thanks for the opportunity to comment.
- This is not a good idea. The only reason it's being done is to force people not to drive.
- I am opposed to all selected tolls on I-5 and I-205. Are the people making the decisions using these highways? How about democracy. Let's put this issue on the ballot to see what the majority of the people think of tolling, especially those living in Clackamas County! If you have your heart set on tolls, the only fair ones would be at the Oregon/Washington border so that people who live in Washington can pay for Oregon highways.
- This was an awful survey! Where is the "none of the above options?????Why is it we built these roads without tolls but now we need them? We already paid for them. We need more lanes, yet

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

ODOT hasn't added any in 40 years! I will not agree to any increased fees until you start making electric car owners pay their fair share and quit subsidizing them!

- ODOT changed the on-ramp from Miley Rd to merge with traffic from Hwy 99E. This was to improve speed and help during high traffic and congestion times. Experience driving at high traffic times has shown to do the opposite. When traffic is slow and co... [comment was added to the email subject line so the comment text was cut off]
- Instead of spending so much time on tolling why not look into an increase for ALL licensed cars when registering. Oregon is some of the lowest in the nation. More fair and better steady income.
- I live in Wilsonville and make the journey at least twice per day to get into Wilsonville, and North from there. I'm not just concerned with how much this will cost our household for tolls. We live on a golf Course in Charbonneau and I'm concerned about golfers not wanting to drive here to play golf. There's another golf course in the area that would be impacted also. We have staff coming to the golf course and community center also. The additional tolls would impact them. I'm also quite concerned about my property values here in Charbonneau. If I were a home buyer now, I wouldn't choose to live in an area that will be as heavily tolled as I5 near Wilsonville and Charbonneau. I've also heard recommendations from your own staff saying we could always use side roads. People who live on or near those side roads are already up in arms about the increase in traffic when people begin using their roads. They are not happy about diverted traffic to avoid tolls. I understand that tolls might be inevitable in some respect but why so many tolling standards up and down I5?
- Tolls we don't need them. We already pay a gas tax. Tolls would cut me off from Dr appointments my family. I would have to pay 4 Tolls one way and 4 more to get home. You should stop stealing from the low income. Any toll you take means less food on the table. If you don't have the money save it up. Stop being GREEDY. Live within your means.
- Tolling should not occur on our public roads. The financial mismanagement of the beauroceats in this state is frankly, criminal. The fact that the state can't manage its infrastructure that we already pay taxes for does not permit it to burden it's citizens with tolls. This is incredibly regressive and should not even be on the table. Shrink your government until you can meet your budget, like every other Oregonian already does. I do not approve of tolling in this state. Vanessa
- Considering there are only 2 N/S highways to handle all the trucks and cars there is no proof that tolls will eliminate traffic. It would be nice if more vehicles used the roads at night rather than during the day but most commercial deliveries are made during normal business hours, school buses only operate during the day, folks going to their places of business and back home do not have a choice when to drive, most folks going to restaurants, shopping, business meetings, etc. are very limited to optional driving hours, so how do tolls reduce traffic? And considering the recent rise in gasoline and diesel prices travelers have not changed over to public transit. Perhaps if it were free? One last point, the toll money charged to truckers and all service related vehicles will result in higher prices to consumers. Tolls then become a double whammy to most folks in the metro area. Gary
- The survey was woefully incomplete. There were no options to select for West Linn and Oregon City residents who have no other practical way to cross the river to select their request for exempt local travel concern for multiple trips required a day that would FORCE using local diversion routes to avoid \$20 or more a day for school or work commute with neighborhood business interaction.
- Hi, I am disappointed in the survey questions. The survey isn't designed to get at the most concerning issues that I have. A) people routing through neighborhoods to avoid tolls. Particularly concerning is Oregon City bridge traffic and 99E south of the tunnel. Secondarily is 99E/43/82nd traffic north of I205.B) Increasing costs for low and fixed income people (Soc Sec) and those with disabilities. C) Making the system so complex that it is hard to figure out how much a trip will cost in advance.

Especially hard for visitors to our area. D) Not asking which is a better option, only asking if it's easy to understand. I think they are both difficult but high traffic points are better than zones. E) I believe people should be able to travel the roads without tolls and 'opt in' to toll routes or lanes when they need it. Joyce

- We are against any and all tolls period. Your attempts to sugar coat your terrible and totally unnecessary tolling charade adds just another layer to your unacceptable tolling debacle. Your approach is: If you can't dazzle them with brilliance, baffle them with bullshit. All it accomplishes is to highlight your incompetence. And it demonstrates decades of poor planning, mismanagement and lack of foresight. Now you want us to pay for your failures. We the people don't want your stupid tolls forced on us in any of your idiotic configurations. We the people will vote out any elected officials that support tolling. We the people will sue any unelected parties associated with forcing these very poor and ill-conceived plans to toll Rt 5 and Rt 205 on us. The unacceptable tolling plans, and the totally unacceptable tolling options only serve to point out one glaring fact. Anyone promoting tolling needs to go. You are the problem. One way or another, you need to go. The two options that actually could be acceptable are obviously above your pay grade and beyond your ability to comprehend. 1- Don't force tolling, in any form, on a population that doesn't want it. 2- Consider tolling configurations that have been successfully implemented in other regions, such as the DC Beltway.
- NO TOLLS!!!!!! Mona
- There should be absolutely NO TOLLS! Putting a toll on a road is NOT going to solve the traffic problem. You folks just want money and you are going to penalize drivers because you can't solve the traffic problems. Figure out another way to solve the traffic problems.
- Lets not have a toll.
- To whom it may concern: Please stop Tolling in Oregon. We have a way now to collect road taxes-- DMV. We don't need to pay another business to collect road taxes. This is costly and not needed for our Great State of Oregon. Thank you for listening to me. Mary Jane
- I just read your tolling plan on the ODOT website. I fully admit that I could only follow the text to a certain degree because I hate the idea so much. Simply put, it is not the job of ODOT -- or the state, for that matter -- to "control" how or when people use transportation. Surely, you need to control traffic from a safety standpoint with the proper infrastructure or safety needs. But that's as far as it should go. You are there to accommodate traffic - not direct or control how and when we use it. If there are back-ups, build more lanes. BUT YOU WON'T DO THAT. Go to another state - most of them have enough lanes to accommodate their traffic needs. We do not. For years (heck, decades), you have poured billions into transportation projects that address the minority of traffic volume while leaving the roadways wanting. You mention I-205. Cripes, there is plenty of room to build additional lanes one each side of it. There are a few choke points (most likely the bridges), but other than that - it's a pretty easy build. You mention tolls in other places and in our past. Those tolls are not, and were not, to CONTROL traffic. They were to pay for the project, raise ongoing revenue for upkeep, or pay the private folks who built & own the tolled structure. I have no doubt that this is just another social control device that will do double duty as a revenue generator - in perpetuity. How long before tolls become the next tax device - just like the bogus DEQ clear air stations? And surely we'll need to hire all sorts of diversity folks to properly plan and administer this whole scam. I have no doubt that the tolling will happen because this is a state run by the left. And, I have no doubt that the tolling will absolutely fail to "fix" traffic and will just restrict our rights and punish us for living our lives. But the tolling will never go away, because that's the real drive behind the grift.

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

- To whom it may concern: We do not need Toll Roads in Oregon. We have a way now to collect road taxes DMV. We do not need another expensive way to get more money for our roads. It is very costly especially for low income and disabled. Please stop this idea. Thank you for listening to me.
- I am opposed to all selected tolls on I-5 and I-205. Are the people making the decisions using these highways? How about democracy. Let's put this issue on the ballot to see what the majority of the people think of tolling, especially those living in Clackamas County! If you have your heart set on tolls, the only fair ones would be at the Oregon/Washington border so that people who live in Washington can pay for Oregon highways.
- Dear Tolling Committee, Thank you for the opportunity to provide feedback. I surely hope that any feedback you receive makes a difference and is just not filed somewhere where it cannot inform decision making. As a Charbonneau community resident (voting block of 3300 people), I am very concerned that our voices may not be heard over the push of greater interests within our state. Because of our community's geographical location (just under the Willamette bridge) we are essentially "landlocked" in terms of our ability to get services and food. We are primarily a retired population. Our best option for obtaining food and medical care is to use the bridge that crosses the Willamette to the first Wilsonville exit to get these services. There is no regular city bus from here either, not that that would suffice if you need more than a single bag of groceries. Many of us travel to Wilsonville at least four times a week for medical and food needs. Most of us take the first exit to Wilsonville, which means you rarely ever merge onto I-5. We don't want to be penalized because of where we are located at the bridge. As I see in your new plan options, it looks like Plan B-2 would allow Charbonneau residents to get to food and services without being tolled. If this understanding is correct, that would be most beneficial for us all. Please confirm that my understanding is correct. Secondly, if this is truly an option, what needs to happen to make this option the one that moves forward? I thank you in advance for your response.
- Hello, I work with Mary McGowen on the Strategic Action Plan project team. Thank you for the response below. We would still like to find a way to connect with EMAC on the update to the SAP. If you don't mind, please let me know who to contact to discuss other options. Greatly appreciated!
- I am opposed to all selected tolls on I-5 and I-205. Are the people making the decisions using these highways? How about democracy. Let's put this issue on the ballot to see what the majority of the people think of tolling, especially those living in Clackamas County! If you have your heart set on tolls, the only fair ones would be at the Oregon/Washington border so that people who live in Washington can pay for Oregon highways.
- Dear Senator Frederick, Representative Nathanson and Committee Members ;I submit this email in lieu of testimony to your Interim Hearing regarding highway tolling to be held on September 27, 2023.I am opposed to any ODOT plans to implement tolls on I205, including tolls to pay for the ongoing construction to the Abernathy Bridge, tolls to pay for additional lanes on I205 from Stafford Rd. to the Abernathy Bridge, tolls to pay for seismic improvements to the two I205 bridges over the Tualatin River, tolls implemented to reduce demand or discourage travel by motor vehicle or tolls implemented for any other reason. I have done considerable research into the ODOT plans for tolling, attended over six public meetings hosted by ODOT or the City of West Linn, Clackamas County or the City of Oregon City on tolling. I have read ODOT's preliminary environmental assessment and the ODOT summary of public input into the public information process. I also submitted my own personal response to the preliminary environmental assessment. My reasons for opposing tolls are as follows:
 - The Oregon Legislature passage of HB 2017 was not well understood and not adequately explained to the people of Oregon prior to its passage. I suspect that the legislators at the time would disagree but it is obvious from the public outcry that the public is not on-board with the tolling concept. Furthermore, few of the legislators who passed HB 2017 are still in office. I

believe it is time for our State to revisit the question of highway construction and maintenance funding and how expenditures are prioritized. Until this takes place, I will oppose any tolling plan.

- The gas and diesel tax and weight mile tax increases have not kept pace with the cost of highway maintenance and construction. In essence, this means that for every mile driven on state roads, the cost of wear, tear and capacity increase exceeds the amount of revenue coming in from fuel taxes. These taxes should at least increase to keep up with the costs to maintain the roads and pay for expansion of needed capacity.
- ODOT policies are at odds with Oregon's clean air and decarbonization goals. How many millions of dollars did the Oregon Legislature appropriate this session to clean air and decarbonization? Meanwhile, ODOT, through the Department of Motor Vehicles penalizes motorists who choose low emission and no emission vehicles by charging significantly more for titling and registering their vehicles. ODOT gives the lowest registration fees to the vehicles which burn the most gas or diesel fuel and expel the most pollutants. This is completely at odds with what Oregon is spending millions of dollars on and it is wrong.
- ODOT has been opaque on many aspects of their tolling plans. First, they claim that tolls are needed to pay for the current construction on Abernathy Bridge but then they claim they have no idea how much the tolls would cost. How could they possibly estimate revenue to pay for the bridge without estimating how much the tolls would cost. Why can't ODOT just be honest with us? Next, if the tolls are to pay for construction, why doesn't ODOT commit to removing tolls after the construction is paid for, as was done with the Interstate Bridge over the Columbia River? Yes, I'm old enough to remember the tolls on that bridge and when they stopped. Same with Astoria Megler Bridge. Then, ODOT tries to claim that tolls will be used for "demand management", meaning they will just charge people tolls to discourage them from using the roads they are paying for.
- Crime within ODOT seems to be a problem. Employees here in this area were just recently convicted of theft of millions of dollars from ODOT through the use of purchasing cards. Poor financial internal controls at ODOT are indicative of an agency that is out of control and is too big to effectively manage. It is undeniable this is one of the reasons that ODOT's project cost estimates are constantly unreliable.
- The tolling plans are highly discriminatory in regard to which highways are tolled. There is currently a \$158 million project underway to improve Hwy. 217 in Washington County. There have also been numerous improvements to Hwy. 26 in Washington County through the years. In contrast, I 205 has barely had enough work done to keep the road open. And yet, there are no plans or even discussions about tolls on the Washington County highways. Why is Washington County exempt? This is very unfair.
- The Legislature appropriated \$200 million to Multnomah County to replace the Burnside Bridge along with \$20 million for the Hood River White Salmon Bridge. Why does the State have \$220 million for county bridges yet there is no money for I 205, an Interstate Highway? I will not believe that a shortage of funding is why the I 205 project is cancelled as long as the State has that kind of money to give away to other projects.

As I stated earlier, Oregon needs to have a conversation with the public about how our highways are maintained and expanded to meet needs. Until this conversation happens I will be a no on tolls to pay for highways. Thank you for listening. Richard

- Dear board, Tolling is a stupid idea!! The cost to build and operate a system is prohibitive. Just make more government jobs and will do nothing to decrease traffic just make more stops for people at toll booths. Solve the shortage of money by cutting most all the red tape, rules, regulations, and the demand of hiring minorities and union workers to do the jobs of building and repairing the roads. More

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

than half the costs of maintaining the roads go to following unnecessary rules, regs, environmental garbage, and just plain stupidity!!!!David Silbernagel One who has seen the waste of money spent on roads that had nothing to do with the roads themselves !!!

- Hi, my name is Bethany and I have some comments about the change in the 205 Bridge proposal, where it would, um, instead of adding a third lane, it just remains two lanes. As a voter, that is not what I approved that funding measure for. I approved it for three lanes, and that was a significant part of why I chose that. I would love to speak to someone and add my voice to some comments about that decision, and to see if that is still open for public comment, and if not, I believe that it should be. And so, I would like to advocate for that as well. If you could give me a call back, that would be great. Again, my name is Bethany, and I would like to speak to someone regarding the decision to change the I-205 Abernathy Bridge to changing that plan from three lanes back down to 2. Thanks so much. Bye.
- Good morning-I've responded to the tolling questionnaire and in it, the statement was made that tolling would relieve congestion on the tolled roadways without pushing traffic onto arterial streets. How will that occur if there are no plans to extend light rail (increased hours to/from Wilsonville, light rail service to Salem) or additional services (bus routes to/from Wilsonville to Salem or up I-205)? WES is not being expanded, and Wilsonville is outside of the TriMet service district, yet Wilsonville is very much a part of the congestion and the start of the tolling corridor. Those ideas - road tolling, no additional traffic on arterial streets, and relieving congestion are mutually exclusive. Without additional service there is no way that road tolling will relieve congestion. In addition, traffic already stacks up at the Boone Bridge and there are no arterial streets crossing the Willamette River unless you are taking the Canby Ferry or driving via Newberg (not a close option). I realize you're "selling" an idea, but I'm being asked to pay more money that I don't have for something that won't improve. It's very discouraging. Thank you for reading, D.
- It's sad that rather than address issues which include unchecked immigration which has given us extreme population growth, the DMV thinks the best solution to addressing interstate traffic problems that have been problems for 30+ years is to make it even more expensive for people to get anywhere to the point of forcing businesses to close and people to lose their jobs. What are service vehicles and delivery vehicles supposed to do that make numerous trips daily on these roads? Likewise people with health issues that must visit hospitals or other medical centers for treatments such as for cancer and kidney dialysis? Then there the people just barely hanging on by having more than one job just to pay the rent and eat. This is saying that "if you don't have enough money, you can't drive on my roads". This will further contribute to homelessness. Sure. you say you are going to allow lower rates for those demonstrating special needs. We all know how slow the government is at setting up those exemptions. You can claim this will be different but coming from the agency that has resisted doing anything for over 30 years, do you expect us to believe you now? Chip --Our job isn't to save them. Our job is to set the example and show them how we saved ourselves.
- Why not extend the tolling areas out I-405 and SR 26? A lot of the traffic is from the commuters going to Intel, Nike, Microsoft, Google along that route. I think you are being totally over optimistic about tolling compelling drivers to take other forms of transportation or refusing the bumper-bumper traffic. Public transit is not mature enough to get a person to where they need to be without taking all day. There is no public transit connection from Vancouver to Portland and vice versa, across the bridges. But this WILL be a "cash cow" that will rake in the money to be wanted frivolously. It amounts to yet another grievous form of taxation to go with the environmental tax passed along in higher gas prices.
- You jack asses have a survey that is open for two days online? It is because you don't want to hear the results. Why this whole thing is going down. You are gross. Michael

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

- I just filled out your Mobility Survey regarding tolling and was to say the least very disappointed in the format and question layout. It appears that ODOT has not moved off of the original program which crashed and burned. Unclear why toll amounts were not included in the examples? Would also like to see what the startup expenses and revenue estimates are and what the plan is when they do not meet expectations? Is this information available? I do not understand why you believe that motorists will move to other forms of transportation (they are marginal at best today and there does not appear to be significant improvements coming). I fully expect that motorists will bail onto non-toll roads in order to bypass the tolls, that includes truckers. Also unclear why ODOT and DMV have not figured out a program to tax Electric Vehicles. Perhaps a fee equivalent to the gas tax based on mileage paid at time of registration. Perhaps if a toll is the only option the focus should be on one small portion of 405 to start with and a nominal fee based on 24 / 7 timeframe. Steve
- Greetings: I did the survey but there was no place for suggestions; curious why there was not an option for a method similar to California and other states? Scan the license plate as you enter the freeway and then as you exit and the price is determined by the distance. Your plan A sounds similar but it sounds like it scans as you enter another section on the freeway as you keep driving instead as you exit. Thank you, Linda
- I retired from WSDOT and was working for the agency when they introduced tolling on I 405 and 520. They did not toll all lanes on 405 so you have a choice to move more quickly and pay a toll or (sometimes) sit in the non tolled lanes and move more slowly. As the then agency's expert on Environmental Justice, I worked with managers during the implementation phase. I was very concerned about the many people who do not have bank accounts nor credit cards, and immigrants who may have no concept of tolling and not understand it. Not tolling all lanes does somewhat address these concerns. As a now Oregon state resident, when I am up in WA and driving on 405, I do not use the tolled lanes but then I don't drive through during rush hour either. I'm only there several times a year so see no reason to set up an account with them, nor do I want to have my license plate photographed and get a bill in the mail. But the WSDOT system allows for that. The ODOT proposals don't seem to. So, I'm wondering two things that I don't really see addressed on your site and I did the survey. Are you considering leaving some lanes untolled for the groups of people I mentioned? My personal question is: If I set up a toll account, could that be used up in WA state also when I'm up there? Thank you, Kathleen "The point is not to pay back kindness, but to pass it on." Julia Alvarez
- I took your survey and answered the questions to the best of my ability. However the options for answers were limited and biased. 1) No where was there an option to say if I am in favor of tolling at all. 2) my answers are based on not knowing a critical piece of information - how much will the tolls be? Tolls of \$0.25 each would get one answer while tolls of \$2.00 would be answered a totally different answer. It would be like ordering at a restaurant that doesn't show prices on the menu - yea, it would be great to have the surf and turf but can I afford it. I can't make that decision without asking the price and being told that you will find out when the bill comes. 3) any tolling of the roads will force more traffic onto the local / side streets. And with the work that is being done to reduce traffic lanes (traffic calming on Division, Glisan, Halsey, 102nd, 162nd, Naito pkwy. etc.) Those streets and neighborhoods will become more congested. Your whole premise is that tolls WILL be added to I-5 and I-205. I don't believe that we ever voted on and approved the entire concept. I don't believe that imposing tolls on the interstates will achieve reduced traffic flows and shorter commute times. Tolling is strictly another form of taxation and revenue enhancement. And with ALL taxation programs there is no "end point" and nothing in your program to limit future raises in the tolls when you decide you need more money. And if this a fair taxation, shouldn't the program include the Washington portion of the roads? Finally, if Interstates are federal highways, what is the Federal role in the imposition of

tolling vs. Increasing traffic lanes? Other states seem to make improvements to interstates as opposed to tolling.

- Hi~ My name is Bethany and I read an article in the Oregonian yesterday in which I learned of the proposal to not expand the Abernathy bridge to 3 lanes. As an Oregon voter, a significant part of why I voted for that tax package was to fund the expansion of the bridge to 3 lanes to relieve the congestion pain point it produces every day. While I understand the costs have gone up significantly, it seems irresponsible to put so much money into updating the bridge and not add a 3rd lane as the greater Portland population continues to grow. Is there a person or forum taking public comment on this? If not, is there someone taking comment on that? Because not having the lane expansion is not what voters approved and they need to be considered before ODOT fails to deliver on what they said our money was going to. Please let me know who to contact by phone or email. Thanks for your time and effort to keep Oregon moving.
- Your survey on tolling has no questions which ask if the respondent agrees or disagrees with your tolling plan. A true survey would ask questions about if there are not alternatives to tolling. Like narrowing the lanes so more lanes could be added with lower speed limits to keep travel in narrower lanes still safe but traffic in these corridors would move faster if there were more lanes & no tolling to slow traffic while tolls are being collected. How do you toll folks traveling through from other States or regions if you don't have toll booths? How do you collect from those who don't pay the toll? This is a folly, just trying to force people to use mass transit & spend hours in unsafe environments since our current government can't enforce the laws we now gave & allow the insane to roam among us putting us all in danger & allow them to destroy our parks, and our city streets & neighborhoods by illegal camping & destroying tax paying citizens property values by allowing such to take place along our freeways & byways safety corridors by allowing them to camp, loiter, & trash our once beautiful City & State. Your survey on tolling is a waste of time since it only assumes it's the only way to solve the problem!
- Greetings Hannah, We received a call from Brian Stewart with Clackamas Fire. He is seeking information about tolling as it relates to emergency response organizations. Clackamas Fire wants to determine what may or may not be included in their budget for tolls and wants to know: Will there be tolls for emergency response vehicles going code? Will there be tolls for vehicles not going code but going to training, either in emergency response vehicles or for non-emergency response vehicles? Will there be tolls for the Battalion Chief vehicle in any circumstance (responding to incident or other, such as event, training, appearance)? Will there be tolls for staff using regular vehicles, such as IT staff, admin staff, or staff in non-emergency response vehicles?
- One thing that is not addressed here is what you do about visitors and immigrants who do not understand about tolling, the latter probably confused when they get a bill in the mail. If you have a cash option, how would that work? Obviously, you don't expect people to mail cash. Kathleen
- Hello, Can you link me to the page for the proposed toll on 205? My partner lives in Lake Oswego. He needs to pick up his daughter from Happy Valley multiple times a week. It is already a long drive. Adding expenses to it would make it even worse. This toll will penalize single parents and people who aren't able to find work where they live. Thanks, Joanna.
- Hi, I attended the recent Webinar on Sept 27th. During the webinar, I typed a question about getting a recording of this show, and was told it would be available for those who attended. Is it available yet? It was the Tolling webinar on Sept 27th. The advertisement was this:
- How are motorcycles going to be charged for the tolls on the I-5 & I-205 plans? Will it be the same sticker and license plate choice or will they get an exception to the toll? Thanks Zach

- According to the newspaper, your survey was supposed to be open through Oct. 9 I just checked and it says you are not accepting any more participation. Is this correct?
- I have received comments from Stafford Area Hamlet and CPO Board Members that ODOT is no longer sending Meeting Scheduling notices to our area. Please continue to send I 205 and Tolling Meeting and Event Notifications to the people included in this email and others who have previously commented on tolling or requested notices. Thank you, Randy -Tualatin Valley Board Chairperson
- I completed the survey up to 67%, then after repeated efforts it would not let me go further or to post the portion I had completed.

3 Comments Received by Web Comment Form

- This is a bad choice. You did poor planning. Tri-Met keeps raising the prices of using the bus and reducing routes and it seems like government just wants more money to waste on fluffy things that do not help the infrastructure or improve anyone's life,
- I am very concerned about the annual cost of tolling. I am a Washington resident and I already pay Oregon income tax and pay for gas and parking. I pay Washington taxes, too. I feel that the extra costs to travel to work and support Oregon's economy are unfair.
- Tolling is a terrible idea. Just stop trying. It is the #1 most expensive way to collect tax revenue. It will not meet your objections. It will never be equitable. One of the main reasons traffic along the routes identified is so bad is that there are no good viable options. You want me to trade a 20 minute car ride in for a 1 hour and 34 minute bus ride to work? Crazy! Side streets are already packed with traffic, and your only fooling yourself if you think tolling won't make that worse. More traffic on side streets = more accidents = more people dead. The only way I would support tolling would be for new highways that don't exist right now, and even then tolling should only be used to pay off the initial construction and then be abolished. Tolling is not the Oregon way.
- NO TOLLZ OREGON IS 3RD HIGHEST IN INCOME TAX YOU ALREADY GET \$\$\$ YOU WILL PUNISH PEOPLE WHO R JUST TRYING TO GET AROUND AND TAKE PROFIT FROM IT YOU WILL NOT IMPROVE NOTHING!!!! YOU SAY YOU WANT %\$\$ TO EARTHQUAKE THE BRIDGE IF A BIG 🌍 QUAKE HAPPENS THE BRIDGE WILL BE UNDER WATER !!! HOW SAD THAT YOU WANT MORE AND MORE FROM TAX PAYERS TAKE IT FROM UKRAINE OR THE HOMELESS THEY DESERVE MORE THEN THE HARD WORKING CLASS LAW STATES GOVERNMENT MADE BRIDGES CAN NOT HAVE TOLLZ WE HAVE A FREEDOM TO TRAVEL WITHOUT BEING CHARGED A DIME WE HAVE SPEED CAMERAS ALMOST ON EVER MILE IN MULTNOMAH AREA WHY WHY YOU GUYS MAKE ME SICK ASKING FOR MORE \$\$\$THE TOLLZ WOULD DO NO GOOD YOU JUST WANT MORE \$\$\$
- I am opposed to tolling any roads in Oregon. We have already paid for these roads and you collect enough in taxes. If you do not have funds for pet projects then you don't do them.
- I frequently travel via rideshare to see my elderly family member in Vancouver. I feel it is unfair that would have to pay a toll or pay a surcharge via rideshare to cover the toll. Industrial commercial traffic should pay the tolls, not the locals!
- I am so confused at how a state with some of the highest income taxes, gas taxes, county taxes, etc. has the need to start tolling its roads? I see this as evidence of mismanagement of funds.
- I did not see Option 3--None of the above. Why not simply improve the efficiency of ODOT to free up some of the wasted money and use that to pay for some improvements?

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

- Toll zones should be directional according to demand. Southbound might be tolled in the morning while northbound is free (or vice versa), and the afternoon could be the opposite. Likewise, weekends should have different hours and rates. 2) Exempt nobody, except perhaps service and emergency vehicles. As soon as anyone sensitive to tolling is exempted, traffic reduction becomes impossible. Exemptions also begin to look as if the tolls are being targeted at Washington commuters (who can't vote the project's authors out of office), thus creating a basis for a federal lawsuit that would gum up the project for years. 3) Big trucks take more space + following distance, so should pay a higher toll. 4) Eliminate diamond lanes (and prominently mention throughout your sales pitch that this tolling is a replacement). 5) Each zone's hours & toll levels should be set (in each direction) by demand. Monthly / yearly adjustments should be by engineers calibrating to avoid traffic congestion, not state legislators maximizing revenue. Shoulder-times should have reduced tolls (i.e. set peak-toll hours, reduced-toll hours, and free hours in each direction in each zone). 6) Render the project revenue-neutral by reducing gasoline tax in the areas being tolled. This is absolutely vital -- You will never achieve any goal like traffic reduction so long as a political incentive exists to distort toll levels / times / directions. The mere existence of Option-1 demonstrates that this distortion exists. To measure the distortion level, just talk to an Oregon politician and suggest that all the revenue go to some agency (e.g. federal) that they can't touch -- then count the expletives. 7) Incorporate the Abernethy bridge toll into the larger I-5 / I-205 tolling project. That bridge should become just one more zone priced in each direction at each hour according to demand. 8) Tell the Interstate Bridge Replacement Project to ditch light-rail! It's not because Washingtonians hate rail -- something that Oregon politicians will never ever comprehend. The outrage is that light rail across the bridge would grant Oregon politicians the power to tax Washington property but never face Washington votes. That's taxation without representation -- intolerable!
- Hi~ My name is Bethany and I read an article in the Oregonian yesterday in which I learned of the proposal to not expand the Abernethy bridge to 3 lanes. As an Oregon voter, a significant part of why I voted for that tax package was to fund the expansion of the bridge to 3 lanes to relieve the congestion pain point it produces every day. While I understand the costs have gone up significantly, it seems irresponsible to put so much money into updating the bridge and not add a 3rd lane as the greater Portland population continues to grow. Is there a person or forum taking public comment on this? If not, is there someone taking comment on that? Because not having the lane expansion is not what voters approved and they need to be considered before ODOT fails to deliver on what they said our money was going to. Please let me know who to contact by phone or email. Thanks for your time and effort to keep Oregon moving.
- I believe that this should require a vote to determine by Oregon residents. I'm a native Oregonian.
- READ MY LIPS NO TOLLS AT ALL USE THE MONEY YOU ALREADY STOLE FROM THE WORKING PEOPLE
- What part of no tolls does ODOT not get. I support current legislation to eliminate this funding option for Metro Portland projects. Raise the gas tax and charge by the mile for using state maintained roads. Next step a vote by the people you serve. No tolls..
- No Toll !!!!Find another solution but no toll!
- Have lived in Vancouver for 30 years. Used to go to Portland and surrounds frequently for non-work purposes. Now I rarely go because of traffic. This tolling will further reduce my trips because I am most likely to go to Gladstone which will be two or three tolls away.
- Tolling is taxation and focused on keeping the less economically advantaged pinned into locations and dependent on services. Effectively you are targeting minority and low-income people with the

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

inability to travel and access resources. Tolling should only be allowed through a general vote by the citizens, not an administrative decision by ODOT leadership.

- Your survey is evasive and not clear and it felt a bit like a shell game with no where to voice n actual opinion. Also all you “Zones” seem built to have people pay WAY to much for any travel on bit I-5and I-205 and those of us who live on the cusp of both with an interchange so you need to get on on and immediately get on the other or Visa Versa are stuck then no matter what. I think you are doing a loop and again not caring about the people who live in this are at all. If your goal like what is happening with stores closing downtown Portland is to drive people out of the metro area then fine you are on your way to do that but if you want to help the situation find another way or maybe other highways to toll, besides no what're did this even tell us how much time we would save, if it is 5 minutes and I am paying three tolls EACH direction it is sheer nonsense. Sorry this just makes me more frustrated with this toll issue just seem like you have been told no and now you are just recycling and expect us to listen to more nonsense rather then working to find real solutions that would for benefit people or save actual time which honestly this won't really do.
- This is an awful idea at an awful time. People can't afford their gas and simply assuming that taking more money out of the pockets of an already overly taxed population is a good idea then you are WRONG. I personally will do everything humanly possible to avoid paying any toll on roads i have freely driven my entire life.
- NO TOLLS!!!!
- I just completed the survey about tolling. However there was no place to give actual feedback. Tolling is inequitable and unlikely to reduce traffic in I-5 and I-205. Most people are having a hard enough time affording necessities in their life, and they shouldn't be burdened by another cost. Access to I-5 and I-205 is vital for a lot of working people. Why do we need to add another cost to go to work? In my household, both my spouse and I work full time and are often struggling to make ends meet due to the cost of childcare, housing, groceries, gas, etc... Adding this additional cost will directly impact our finances and make it another barrier to going to work. Stop adding to the burden of the working class with another cost!
- Nobody wants your toll... it's an out of state idea that disproportionately affects local residents. We would need to plan all of our trips for the week and combine them rather than traveling freely. People are barley making it as it is. Our parents generation build this country and this generation can't even matain what you were given 😞 😞
- NO TOLLS!!! Have you seen how expensive gas is? And now you want to charge extra me to use the roads to get to my job? I'd rather sit in traffic a little longer than give up more of paycheck. And why would you charge during all daytime hours? There is hardly any traffic before 7am, so why would we have to pay from 5-7am? That is thievery!
- Anyone associate with or who has in any way supported the notion of charging the citizens of Oregon to use our roads should be fired immediately with intense and extreme prejudice. They should be black-listed and banned from any employment within the borders of Oregon. They should be hounded and driven from our state for their betrayal and malice towards the Citizens of Oregon.
- NO TOLLS. You tax our roads, gas, and mileage already. ENOUGH!
- We have already paid for our roads in our bridges. You should be a better Stewart of the money that we send you and stop trying to nickel and dime the citizens of Oregon for your pet projects.. Your miss use of road funds and coming and asking for more is absurd. Coming out and tolling the people in the country, why don't we start with taxing anybody going to the state capital or downtown Portland or downtown lane county instead of the people out in the country.

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

- Please no tolling. The impact to the community is devastating.
- I don't believe tolls will have the impact on traffic that you're projecting. There are many people, myself included, that don't have the option of working from home or adjusting my work schedule to correspond with a lower toll. I would have to make a daily trip through all the zones regardless of the route I choose, so I pay four tolls per trip, which hardly seems fair. Our trucks - as well as what I assume are the majority of trucks - also don't have the option of being able to pick & choose the times at which they need to travel. I'm also concerned that 5 & 205 are "freeways" not "tollways". They are part of the Federal Interstate Highway System. Is tolling even legal? I'm sure the proposed toll schedules will have commercial trucks paying higher tolls. There's a limit to what we as truckers can afford - we already pay many thousands of dollars per year per truck in road use taxes and fuel taxes. We are not an endless source of funding. And the state charges motorists gas tax per gallon.
- We do not want tolling. Stop pushing it. We are already taxed and tolled, expenses coming out of our eyeballs and you want to saddle us with more and more? Stop now!
- The fact that your survey does not include any question regarding whether or not anyone supports tolling whatsoever is quite telling. This tolling idea is railroading normal people's abilities to freely go about their lives without more onerous government theft from their pocket books. The people DO NOT WANT TOLLS. You are shoving this project down the people's throats. We have demanded a vote on this and you will not refer it to the public you are supposed to be serving. Those freeways were already paid for with taxpayer dollars and now you want to suck more blood from us. Find another way to fix the roads. We say no to your tolls.
- The probability that tolling is going to get people on to mass transit is vanishingly small. The probability that tolling will displace traffic on to surface streets is very high. Tolling of thoroughfares has a disproportionate impact on "our most vulnerable," most especially those on fixed incomes and those living at or near the poverty level. I have not seen any suggestions for tolling that have a tolerable impact on privacy. If tolling is automated, there must be strict laws ensuring the privacy of toll payers -- time, location, direction, at a minimum. And that means laws with teeth to prevent abuse by surveillance operations, policing, insurers, and a host of others. I would much rather see something like a ton-mile excise for generating revenue; but then i have a small car and don't drive that much any more.
- Tolls are bad and won't decrease traffic, all it does is allow our over paid politicians to collect more money from us hard working individuals and then spend it recklessly and not on what it needs to be.
- There should be no tolls in Oregon. Stop wasting our money on studies and trying to implement a toll and start fixing the roads. Road dollars come from taxes. Stop the buraucracy BS and spend the dollars on the projects not on managers and PR firms trying to set up toll roads.
- Your survey asked if I identify as a person living with a disability. I am not, so felt I should answer "no" but an adult member of our household is wheelchair bound, uses TriMet LIFT.
- Every single one of you working on this project needs to kill yourself. This state is already taxed enough and times are rough for many, dont make it even harder for good people to feed their families. You are all worthless trash.
- We voted no on the toll. We expressed our concern over our city roads being the "get around" the tolling roads. We've experience the back up and excessive traffic just as the round about was being built. The tolling will affect our neighborhoods and our paychecks. The impact of the extra expense having to toll 4+ times a day, 5 days a week will affect our family greatly. Our voices have been expressed and they need to be heard.

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

- Do not toll our highways! Perhaps you should not allow anymore housing units to be built. Our infrastructure is basically the same as in the mid-1980's when we had a metro area population of approximately 700,000. Now the population of the Portland Metro area is closer to 2.7 million people. This infrastructure does not support the population. If you want to toll than add lanes to all the major freeways. I5 should be no fewer than 4 lanes in the Metro area and same with I84. Use the money you have wisely instead of wasting taxpayer dollars and then trying to toll us for the most basic improvements that should have been made over 20 years ago. No Tolls!!!
- I am opposed to tolling in Oregon
- Please make motorcycles exempt from paying tolls to reduce congestion and encourage a more environmentally conscious tolling project
- A Toll will not. Help the issue. You are just trading one failure for another. Your quiz conveniently lacks questions and answers that would actually capture us folks real opinions. For those that can't afford "a few dollars" (a lot of money for the majority of us). Each direction. Added cost to a budget that is already tight. Especially if traveling for medical reasons. It will ABSOLUTELY dramatically increase traffic on the "avoid highways". Route. Traffic on these side streets are already backed up at intersections that at stop signs on only one direction or no signs. What is the clearly simply stated plan to address all of the different alternate routs. I am AGAINST the tolls in any form. There are alot of us that travel to and from Portland metro area to Marion county for a number of reasons. Home health. Medical appointments and procedures, Jobs, 2nd jobs. Taking care of parents. There must be a plan for all consequences and fall out of putting in not one toll but up to three. What are those plans? Think globally not linear. I'm a hard no on tolls.
- I am opposed to all tolling
- No tolls! They're regressive and outdated. Raise road funding through proper tax channels. And they WON'T fix congestion problems! People need to drive at certain times over certain roads and will continue to do so. Be creative! Offer rewards for carpooling. Think outside the box! What's next? A double-taxing sales tax??
- I was under the impression the idea was to toll the bridges, not both I-5 and I205 all the way through the city limits. Another tax and another tax and another tax, it's getting impossible to survive living in Portland in the service industry wage range. So getting my husband to work at the airport as a cook I've got to go through 2 zones there and 2 zones back? The max doesn't even start early enough for him to take to work in the morning, but if your tolling starts at 5am, we would have no other choice than to drive up 82nd avenue every day. I think you need to get back to the idea of tolling the bridges and get the commuters from Washington that clog both highways at peak hours to pay their fare share that Oregonians are already paying through taxes.
- I do NOT think it is fair to impose a toll on those of us who must work in person and do not have control over our work hours. A review of how funds are currently spent should be priority to see where wasteful spending could be redirected. Tolling the roads will only hurt our taxpayers pockets more, as well as burden side roads creating danger for those who live nearby. I don't agree with tolls, but if money must come from somewhere, toll the bridge between OR and WA. Thousands of people live in WA but commute to OR, meaning they do not pay their share to drive on our roads and vice versa. But you should not be tolling the people who live, work, and pay extremely high taxes here.
- I cannot believe that in these times of economic struggle for so many families - struggling to put food on their tables and gas in their cars - that looking for ways to take even more taxes from them is someone's idea of great thinking. I will most certainly avoid the freeways after this and take alternate routes - merely out of disgust.

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

- I just took your survey monkey re tolling. This tolling survey is fundamentally flawed...while an option to fully support the scheme is present then is no option to register a strong NO TOLLS was given. I am now retired from an executive position that required a daily commute to Salem from Milwaukie, as well as, many trips weekly around the Portland Vancouver Metro area. In addition, I have lived and worked in the San Francisco Bay Area and have an additional residence in the Seattle area. I am very familiar with tolling, Tolling is not the answer to the "loss of gas tax revenue" it's an addictive and easy way to raise cash. Why is there no plan to charge an annual fee based on mileage for users of electric vehicles to make up the the gas tax revenue loss? Why is ODOT reluctant to survey the residents in the targeted area(s)with a simple (yes) or (no) question re tolling? The governor pushed the a pause button on the tolling scheme because she politically aware, ODOT needs to be sensitive to the mood of ordinary citizens and stop listening to its insular echo chamber. Thanks for the opportunity to express my opinion.
- Instead of tolling, add more lanes the rest of the states. Very little improvements have been made over the last couple of decades so of course traffic sucks. Forget tolls. Make more paths for vehicles to travel.
- We do not want tolls on I-5 or I-205. Find a better way to fix it. Add lanes, create signs explaining how to zipper merge in high traffic exits, or build better public transportation options. Pay for it another way though. Or abandon this project because it's a bad idea.
- You did not include on your survey this historical option for tolling in Oregon when it comes till tolls for new major road construction projects. One is capturing the toll at the area that is being improved/Expanded until such time the construction costs are captured. The second option is selling municipal bonds and collecting the specific toll until the bonds are paid off. "Forever tolls" are a non-starter with the citizens in these affected areas.
- Please explain how a toll would make my trip FASTER. Is the assumption that there would be less traffic because of the toll? Foolish thinking! And if there is less traffic it's because the cars would take surface streets through neighborhoods, making the neighborhood streets less safe because they now have MORE traffic. Also we have ALREADY paid for these roads and shouldn't have to pay again! When will the government STOP trying to take all the money I work SO HARD to earn!!! Take your toll and shove it!
- I get what you're going for on the tolling, but I live in portland and work in salem for state government. There are no carpool or vanpools for my area. How else am I supposed to get there, especially if the tolls are always the same so it's not even worth staggering my schedule to commute at off peak. I would quit my job as my job is not offered as remote. I wonder how many other state employees would do the same.
- I am opposed to tolls in Oregon and SW Washington. Stop wasting money with the tolling studies. Tolls will only cause an extra financial burden for those who cannot afford to pay them.
- Please don't add tolling to Portland area freeways. We have some of the highest gas taxes in the nation but there has been little road improvements. Tolls are unfair for the lower income, increases traffic on local neighborhood roads, is frustrating and expensive for visitors and locals who don't travel on freeways very often, the cost of installing and maintaining the tolling system eats a lot of the money earned. There has to be a better way such as car pool lanes, road improvements, traffic monitoring and trip planning, additional lanes, a Portland bypass, etc. I hate traveling back East because of all the toll roads and I hope Portland can be innovative in coming up with better alternatives. Freeway use should just be for the wealthy that can afford the tolling. Raise the gas and EV tax and registration fees instead if really necessary.

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

- Oregonian pay the highest tax rates in the US. Stop soaking the working class with additional taxes! Tolling is ridiculous. We have more than paid our fair share for the roadways through our 47% tax rate! No wonder people are fleeing the city and state. Your tax base gas collapsed! Oregon is going to be left with little tax revenue, and a population that does not contribute to the tax revenue but takes every single penny in using all the services that are able to be provided, which won't be many!
- I do not support the tolls on I205 or I5. We pay taxes that should be managed to pay for road improvements. I live next to I205 and I would be required to pay tolls just to go anywhere. That's isn't right and would put a lot on people in the area.
- This survey is an absolute farce. They only choices given are all terrible and it is obvious there is ZERO interest in conducting an honest debate around need for additional revenue. This is merely another massive tax imposed by liberal cowards too afraid to put it to vote because YOU KNOW there is zero chance it gets passed. Democrat policies have ruined this state. All you care about is power and money and your thirst for both is insatiable. Put this to a vote of the people where it belongs! Shame on ODOT and state leadership.
- Tolls will create havoc on our side roads and country roads. I travel these roads daily and already see the chaos created from drivers avoiding the freeway during rush hour. I also see accidents daily on these small country roads. I'm fearful of my teenagers being hurt when they drive to and from school due to the huge increase in drivers and congestion on these roads. If you impose tolls, you will only be further endangering the lives of all who have no choice but to use these roads daily, by forcing non-local drivers off the freeways in an effort to avoid tolls. NO TO TOLLS! NO to further deaths and accidents on our side roads!!
- This is ridiculous! Every day I read about Oregon having excessive amounts of money from taxes. Just a few months ago this was published. Oregon's coffers are overflowing. State officials have brought in so much tax revenue they expect to return \$5 billion in credits to taxpayers next year via "the kicker. "I don't care how the state of Oregon distributes it, you have more than enough money, and middle class workers like me can't afford these money grabbing tolls. We are one of the highest taxes states in the u.s, and we dont want or need tolls. The state and ODOT should learn to budget the money they get better and not just demand more.
- I would just toll just south of the I5 and I205 bridges across the Columbia. Decreasing the number of daily commuters would improve traffic south.
- Tolling is a terrible idea that has not solved traffic issues anywhere. Just look at California as an example. It is simple a means to tax working people that can not even afford to live as it is now. I will vote against any politician that approves this! NO TO TOLLING
- My biggest concern is overcrowding 82nd Avenue. Lots of schools and kids walking. 82nd will become more dangerous and deadly.
- Tolling is the worst idea politicians have presented. I had lived in California for many years where tolling is in place and it has never improved traffic. In fact it made it worse. I will never vote for anyone who is pushing for tolling and for those that are already in office I will work to remove you. This is a play to make more money and harm those constituents that it will impact most, including people that need to use the roads to make a living and have no other option to get their place of work. This is a scam to get people off the roads and switch to dangerous public transportation. If this is put in place I will consider moving from the state.
- Why are we not calling people coming to and from Washington/Oregon specifically? Typical Portland DOT area over doing everything and making it way more complicated than it needs to be.

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

- If this goes thru, I will only cross for work purposes. You already tax Washington residents for working in Portland taxation without representation 😞 A new I-5 bridge will do nothing for traffic, you infrastructure is poor at best. It will still bottleneck in Portland. I guarantee it.
- I am 100% opposed to tolling of any kind on the roads we have already paid for. Who ever thinks that adding a toll will decrease traffic is just plain wrong. People have to get to work and travel, The fact is that mass transit, Bicycles are not a option for most people. How do you plan on tolling the out of state traveler who is visting on vacation. Will they have to make multiple stops to pay all the different zone tolls? That will cause major traffic delays. Traffic was great during covid when people were working from home those of us that had jobs that are essential and stayed working as usual know that. Now I here Portland is trying to make people return to work downtown all that's going to do is increase traffic. I get that when you neglect a freeway system for 40 years never adding capacity you are going to have issues. But maybe you need to tell the people that. The trucking industry is clogging the roads and doing the mot wear and tear. Any one who is on the roads during commute times can see that. I know that because the port in Portand closed containers now come into Seattle and have to go south on I5. Maybe there needs to be a impact fee on them. Also any development needs to be paying impact fees. Big business that brings in a operation that is going to increase traffic needs to pay there cost not get a tax break. Because then the working public is then on the hook to pay those costs.
- I'm sick and tired of having to pay more and more all the time for the privilege of living in a crime ridden, meth infested, graffiti filled, trash can full of potholes and idiots! And you want to raise the rent 10% from it's already completely stupid levels? \$5.00 or more per gallon isn't enough? Now you want to milk us a little more with tolls. These (ah geez, no one will mind) little inconveniences add up to big money for what? or should I say for whom? The city of Portland owes me a new tire, a new rim, a front end alignment and since I have a All- Wheel Drive vehicle, you have to make it four new tires! Multnomah County can't even fix potholes with all the road and gas taxes already in place! And by the way, \$258.00 just to register an old boat trailer? I can't wait to see how much the car is going to cost (due right at Christmas of course). And however much the car registration is - tack on another 50% just because I'm stupid enough to live in Multnomah County where they tax you for the rain that falls on your house! Something has got to give.....This used to be a pretty nice place.
- You shouldn't toll, it will affect poor people who can only commute in a car, families and people from Washington who travel to Oregon only to work. Fix your gas tax problems and stop misappropriating your transportation funds on things like graffiti clean up. Maybe you should enact a local sales tax to cover your debts, that way the people of Portland can pay to clean up their own mess instead of putting it on Washington residents. You want to regulate street level traffic as well as enact trolling so people have little other decision than to pay your extortion tolls. This will not reduce traffic because most people do not have the choice of taking public transportation or changing the route of travel. The best way to reduce traffic is to encourage growth in the areas people are traveling from, this way maybe people can actually gets jobs where they live. If rolling is enacted, I'll ensure I do not have to come to our travel through Portland for anything, winter spend any money in the city and will discourage people I know, it's not hard considering how crappy Portland has become. I also just read that PBOT has a massive shortcoming of millions in it's budget, and that road maintenance will suffer as a result. So, why would I want to travel on your unmaintained roads and have to pay extra to do so, you are already known to lag on repairs and now it's going to be worse? Portland has had budget issues for years, don't put it on Washington residents to fix your problems. Enact a sales tax today because when the I5 bridge gets replaced, we will have to pay a toll for that too.
- enforce the HOV lane usage. Try and increase the registration based on milage driven and weight of vehicles.

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

- Tolls should only be in the area before the two Columbia river bridges. There are two main reasons for this: Washingtonian commuters are not paying taxes for the roads they use. I drive from Clackamas to the airport weekly and the majority of cars I see on my route have Washington plates. Interstate commuters should be contributing to road maintenance via this toll. We should only place tolls at high traffic areas at the areas before the bridges to ensure this. The bridges are the only unavoidable tolls. All other tolls in the proposed options would be too easy to avoid and thus result in more congested side streets (ie 82nd drive). Please only add tolls right before both Glenn Jackson and the interstate bridges. We'd rather pay those much higher than having a bunch of smaller tolls that still congest the commute of side streets.
- I don't want tolls on our highways. I grew up in Clackamas County and I love that Oregon doesn't have tolls. Also, so many people rely on 205 and I feel it is hurting us local people more. I would rather have road taxes to pay for this. If there was a toll that said after x money that would be reasonable. Lastly, my husband and I think tolling one lane would make more sense. That way it is a choice like it is in Seattle.
- I just took the poll regarding tolling the two main roads in and out of Portland and Vancouver. I don't know if the main reason was to generate revenue or handle high traffic but I am a bit frustrated with people in any sort of power just thinking the best way is to charge their residents more money. Have you not even SEEN the economy lately?!?! I am struggling as a single woman just barely able to reside in my city to keep working at my job that I've been at for 10 years. Every once in a while I need to go into Portland and my dentist and chiropractor are still there. Yes, I could find those things in Vancouver but I have established a relationship with them and would like to keep them as my doctors. My rent has just gone up, the price of gas keeps being high, groceries are expensive, my phone bill isn't the cheapest thing in the world (yet a necessity for life), everything is expensive and your thought is to charge them for yet ANOTHER thing?! SHAME ON YOU! I don't have anything nice to say about this tolling idea and I desperately hope you'd find another way to fix the problem instead of taxing your poor residents into homelessness, joblessness, or suicide. Good day!
- I am strongly against any tolling on I-205 or elsewhere in the Portland region. Tolling will highly affect the cost of living when people are already struggling to make ends meet. We're already paying high costs for gas with average gas prices being among the highest in the nation. It doesn't help that landlords will be able to charge up to a 10% increase in rent next year. It will cause additional strain to poor/struggling individuals even with discounted rates and I am unconvinced that efforts to keep people from clogging side streets to avoid the tolls will be effective. It will lead to longer and costlier commutes and will make it harder and more expensive for companies to find local employees to hire, which may lead them to closing up shop and moving to cheaper areas. I am extremely disappointed that ODOT feels that tolls are the only way to move forward when we are already being nicked and dimed with taxes and high gas prices and insurance. I will vote against any politicians who support tolling. I speak not only for myself but for several others in the area who feel the same way. Thank you for taking the time to read this.
- Tolling will hurt many people trying to shop local businesses and/or family. Gas tax, lottery money is suppose to be paying for our roads. Use the dispensary money, there's plenty of that. Get rid of personal state tax and have a sales tax, but not both. Oregon is a big tourist state.
- I'm irritated that I took the survey because I didn't have any chance to voice my opinion - just whether the options were easy to understand and my priorities regarding implementation. I don't see how traffic will move faster unless you add more lanes or divert cars to surface roads. This appears to be a plan to divert traffic to surface roads by charging to use existing infrastructure.

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

- We think 3 things are necessary in order to move forward. 1: independent audit of financials and performance (non government) of both Oregon and Washington Transportation agencies 2: VOTE by the people to show that the public does not want a corrupt bloated criminal government three letter agencies imposing taxes without representation. 3: Once the size and scope of the audits are revealed, remove ALL unelected upper management bureaucrats. Install court ordered temporary management until a block chain ledger system is implemented, allowing "We the People" unfettered access and transparency to ALL areas of the agency. In the meantime begin trials of officials corruption charges exposed by the audits. Isn't it NOT funny how 200 million of taxpayers money without a vote goes to the homeless, with buckets of cash still unused, yet your agency is 30 million short!! ALL management/politicians involved in this scheme are enemy of the people, and should be treated as such!!!!!!
- NO TOLLS, worst idea ODOT has ever had.
- Your tolling options are all terrible. Stop attacking working-class people and just tax the fucking rich directly. This isn't difficult...why are you purposefully making it so?
- Use the left lanes as toll express lanes like in California so people who want to pay for them can. Do not force every driver in all lanes to pay a toll as this will just push people on to the arterial roads and make the neighboring street traffic worse. Keep in mind that tolling will not change people's mind about using mass transit or bicycles as it is impractical to get around the Portland area in a reasonable amount of time. Again, all it will do is force people to look for alternative routes away from any tolls and crowd up the neighborhoods.
- The idea of having to pay up to 6 tolls to drive from one end of the metro area to the other is frustrating. Both systems would charge you multiple tolls to drive from Wilsonville to Vancouver. You've had tax money from drivers for decades and already squander it. This may very well increase the mass exodus from Portland and continue to kill the businesses that hang on. I almost never shop in Portland as it is. This will make it never. You can say it is for toad improvements all you want, but we the people don't believe you. And 9pm is too late.
- In my opinion we already pay enough taxes to address our road and traffic issues in the Portland area and we should not have to pay a toll. I believe this is just another way of forcing people out of cars and into public transportation that will not meet our transportation needs.
- There has to be better things for the OR state gov to be doing than toll roads
- Your tolling program is horrible! You are going to force people off the freeways and onto the side streets. They you will be able to say "look we alleviated the freeways" but in result you created more of a mess on the surface streets. And stop telling people to take public transit as an option. For the vast majority of people that isn't a viable option. Try commuting from Wilsonville to Beaverton on transit, you will spend hours of your day. Good will not come from tolling and we know it is just a gateway for you to keep increasing the amount and taking more and more of our money to be misused by the state.
- This toll is a very regressive tax! It will hit low income people very hard, and for sure put traffic into neighborhoods that can't handle the traffic and makes the neighborhood unsafe. Before ODOT takes more money, they need to explain where our high gas tax is spent.
- We live south of the Willamette River. We must use Boone's Bridge to access shopping and medical services. Please do not require locals to pay a toll to travel one exit to cross the bridge.
- Tolling is a terrible solution. Your survey is poor because it presupposed that people support tolling. It is designed to help rich people and truckers and no one else.

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

- It seems awfully easy to spend other people's money. Retired with no income increases anymore—don't count social security increases because health care increases negates the increase—inflation and extreme regular expenses through the ceiling—adequate planning could have avoided this situation and if all road related taxes went directly to road repair we could afford this. I will seek to use alternate traffic roads but this is not an acceptable alternative. Leave it the way it is
- I just want to go on record as being formally opposed to highway Tolling. Unless there is a guarantee that once the project is paid off the toll stops. Part of what makes Oregon special is that there are no tolls here. Please keep it that way.
- I just finished the online toll survey and was astonished your treat the tolling concept like a foregone conclusion that must happen. The citizens of Oregon do NOT want tolls. This is a money grab that will only fuel government waste. Tolls have done nothing to alleviate the terrible traffic in cities across the east coast. I live near the freeway and am already inundated with traffic trying to escape the backup on the freeway -- tolls will only make this worse. I will fight these tolls every step of the way and if we are allowed to vote on it, will vote emphatically against tolls. Please, for once, do the right thing in the interest of the taxpayer, not the government coffers.
- I am very concerned about the proposed I5 project bringing more traffic to the neighborhood streets. Living in Piedmont on a road many use when traffic is backed up on I5 (including many semis) I can already see an increase of traffic being more frequent on my street if tolling is put into place.
- All tolls need to be abolished & are unconstitutional & is only going to hurt minoritys & low income earning Oregonians!
- Tolling is not about equity, it is about expediency. The framing of survey question #8 says the quiet part out loud: "Is it reasonable to pay a few dollars... to have a faster trip?" The privileged framing of that question presumes that it will be preferable to experience a "minor" financial sacrifice for convenience. How is this about equity? How much longer will systems be created that harm the vulnerable while conveniencing the privileged? Charging people to drive on a road, after removing or never providing adequate alternate transit options, while acknowledging that many will not access the low-income relief program, is not about equity. Stop calling it that. Call it what it is: a targeted fund collection system.
- While I don't live in Oregon I drive on the roads daily for work. The tolling options you've provided are garbage. As this survey is written this does not provide a reasonably fair option for tolls. The average person is already struggling to afford food, gas, and daily needs. Even in my household where we have a modest home and warm over \$100k combined, struggle to dig ourselves out of debt post COVID, I can't imagine the average family's in Oregon struggling to put food on the table now being expected to pay a toll for a freeway system that has been neglected for decades, only now are we trying to address the greater problem with no guarantee these tolls are going to improve traffic. How does creating tolls decrease the amount of traffic on the road? I'm love to believe i5 and 205 are going to add lanes, but at what expense to the homes along i5 and businesses along 205? Don't bother creating tolls until we have a reasonable, and completely thought out plan to increase capacity on these freeways or figure out how to add additional roadways like the games i605 proposal from the 60s.
- Your survey was manipulative to get the answers you want. It is reasonable to pay a few dollars for a faster trip, it is not reasonable to force your citizens to pay money to go to work or live a normal life. A toll lane is reasonable, completely tolled freeways are not. You have citizens of Wilsonville who will have to pay to use their public services, you have dangerous roads that are going to be flooded with extra cars, and you were hurting our citizens who can't afford to live in Portland but won't be afford to

drive there for work either. Make money from optional one lane tolling, not off the backs of your poorest citizens who can't afford it but also can't afford not to work.

- In my view, the best sort of road tolling is of the kind used by CalTrans in California: tolls only for (occasionally limited access) express lanes and bridges, with no toll for traveling in most lanes at any time (unless crossing a bridge). This should be considered as an option.
- Hello! I am not sure if this is possible, but if tolls have to happen on I5, can they only be for people coming in from Washington to take advantage of our lack of sales tax and then going back home to Washington? That area is where I see most congestion on I5 and I feel it's not really fair.
- We should NOT have tolls. It affects many v low income families who cannot afford more. YThis will cause more traffic to spill into neighborhood streets. I know many in pdx who are against this, as I am. Quit instituting more taxes and use what you have more effectively. We are overtaxed and cannot afford more.
- Tolling any road in Oregon is unreasonable. I pay fuel taxes and property taxes, I do not need to be taxed on my drive to work, taxed at the gas station when I need fuel on my way to work and then get taxed when I get paid. Odot is trying to get more money from the working class that is trying to just survive with already rising living costs and inflation. I shouldn't have to make up for odots poor money management.
- Putting tolls on the highways is the stupidest thing I have heard of. You need more here's a thought. Those people who own an electric car need to pay more for licensing to cover the loss of fuel tax. Those people riding bikes should have to register and license them just the same as cars especially since they are using the roads and having special lanes put in. Another suggestion stop wasting money by putting sidewalks down the middle turn lane like what's been done on SE Division east of 205. Maybe you should all start looking at things of this nature instead of stupid things such as tolls.
- Toll roads have garnered considerable controversy due to several compelling reasons that render them unacceptable. First and foremost, toll roads often place an undue financial burden on commuters. These fees can accumulate to substantial amounts over time, particularly for individuals who rely on these routes daily, effectively creating a regressive tax on mobility. Furthermore, toll roads can exacerbate socio-economic disparities. Lower-income individuals and families, who may have no choice but to use these roads for work or essential travel, bear a disproportionate share of the toll costs. This exacerbates income inequality, hindering economic mobility. Moreover, toll roads can promote inefficiency and congestion. When drivers seek alternate routes to avoid tolls, it can lead to increased traffic congestion on free roads, undermining the efficiency of the entire transportation network. Critics also argue that toll roads often represent a form of privatization of public infrastructure. Private companies or consortia are frequently responsible for toll road operation and maintenance, which can prioritize profit over public interest and accountability. In sum, while toll roads can generate revenue for infrastructure development, their adverse impacts on equity, economic fairness, and traffic efficiency make them unacceptable to many. Alternative funding models and solutions must be explored to address transportation challenges without placing an unfair financial burden on citizens.
- Congestion on the interstate highway system is only a problem in the Portland metro area. While it's possible that people in the metro area could use other modes of transportation being dissuaded from paying tolls, it's not true of people coming from outside the area to access the state's only major airport, only medical specialists, or other amenities only in Portland. Oregon's planning has resulted in setting up Portland as the hub destination that Oregonians must go to. While traveling to Portland for major events is optional, travelling for specialized medical services may not be, particularly for people with certain health conditions. It's not reasonable to expect people from outside the metro area to get

to Portland in a way other than by motor vehicle. Amtrak + public transit takes far more time. It relies on having hours of free time to depend on an unreliable schedule of buses and trains to arrive at appointments that may be time dependent. Medical service schedules are not compatible with the proposed hours where tolls would not be active. Driving to a Park and Ride could be a reasonable alternative for some if the P&R is located such that the drive trip is outside the toll zone and the destination is reachable by transit within a reasonable time. Currently, all TriMet Park and Rides to frequent service lines are in proposed toll zones. All of the proposed toll plans discriminate against people who are dependent on specialized healthcare. Though infrequent, most Oregonians outside of the metro area have occasional need of a top medical specialist when unfortunate conditions arise. They'd be unfairly charged a toll because there isn't another transportation option. I think that a better, more equitable way to toll users would be to implement the toll from the freeway on-ramps to off-ramps (similar to transit fare metro cards), when both parts of a trip are within the metro area, rather than tolling the mainline that affects all travelers. That would still be most of the traffic. A small percent of travelers are going completely through Portland. That way, the toll is upon those who have a transportation choice and choose the freeway. Yes, this could add congestion to the local street system. That in turn makes the alternate modes (bus, bike, micro mobility) more comparable in efficiency.

- Tolls in Oregon to drive in existing FREEWAYS is truly a crime against the citizens of this state. I hope that someone pushed a ballot referendum so we can vote on it so we taxpayers can vote it down. The a ballot referendum to limit the power and authority of ODOT, reduce its size and fire the senior administration. We are so tired of the working person being forced to pay more and more while we see so much government waste. I also hope that one of the many accidents around the George Abernathy Bridge tolling projects ends in a lawsuit against ODOT to force them to realize this is such a stupid idea and it does nothing but hurt those trying to live their lives. My team of attorneys are anxiously waiting.
- As someone who lives in Washington and works in Portland, a toll makes little sense. This takes more money from people who are already struggling to afford housing, instead of using taxes from registration and other, pre-existing, sources of revenue. The fact I would have to pay money to go to work 5 days a week under any of the tolling options, and several tolls depending on which location I work at, would take away a significant amount of money from me, just for a highway system that will never have the capacity to keep moving smooth at all times. Even at 2 dollars per toll zone, I would be looking at 20 per week at best. Please find another option for funding other than tolls.
- Please do not do tolls. I am a resident since 2004 and can barely afford to live in Oregon anymore. You take so much of my paycheck already and enough is enough. I am looking at moving out of state if you do this.
- How can you justify tolling people on roads our taxes already pay for? We already force everyone in the state to pay transit tax, even if they live nowhere near Portland and will never benefit from it. Oregon has enough money. Find a way to cut other spending if you absolutely need to fund something new. Oregon is already too expensive to live in. Don't make it harder. We're struggling enough without you're "help".
- I don't understand how stopping to pay a toll, and in some cases stopping more than once depending on how many tolls you have to pay, is going to improve traffic.
- don't want tolling at all.
- This is one of the most poorly assembled survey I've experienced. Please look at a focus group that can help assemble a better survey that produces real outcomes. It appears that you've constructed the survey to get the answer you want, and then come back to us and say the results of the survey

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

are this..... not real opinions. I don't feel the state has the need to extract more fees for projects when the revenue collected through annual taxes exceeds the approved budget. (kicker refund) While I am not a high user of I-5, I-205, the Metro area is already one of the highest taxed regions in the PNW. Why make it worse? Maybe teach users on planing ahead for travel times with existing conditions? Good Luck....

- I believe that taxes are high enough and that money is being mismanaged. Why then does the outcome for money mismanagement fall to the tax payers again? Get it together, figure out where the money is leaking out and into who's pocket, then fix the freeways infrastructure to accommodate all the new Oregon residents (that each city has had a hand in) inviting to our great state by allowing an over abundance of new housing and apartments to pop up without accommodating for them on our already poorly taken care of road system. This is your fault, you fix it.
- This poll is very misleading. It is dishonest. All of the questions are leading toward what ODOT wants the answer to be. It is not an honest impartial poll. It is a disgrace. Any results from this poll will be skewed towards ODOT. SHAMEFUL!
- I just completed the RMMP survey. There was nowhere to make this comment in the survey, so I am submitting it here... Not providing possible tolling rates (actual cost to drivers) makes evaluating the options very difficult. While one can get the idea of how the options differ, not quantifying said differences seems to be a shortfall in really gauging how the region feels about these options.
- I do NOT believe tolling is right for Oregon, or really anywhere.1. It will NOT clear up any traffic. People have to get from point A to point B and we essentially have two main roads to do so.2. Tolls are taxes, be real that's what it is. It's a money grab. It hurts the poor more than the rich pretty much like any tax ever.3. Tolling does NOT bring job to Oregon. See Seattle for example, it brought jobs to Texas where the HQ is to run the tolling but not to Washington. Tolling is a terrible dumb idea and just a money grab. Up the gas tax and put an electric tax in for roads if you really need the money, Even better keep politicians working for less money and use your money wisely instead of being greedy.
- Your survey was not helpful as the answers were set and did not allow for real or responses that varied from tolls. There are other ways Amy's to raise funds for roads. I am NOT in favor of tolls at all on any Oregon roads, I 205 and especially south 205 around Oregon City, West Linn, Tualatin. The cost is unfair as there are VERY FEW roads in this area anyway. I prefer a GAS TAX that ALL would pay to raise funds for roads and be in accordance with how much one drives versus WHERE one drives. Too bad your survey wasn't looking for other options to the funds problem instead of only focused on tolls and saying you sent out a survey! Work to solve problems that work for all the people of Oregon.
- A toll road should be a separate highway or road from the original highway that provides a better option for travel in the same direction for a toll. It should never be a regular "freeway" traveled by all. It should be an option!!!!!!!
- How much faster is the commute with tolling in place? What is the impact to local communities for drivers "skirting around" toll areas? Why is there no toll plan for Highway 217 or Highway 26 that have as much or more congestion than I-5 and I-205? Where is the option for no tolls, or to build additional highways to move traffic for efficiently?
- Dear ODOT,As a lifelong Oregonian living in the Portland Metro area, it has been clear for a decades that traffic congestion and the array of negative side effects it causes are among most critical issues we face, and that our infrastructure is grossly ill-equipped to deal with the influx of new residents in recent years. That said, TOLLING IS NOT THE ANSWER but essentially a regressive tax we did not vote for, one which punishes the working poor and small business for using our roads and bridges far more than it does the rich, especially given the lack of reasonable alternatives for traveling around the

region and across the Columbia. There are a myriad of other solutions that would help improve traffic conditions in our region without resorting to tolling. Most importantly, our infrastructure should obviously be improved to accommodate more traffic by widening roads and adding bridges and ferries, but this should be paid for by increasing taxes on ALL Oregonians, statewide, especially those wealthiest businesses and individuals who leveraged our infrastructure to amass their fortunes in the first place. Legalizing motorcycle lane sharing would also make better use of existing infrastructure by reducing congestion (along with the pollution that comes with it) and making motorcycling safer, for free, and this would be a self-reinforcing cycle: motorcyclists removing themselves from the normal flow of traffic reduces congestion for everyone -- but especially motorcyclists -- and this encourages more people to commute by motorcycle. There was a Belgian study that found that something like 10% of car drivers switching to commuting by motorcycle and taking advantage of lane sharing resulted in a 40% reduction in overall traffic, not to mention fewer crashes and less severe injuries for motorcyclists. Improving public transit in meaningful ways and incentivizing people to use it would also be tremendously helpful. Our current system is incredibly cumbersome and inefficient for traveling more than a few blocks. Investing in our infrastructure to reduce congestion and pollution, and improve our health and economy, stands to benefit all Oregonians -- even those who may not live in the Portland Metro area or cross a bridge each day -- so we should all be contributing toward these improvements.

- If tolls are being charged I will absolutely 100% use alternate roads. The concept is abhorrent and would inevitably would cause a regressive economic impact, or worse, would delay emergency travel, given only the options described. How many wrongful death suits would it take to offset the projected benefits?
- I found the survey to be misleading, and will likely yield misleading results. It did not allow a person to say that they don't want tolls - only 'which toll option do you prefer?' and 'Do you believe it is reasonable for someone to pay for a smoother trip on I-5 and I-205?' I can easily see these answers being used in ways to make it seem like more people want tolls than actually do. I think tolling is a terrible option that will result in increased fatal and serious-injury crashes on our roadways, more greenhouse gas emissions from added congestion on surface streets, and less livable communities due to traffic diverting around freeway tolls. I think an increased gas tax (or the amount it would be if it had been adjusted for inflation for the past 30 years) - and a corresponding vehicle-mile tax on electric vehicles - would be a much better way to fund the badly needed infrastructure improvements on our freeway system.
- A toll on I-205 and I-5 would be detrimental to Washingtonians who commute to Oregon for work. We already have to pay aggressive taxes and have to deal with the homeless in the communities. If you implement a toll, you would be pushing many lower income families to work in Washington.
- Why are we not tolling the I-5 and I -205 bridges between Oregon and Washington!!!!?? That should be the only toll project that should even be considered. The only other option is to create a carpool lane or fast lane and only toll those lanes. You then give the driver an option to go slow and with traffic for "no cost" OR choose to get there quicker in a fast lane with a toll. Portland is already a hot mess with so many other issues. This is just one more nightmare we don't need!!!!
- Tolls should not be allowed for roads that have existed for years. Tolls would be acceptable on new roads that actually reduce traffic. Any plan to put a toll on an existing road that's already been paid for and doesn't actually decrease travel time is absurd. This plan is just a money grab with no actual solution for commuters.
- I believe the fundamental reasons and options for the entire concept of tolls around the Portland metro area is flawed. I did say, "around the Portland metro area". Not the way this should work. If implemented, tolls should be directed at non-residents. I-5 bridge Southbound, same with I-205. I-84

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

at Oregon-Idaho border both ways, etc. this notion of charging locals to go from Gladstone to West Linn, Gladstone to Gresham, Gladstone to Portland, etc is ridiculous. ODOT needs to reach out to more than Washington to get examples.

- My job has me on the road all day long. I drive all over the metro area, and I would be paying 6 tolls a day to drive to work and back, plus at least 12 more tolls a day just doing the driving for my job. I think we should have a Toll/express pay lane and a free lane and I would like to see a daily/monthly cap on tolls.
- We do not go to Portland if we do not have to but being required to pay a toll to use a road we have already paid for is not called for. We already have one of the highest gas taxes in the nation to pay for roads. We are being taxed at every turn and this toll would only punish those who use the highways to get to work.
- NO to highway tolls! Somebody just wants to profit off of the huge construction projects, which will eat up much of the income from tolls for decades, not to mention the traffic congestion from the huge constructions. Legislators are DYING to pose with golden shovels symbolically breaking earth, regardless of whether the project will net any income, and regardless of the traffic congestion caused and the environmental pollution needed. Billing and accounting for the toll receipts will also eat up much of the income. A simple way to inexpensively gain income for highway maintenance is TO TAX TIRE SALES! The tires that do the most damage to the roads COST the most, and so fairly distribute the tax where it is deserved. NO TO TOLLS!
- Adding tolls will not reduce traffic. People still need to get to and from their destination, it will just cost more to get there. There should not be any tolls for people traveling to the airport. The Washington side is not bad, traffic flows on that side of the river. This is just Oregon's way of getting more revenue for their projects. I bite No Tolls! Especially 295 to and from the airport.
- I am strongly against tolling. Oregon should designate funds through their own legislation.
- Your tolling survey didn't have any options to select NO TOLLS. What I want is no tolls, and simply using the taxes (tax system) we already pay to widen and improve the I205 and I5 corridor and add new Columbia river bridges. It's ridiculous that this has not been done over the years.
- I'm concerned that tolling is just another tax revenue plan. We already have gasoline and Diesel tax at the pump. Increase these to pay for road Upgrade and maintenance. The Administration costs of at tolling system wastes money and duplicates the long standing gas tax.
- This is crap as the tax payers have already payed for the Gleen Jackson Bridge. Now ODOT and all there wisdom wants to charge for something we have already paid for. Thanks for nothing Oregon.
- I think paying a toll on our freeways is a joke because I know that the Oregon Department of Transportation receives hundreds of Millions of dollars every year from thousands of carriers that drive millions of miles on Oregon roads from the pay per mile road usage tax. If you would manage the money instead of wasting it, we the people of Oregon wouldn't have to pay the price from Your misuse of the funds that you already receive!!
- Tolling I205 is a terrible idea and need to be stopped at all costs. It will cause massive disruption and extreme safety issues to communities around the tolling site. It is inequitable, and will severely harm working families who are already reeling under inflation and inordinate housing prices.
- I do not appreciate being asked to take a survey regarding I5 & 205 tolling with the question "do you support adding tolls to said roadways" omitted because I vehemently do not. I wouldn't have taken your survey if I'd known that I'd not have that input option. Imo, the only tolls that make sense are border tolls to/from Washington because we as PDX residents already pay way, way too much for the quality of life within this city. And •now• we're likely going to be asked to endure •additional• strains on

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

out already-disproportionate income in relation to the cost of living in a city that is quite frankly, a shithole, to live in. No. I do not support this in any way.

- I have lived in other areas of the country and I can tell you as I'm sure you're aware that tolling is not an option to resolve traffic issues. The areas I've lived in that had similar population numbers and previously had more traffic issues such as Salt Lake City, Utah rather than impose a toll without the consent of the population, added lanes to the freeway, including an HOV lane. It made parallel smaller highways and expanded a high speed train which went along side the freeway from what would be Oregon's Wilsonville to Salem. With more choices for drivers, traffic improved significantly and without upsetting the entire metro area as tolling would have done. When that's the only myopic option being considered it shows a lack of foresight or concern for the people living here who you know are going to be extremely unhappy with that option. Areas such as Washington DC metro area which I lived and did have tolls on some highways also had already made an HOV lane and expanded the metro train and created many more lanes than Portland thinks are enough. The main reason there are traffic problems in this area are that the Portland area has a draconian idea of how many lanes should be on a freeway. I've never been to any other city, (Dallas, Denver, Baltimore, DC, etc that have perpetuated such a traffic crisis as Portland metro with such underbuilt roadways and freeways. Most people who are traveling to work or appointments don't have control over the hours they can work or attend their meetings and pretending that they do and that charging them money will help shows the state is only looking for more money to load their pockets with for people's pet projects which is criminal and does ZERO to reduce actual traffic. Only a state like Oregon would pretend that's a solution. If you want less traffic, you have to have more options of where and how to get there (more lanes, alternate highways, HOV lanes, an actual commuting train that goes all the way to Salem and to some of the main suburbs, etc). All of those options have PROVEN results without having to look very hard. Yet ODOT chooses the least effective way that just proves how deep the corruption is within it's organization. Oregon continues to be a great disappointment from Portland crumbling with crime and filth everywhere to its worthless and poorly managed roadways. You know how to solve the problem, but you choose not to do it and instead carry on this charade that filling your pockets with more tax payer money will make everything better for us all. No one believes that, but you continue to carry on as such. If you want to make the right decision, then fix the problem and stop trying to tick everyone off with ridiculous and unreasonable options such as tolling everyone without their consent. You might get richer, which I'm certain is your only concern but you well know if will do nothing for traffic and only enanger the entire Portland area which you continue to destroy through a lack of foresight, ethics or ability to manage roadways. Sincerely, Clackamas county resident
- I will drive on the packed roads that go through little towns to avoid the toll. When 1 person gets into an accident from the increased traffic because of the inconsiderate tolls being introduced as ODOT cannot manage and finance a traffic structure, the suing that will endure will just increase the toll cost I assume. Toll everyone or no one at all. And be responsible for the accidents and even deaths that might occur on the roads going through villages that aren't equipped for the traffic imposed onto them.
- I just did your "Tolling Poll" and I noticed that the area around Oregon City where 47 meets 205 that there is no tolls. I can't help to think that you are being influenced by the "elite" in Lake Oswego. Out of all the places that need a toll it's that spot. Also just roll the interstate bridges over the Colombia. We all know it's people coming from WA for work and shopping that slows everything down. The only way this tolling would be acceptable to me would be to fund the Max over the bridges to WA. Also this is just going to make the parallel roads to 205 a living nightmare. Also whomever came up with this tolling crap I wish they would step on legos every time they got out of bed. Fin.

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

- No tolling ! Oregon over charges its citizens more then any other state. Get rid if state income tax, gas tax, FMLA tax, Metro tax and replace with 7.5 % sales tax on goods except for FOOD for EVERYONE. Tolling is stupid!
- Do not make a toll system. It's already expensive enough to live in this area and cost of living continues to go up. A toll system is not going to be an improvement for anyone and will only make people more upset.
- Many of us live in Washington though we work in Oregon because we could not afford to buy a house in Portland. This tolling is a large, unjust, inequitable regressive tax that will send done families into bankruptcy. Many people have no choice but to drive one of these two bridges. There must be options for local commuters to keep the cost down. The current plans will ruin lives. You MUST come up with something better.
- My wife and I support tolling ONLY FOR ELECTRIC VEHICLES as they pay no road tax as we do. WE ARE TOTALLY AGAINST TOLLING FOR ALL AS THE COST JUST TO GO SEVERAL MILES IMPACTS ALL OF US WHO ARE RETIRED! Further, tolling will drive us to use surface streets along with thousands of others and YOU will make the total situation worse.
- I disapprove of the tolling plan. It is targeted and unfair.
- Fuck all of you at Odot who keep pushing tolls. State taxes are ridiculously high, meanwhile somehow you all miss-manage funds so much so that you have to put tolls in? This won't do shit to ease congestion. It's a disgrace, and a waste of tax payer dollars. It's amazing any of you boneheads still have a job. People are suffering out here with inflation, and ridiculous rent hikes. Tolls just stoke the malcontent.
- When you demand tolling, you have offered NO alternative road ! Most cities with toll roads have alternate routes for choices. Your DRACONIAN plan is 'antisocial, 'anti senior', anti-economy.. You have wasted millions \$ in the last 30 years & have failed to build a third bridge. Your incompetent plan is NOT ACCEPTABLE !!!
- We absolutely do not want a toll on oregon roads!!! They have done nothing to reduce traffic in other areas. They affect the poor people the most!
- Using traffic congestion as a blunt weapon to affect social behavior is inherently unfair. Tolling based on congestion adds additional costs and inefficiency on multiple levels. We all drive on roads and highways. We all require equal access to roads and highways. We all need to pay as little as possible to meet roadway infrastructure funding requirements without regard for social engineering. Residents living in the Portland Tri-County area would be far better served by efficiency and cost reduction from collecting an income-based tax that has a very large base so individual costs and social impacts are minimized. The income tax is needed as the transition to EVs eventually eliminates collection of gas tax at the pump. Better to implement now than later. Slight annual adjustments to the roadway tax rate could ensure optimal matching of revenue versus expenses. If necessary, voters could approve changes for large projects. The same applies to the proposed toll for crossing the Columbia. We really don't need tolls that disproportionately affect some populations more than others, depending on where they live. If there is a toll, it should be limited to regional non-residents who do not contribute to local roadway income-based taxes.
- I think this is a very bad idea and seems to have the main goal of forcing the poor people to use surface streets so the better off can have life a bit easier at rush hour. I guess everyone who decided to push this has a salary of over 80,000 a year. The average people of Portland can not afford this extra expense piled on them as the economy slows and shrinks. Considering that traffic has never returned to pre pandemic levels it is also totally unnecessary.

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

- Charge for bicycle lanes, each bike purchase has added cost to recoup space out of roads and maintain the extras the govt keeps mandating. Add a registration system, theft control.
- No Tolls. Period.
- abran mas carreteras o puentes para ir a Vancouver o venir a portland abran calles para no usar el freeway
- It is unacceptable that Portland is allowing lobbying to bring tolls into Portland. It's propaganda that it will provide any good. It only lines the pockets of a select few. This is common knowledge from states that do have tolls. Save Oregon from evil tolling companies.
- Tolling everyone is not the answer for Oregon. Already, poor, fixed income and even middle class people are stretched to the limit. If plan A were implemented, I would be taxed every time I went into the town in which I live--Wilsonville. Many people would be taxed daily just to go to work---some, who can barely afford a tank of gas, let alone a road usage tax. Much of the problem with our traffic happened when the PORT OF PORTLAND closed and thousands of products that were originally shipped, were now sent by trucks. Thus, there are thousands more trucks on the road. As well, most other major cities have some kind of a circle route that takes them around the city if they are not stopping in Portland. A road like that would help immensely. Tolling would cause dangerous congestion in our suburbs, some neighborhoods and other areas that have more pedestrians or people on bikes causing more injuries and fatalities. Perhaps a toll on long haul trucks would help, however, a toll on everyday people is a terrible idea. For the people in Charbonneau, we would literally be taxed multiple times just for where we live. Many of us have been here for decades and many are on fixed incomes. A toll would hurt us unfairly. Dana Richmond
- PLEASE DO NOT DO THIS. No one in Oregon wants tolls on our roads.
- Sorry, but this just seems like such a poorly timed cash grab you are arranging against your citizens at a time when families are already facing upsets in their increased living costs. This is being sold as traffic improvement, but if that was really the intent it would not run through 9pm. Also, please try considering promoting and passing the Motorcycle lane sharing SB 422 which would promote more efficient transportation (which has been proven to reduce congestion) and also make roads safer for those stuck in traffic by reducing chance of rear-ending of motorcyclists. Funding from proceeds of Measure 91 would be more appropriate than using tolls. Unfortunately the re-distributed public school dollars are not making a difference on our mental health crisis, so we minds well re-distribute again to solve this perceived problem. Thanks for any consideration and take care!
- Tolling Portland freeways makes the already brutal expense of living in Portland even more insulting. You are taxing us for wanting to call this city our home. You are making us less likely to go see, do, and support business in the city that we love. It's insulting that the main reason these tolls exist is to lower traffic caused by people who don't live within the city and may drive on the freeway twice a day. But those of us who live here may use the freeway many more times daily and now you're making the lives we have built wildly expensive. This won't solve the problem. There will be more traffic deaths on residential streets. Y'all are goddamn shortsighted fools. Tax the rich, they've got the cash you need. Hell, make Comcast pay that money they owe instead of cutting deals with tax dodging companies. End the kicker tax rebate program. 1,000 thumbs down I hope this project crashes and burns because I don't want to live in a city that punishes it's residents for wanting to enjoy their city.
- Your survey is very misleading. You say that the traffic congestion will reduce with tolling. How can that be. People still need to go to work, shop and travel. Where are the cars going to go? They still will use the same roads at the same times. It is just a means of another tax. If you need more money for our roads raise the state gas tax! Then everyone pays for their use of our highways. Do not penalize us because the state allows cities to grow in housing and no improvements to our roads. We

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

are a rural county, public transportation and bikes are not very practical. NO TOLLS NO TOLLS this will not fix the problem.

- Tolling isn't good for anyone. The reasoning behind the tolls to make traffic less isn't sound, it is purely a revenue stream. The cost is going to be passed on to consumers by transportation companies. If this state would tax its corporations for their fair share, there might be enough money to start paying for some of the capital investments without hurting your taxpayers. I have to commute and this will seriously impact my income.
- I would prefer a system similar to what has been implemented for the Dulles toll road in Northern Virginia. Toll booths are located at exits at intermediate points, however there are dedicated lanes so that those who intend to access the Dulles airport are not charged any toll. Implementing this system would best fit our usage on I-5 and I-205, as we largely avoid going into Portland, except to pass through on our way north into Washington, or to reach the Portland airport.
- Tolls at I5 and I 205 borders for drivers entering OR. This would not cause side street traffic. Also safer park and rides near the border.
- The toll survey did not have a question of whether or not the respondent supported the entire idea of any tolls at all. I do not support the tolls at all. It is a cash-grab tax and penalizes workers for having to go to work. Charge higher corporate tax to pay for infrastructure that supports commerce and profit margins.
- I live on Hayden Island and drive to work daily. The transit system here sucks. It would take me over 2 hours to get to work each way on Trimet. The biggest issue is WASHINGTON residents. Over 50% of the drivers have WA plates on I-5. They are coming over every day to shop tax free and work, and I'm sure many do not even pay Oregon income tax as they should. The toll would be an unfair burden on Oregonians. In addition it will not reduce traffic, people will find another way. It will really hurt the lower income. And again, Trimet takes hours unless you're on a bus line and going downtown. It is also dangerous!
- I've lived in many states that have tolls already implemented. The one major difference(issue), is they already have congestion relief outside of the toll roads. Non highways are 8 lanes, this allows toll jumping without detrimentally affecting traffic. The main issue with the toll project in Oregon, is where do the toll jumpers go? To the neighborhood streets that line I-5 and I-205? Great so we will increase traffic accidents and pedestrian deaths just so we can toll two highways not designed to ever be tolled. The main benefit toll roads have is they are designed to be toll roads. With frontage roads and bypasses. None of which either of Oregon's suggested toll roads will include. Widen the highways 4lanes minimum in both directions the entire length, remove choke points (4 lane to 2 lanes) and increase traffic speeds. This is what is needed to improve Oregon driving. Oh and also stop giving projects to the lowest bidders, cheap and shoddy work brings issues.
- My mother and father drive from Salem on average 1/week. I would hate for her to be tolled to see her Children and grandchildren. They try to combine the trip with any appointments and errands. Since my father works weekends they often come during the weekdays and in the afternoon/early evening (kids are in school during the day). They try to condense and make a round to see all 3 families as schedules vary for each family. They would need to get on the I 5 and I 205 multiple times on a day between or city, Tigard, and portland which could be very costly in tolls and potentially confusing for some seniors who never dealt with tolls before. Thank you for considering
- First of all, any plan to charge tolls on public highways is an admission of failure by our elected and appointed officials to accomplish one of their primary job responsibilities. That job is to raise, allocate, and spend money (from all taxpayers) to build and maintain public infrastructure (for all taxpayers). Establishing highway tolls is just a ruse to raise money from taxpayers without having to call it taxes.

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

The legislature and governor need to do their jobs, not shove it off onto the public. Secondly, "value, or congestion" pricing is just a dishonest way of saying..."we are going to allow wealthy people to buy their way out of traffic congestion that poor people will just have to put up with". In other states and communities these are called, with good reason, Lexus Lanes! What's next, purchased Premium Library Cards that allow some people to jump to the front of the line or get a first shot at new books? Reserved lanes at public swimming pools for people who buy Value Passes? Premium picnic spots at public parks reserved for those who can afford a Platinum Parks Pass?

- If ODOT decides to impose a toll, and unless I have to go into Washington, I would be using surface streets to reach my destination thereby avoiding any tolls.
- You want to toll I5 and I205, But nothing said about tolling 217 or 26 in Washington county. From North plains to the tunnel is a nightmare. Consider tolling them first. I am on a fixed income and I am paying way to much for everything now. you should have built 205 with 5 lanes in both directions, But no you did not want LA type traffic in Portland. Well guess what you now have LA type traffic. and you want us to [pay for your poor planning. Well poor planning on your part does not constitute and emergency on my part.
- I find it absolutely ridiculous and a slap in the face as a born and raised local to have the last few decades+ be in absolute need of a NEW third between WA and OR. Millions of dollars has been wasted in "planning" yet clearly there is no move to build a new bridge. The survey you are prompting clearly shows a lack of respect to your community, because it makes sense if you build a new bridge to ONLY toll that bridge where crossing happens. That will relieve bottle necking for the rest of the transit system. However, to propose that there would be MULTIPLE points of toll, is absolutely absurd. If you have truly been doing research on tolls, it's clear that cities with far largest areas and higher populations (ex: SoCal or Seattle) only place way further apart distance wise. Another huge issue is that our public transport system is not a safe nor reliable option. 100% of surfaces were tested POSITIVE FOR FENTANYL. The city of Portland has disclosed that they have an unspent 100 MILLION DOLLARS funded for homelessness, but have not spent it. Which that is a point of issue that contributes to the complete lack of safety in public transit. We are at least a decade out from safety being restored in our metro area and to place an additional cost of tolls on your working citizens to pay for a project that's had its funding to build a NEW bridge over and over, genuinely makes my heart sad for the lack of consideration our city has for their people.
- I am having a hard time understanding the concept of introducing tolls in the Portland metro in order to reduce traffic. I think most of us know that there aren't really a lot of options as far as detours go (highways exist for a reason) and frankly if there were any, the traffic problems would be a little bit better. Chances are people will either just pay the toll, thus not really introducing any real solution. Perhaps there will be some number of people who will decide to just stay home or stay off the highway, but even if that would thin traffic down a little, it's only contributing to the broader problem at hand: ease of access. The biggest problem with traffic is the inconvenience it brings, and introducing a toll would likely be yet another deterrent, thus making travel less accessible. I am often highly critical of infrastructure built around cars as a default mode of transportation, especially in major cities; however, cars are still a necessity for many to some degree. IF tolls are introduced, as much as I am opposed to them, some of that revenue should go toward better public transportation. While downtown/city center will probably always be somewhat of a desired destination no matter the state of it, having some bus routes that bypass downtown for those whose destination is not downtown would really make public transit more accessible. That would take more cars off the road and make it easier for those of us who might not have another option besides driving, due to the nature of our professions (even with there being room for improvement, I would take public transit more already if the nature of my work allowed me to). I also try to take it for personal use when feasible, but always

detouring downtown at times when I'm not going downtown simply isn't very feasible. Additionally, some of that revenue could also go to improving roadways as needed, since as previously stated, cars are still needed in some capacity. All that being said, while I can understand to an extent how in theory collecting tolls will generate revenue for improving infrastructure, spinning it in a way that they will "reduce traffic" simply isn't very believable, and that is in addition to the taxes that we already pay.

- If there was a reasonable mass transit option for us to use rather than driving to and from our jobs 5-7 days per week from where we live in West Linn, we'd already be using it. I'd prefer to not have 2 single occupant cars on 205 every day, but bus is only option and 1.5 hours each way or 1.75 hours each way for my s/o to and from work is not workable. Biking is not an option- it's too dangerous at several points. We don't have the option to work remotely, or we would. West Linn residents are boxed in by 205. This is a regressive tax and unfair. Trim some fat from DAS and build out a better mass transit system to serve us, then we can talk about tolls.
- If there was a reasonable mass transit option for us to use rather than driving to and from our jobs 5-7 days per week from where we live in West Linn, we'd already be using it. I'd prefer to not have 2 single occupant cars on 205 every day, but bus is only option and 1.5 hours each way or 1.75 hours each way for my s/o to and from work is not workable. Biking is not an option- it's too dangerous at several points. We don't have the option to work remotely, or we would. West Linn residents are boxed in by 205. This is a regressive tax and unfair. Trim some fat from DAS and build out a better mass transit system to serve us, then we can talk about tolls.
- I live very close to Rosa Parks and I5. I plan my trips for when there is little traffic on the highway. To get to my appointments I have very little choice but to use the highway. It is unfair that I will be required to pay a toll every time I go to a Dr appointment or a volunteer job or an enrichment class. The hours you define as busy 5am-9pm are the only ones I travel. That means I would have no option but to pay a toll every trip. This will certainly push me to side streets as it will everyone. I already have to deal with people speeding on my street to avoid the light at Albina and Rosa Parks. I expect that to increase significantly. I would be in favor of tolls during the busiest 4 hours of the day (two in the morning and two at night). I used to take public transportation but no longer - due to the crime and drug addicts at the stops and on the trains.
- Why not just charge a lot more for vehicle licensing & save setting up another bureaucracy. That way every car owner pays for road use. With the push for EV transportation close all DEQ centers & use savings for roads. Do you really think this will reduce truck traffic? The cost of moving goods will just be passed onto the consumer when making a purchase. All questions in ODOT survey present that Tolling is already a done deal, options just not finalized. How about putting tolling on the ballot so we can vote yay or nay.
- Hire me to manage your money, and you won't need to add tolls to make up for inefficient spending practices. More bike lanes and tolls will do absolutely nothing to ease traffic over all. Add a lane on the highways for semi traffic only and build another bridge from troutdale to Camas and your traffic problems go away.
- Your latest poll on tolling options is amateurish and goal directed. There is no option to indicate opposition to the project, calling into question the validity of the results
- The option of tolling I5 and/or I205 is ridiculous and unnecessary. Oregon should stop spending money on unnecessary and unsuccessful projects, reduce government spending in general, and stop excessively taxing citizens and business. The unprecedented amount of Oregon's Kicker Refund proves that Oregon is excessively taxing its citizens. Reduce spending and find a better solution than gouging people who are trying to make a living. Tolling is unnecessary and just makes it harder for people who are trying to actually work for a living.

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

- Where are the tolls on I-84 and HWY 26? tolling only I-5 and I-205 punishes Washington drivers. Oregon drivers driving crosstown should also be tolled, Better yet, NO TOLLS at all,
- My biggest concern would be the unintended movement of traffic to surface streets to avoid the tolls. This would certainly happen. Most traffic apps have an option to avoid tolls.
- I have a couple thoughts/comments on this change, after having filled out the last survey that was put out (last year if I remember correctly):-it would be very beneficial to be clear about where the toll money is going towards, why other funding sources cannot cover the costs the money will be used for, and what change having the toll money coming in will cause. I would be more forgiving of paying a toll if I understood why my tax money is not sufficient. -I did not see any comments hear about options for low income users of the roads. I really hope that there are forgiveness or no cost alternatives to people that are below of certain income. -I commuted via I-5 for years over the bridge because there were no feasible public transit options That wouldn't double or triple my commute time. Until there are options in place for people needing to get to the Washington side, I don't think it's reasonable to charge a toll for these regular commuters. -I see it as absolutely vital to provide no cost times of day for travel along these highways. It seems crazy to me to have a major metro area where all through-travel options are be tolled 100% of the time no alternative for people who cannot pay or would be willing to modify their time of travel to avoid the charge. If the goal is to raise revenue and reduce traffic, that can be accomplished while still providing no-cost options to people who have flexibility in travel time. -I would love to see some data / information on what the projected affect is on surface streets or other routes in the Portland area when people begin avoiding the freeways. Thinking specifically about the bridges going to downtown. Thank you for your work to make our city a better place to travel around. I really hope that we can see a solution that is equitable to low income folks and provides alternative options for travel without paying a toll.
- I am absolutely against tolling. My street, Stafford, cannot handle the amount of traffic it gets already, especially when there's an accident on the freeway and people use Stafford to cut from 205 to Hwy 43. The side streets cannot handle the additional traffic, despite your studies. Please update your plan. Gina
- I also share with others the concern of people diverting onto surface streets to avoid tolls. The hassle may stop some from doing this, but it will certainly increase traffic in many areas (especially Marine Drive and Airport way to the north, and possibly I405 to avoid the toll right before it merges back onto I5. Also, I wonder how it will affect small business owners who must travel those areas (house cleaners, deliveries etc). Some small businesses don't have much of a profit margin and adding the cost to their product could reduce customers. How will this affect trucking/commercial transport of goods etc. I hope that the support system to implement tolling, educate folks about it, provide equipment for auto-tolling etc, monitor it, send out tickets, and collect funds from toll runners etc doesn't end up taking a bunch of money out of the tolls that are meant to help keep up the transportation system. You need some creative minds to troubleshoot ways people will find to evade, trick, or bypass the system. Like hiring a hacker to find loopholes in a computer system. :-)
- The idea to toll the I-5 and the I-205 to ease traffic is ludicrous. It won't ease congestion and will likely only lead to already heavily congestion side streets to become stand stills. The problem is that no one knows how to drive here and the city doesn't know how to design a functional infrastructure. Not to mention a large percentage of traffic is people coming in or going back to Washington, in which there are only 2 access points. So if you want to tool the freeways so be it, but don't sell us bullshit about convenience, when regardless of of the choice it leads to you taking people's money.
- Screw your tolls! How will this help? Oh because fuck poor people and fuck traffic through neighborhoods, right? Regressive tax options only move money into govt hands without actually

helping, and disproportionately hurt low income families. Also, screw your survey that leaves no room for criticism, it's very Trumpian. Why not try making the max safer? Why not add more buses and routes? Why not fix the design of the freeway system to make it more modern and conducive to improved traffic flow. Remove every other on/off ramp and increase the length of remaining ramps so people have a reasonable amount of time to accelerate and decelerate. Most other cities allow around a half mile or more to merge. Portland says fuck you, you get 300ft. And I say fuck you for even considering tolls.

- Maybe it's familiarity, but I think the tolling system in use near Bellevue, WA is a good model. I think for equity's sake, there need to be base lanes that are toll free and 1-2 toll lanes that are optional. It may seem like tolling everyone is fair, but that comes with a lot of assumptions including that everyone has a physical address who owns a car, that navigating online payment systems is accessible, that people use debit or credit cards or have bank accounts, etc. I think concerns over people taking streets to avoid congestion if tolling lanes come at the expense of subtracting from total lanes is valid, so this has to come at the same time as an increase in public transit along the corridors as well as timing the lights on arterials and investing in pedestrian safety and visibility improvements.
- The biggest question I have is, how do you think tolling will create less traffic? The people that are currently on the road will still be on the road if you add tolling. Just because you add tolling won't change the time people go to work and come home. This appears to just be a way to gain money. Once you add tolling, people will be paying to sit in traffic, that will make people really happy. Portland doesn't have the infrastructure to support the population size, adding tolling will do nothing to change that.
- A toll is a regressive option that will negatively affect commuters. It's a solution that will only hurt lower-income commuters and ODOT MUST find a better way to raise funds. Invest in better and faster public transportation, tax the wealthy and businesses.
- If the State needs to raise more \$ to improve roads, require insurance, tax and license, on all bicycles using the roads. This will save Millions of dollars that you have been spending on bike lanes from the transportation dept. budget, to prioritize bike routes that very few people use. If you are going to toll roads- then toll the whole state not just the Portland metro area. Oregon doesn't want or need toll roads. If you are so worried about losing revenue from less gas being used, then stop incentives supporting and rewarding us to buy electric vehicles. Many people in this State do not trust government and large agencies like ODOT. This whole tolling project is a perfect example of why we do not trust you. You move forward and spend millions on projects that are half-ass planned, without the knowledge or approval of the people you serve (and who pay the bills). Try operating your business within your allotted budget. That's what we, your customer, has to do. We cannot afford additional projects that benefit the whole State, to be paid for disproportionately by the local area residents.
- ODOT's proposed toll program is a massive invasion of privacy that will track the movement of citizens who live in the area adjacent to I-205 and I-5. Rather than use existing structures such as registration fees and gas taxes that spread the burden across all drivers in all regions, the ill-advised toll scheme places a heavy burden on those who live adjacent to I-5 and I-205 - not only for our own use, but also for every home service or delivery that we need. The diversion of traffic onto narrow, shoulder-less roads and into residential areas is wholly unacceptable. There are better and more fair ways to collect needed revenue. Tolls are a massive waste of our financial resources and divert a large portion of revenue to out of state entities. ODOT needs to do better - much better.
- The tolling poll offered no opportunities to say that no tolls are the best option! Use allocated funds and if you need more, go to the legislature, not the pockets of the citizens who just want to go to the grocery store without a toll. Not a fair and unbiased poll--do better!

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

- I do not support a toll on any highways or roadways regardless of the state they are in. There is virtually no public support for a toll on I-5 or I-205. Come up with some other way to increase revenues for infrastructure. No toll. Full stop.
- Tolling will not address the inequity between electric vehicles that are not paying fuel taxes and those of us with traditionally fueled vehicles (who can't afford EVs) who are. As I understand ODOT's finances, the fuel tax is a major, yet declining, source of revenue. Tolling is an inequitable way to "solve" for more revenue. It's a poor choice in this economic environment, where wages can't possibly keep pace with actual household costs.
- Hi there, I just filled out your online survey and wanted to underscore my concern around options 2a and 2b as a resident of North Portland. I strongly feel that a toll of I-5 southbound must start either before or directly after the Hayden Island exit. Starting a toll after the Rosa Parks exit will have unacceptable impacts on local traffic in North Portland, and will make enemies of potential supporters of congestion pricing. Thanks, Gabe
- No to any toll roads! They don't help traffic they just cause an extra expense for people commuting. Look at the Bay Area or LA they have tolls and traffic is worse than ever! Bleed over on to neighboring streets like mine is guaranteed. It already happens and will only increase with tolls. If efforts want to be made to ease traffic help the causes not the symptoms.
- Please just fix the sidewalks & potholes like you promised 30 years ago before you take on new projects that cost us \$. We don't want to navigate the construction or pay the toll. This just makes me angry. Voters clearly said NO to tollways. We don't need your boondoggle.
- The information presented on this site is not informative to anyone that isn't a "wank". It is difficult to understand and presented in such a way that it will turn people off on the whole thing while not giving a comment. I would suggest that a single toll amount be made for ALL areas of freeway. Make it a reasonable amount, \$2 or less, and allow seniors (those over 55) and those at the poverty line to get a pass that would either eliminate or lessen the amount of the tolls.
- I just completed your questionnaire. I object to tolling altogether, and do not support ANY tolls. Those of us in West Linn are stuck any way you look at it, plus our Hwy 43 is in terrible shape and I personally would prefer that you fix that rather than wasting resources on implementing a toll system. I feel that we are being left with NO CHOICE and I do NOT support tolls at all.
- Against a toll! When I drive to a state with a toll I can not figure it out, it is more congested, I hate it.
- Your poll didn't have my preferred answer- NO TOLLS, PERIOD!!!!!!
- How about no F'ing tolls at all!!!!!!
- Our public transportation is terrible! If you had a train that worked and was reasonably fast people would take that instead of driving. Don't make it terrible to drive also, give people a reasonable alternative and they'll use it.
- No tolls. Insulting you are trying to enact this change without a public vote. Shameful.
- No tolls!
- I don't understand why you don't just toll an express lane on both I5 and I205. This is what progressive cities do like Seattle. It works and makes money. People can pay to go faster but you don't burden those that don't want to pay. Seems very unreasonable to start tolling roads that have never been tolled. People have selected jobs and homes based on no tolls. You are upending this. It is not like you are building a new interstate and need a way to fund it.
- My main concern is that there is no reasonable zero cost option. In most cities, the toll freeway is adjacent to a non toll one so you're paying to go faster. This project tolls the only 2 major north- south

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

connectors. In addition, you're tolling everyone to get to the airport. Lastly, as someone that lives around 43 through WL, LO and Portland, it will be used as a main alternative and it's not designed to handle that level of traffic. It's already very poorly maintained by those 3 cities. Thank you.

- I have lived in Portland for 30 years. Portland is already an expensive place to live and tolling is a terrible idea especially for those having to daily drive and can't use public transportation for employment. Not going to fix anything. People will just jam other streets and roads that are already packed. Look at Denver as an example. They have toll roads all over and are virtually empty - the congestion on non toll roads is insane.
- I have lived in Portland for 30 years. Portland is already an expensive place to live and tolling is a terrible idea especially for those having to daily drive and can't use public transportation for employment. Not going to fix anything. People will just jam other streets and roads that are already packed. Look at Denver as an example. They have toll roads all over and are virtually empty - the congestion on non toll roads is insane.
- Oregon has a gas tax that is in the top ten highest in the country. Why then, do we not have enough money to improve the roads, or better maintain what we have now. The problem is not enough money, the problem is bureaucratic waste and mismanagement.
- The recent survey regarding tolling on I-5 and I-205 was disturbingly slanted and ambiguous. At no point in the survey is there an opportunity to actually comment on the toll options presented or the overall approach to tolling. Very disappointing that such a deceptive tool is being used to 'gather input'. To be clear, I'm NOT OPPOSED to tolling. However, I AM OPPOSED to the poor planning and even poorer public relations practices being used.
- Another big lie. Robbery to pay for your bloated Pension's. As we are in slaved never able to retire. As always it will not help or fix any problems. It will just make more power thus bigger problems.
- I just took the tolling survey. I was disappointed with the choices. In particular, with the exception of one small checkbox on question 7 (almost in passing), it doesn't ask at all about how Oregon residents might like to see the interaction between tolling and public transit or bike transportation. For example -- I am definitely supportive of tolling -- but only if some of the revenue is used to fund infrastructure and operations related to public transit and biking. That will help all users (fewer cars on the road), and contribute to our climate goals. In future surveys, I'd encourage you to ask responders to prioritize the importance of tolling revenue to pay for freeway investment, or to limit vehicle trips (solving congestion through pricing), and using the revenue to support alternatives.
- What a joke!, and what a poor vehicle for "finding an opinion". The decision has already been made to toll the road, so we are wasting our time trying to say that "NONE OF THE IDEAS ARE GOOD IDEAS", YOU DID NOT ASK THE IMPORTANT QUESTIONS!. You have given us only "forced" ideas on which to have an "opinion".
- I am against any toll on either I-5 or I-205
- Hello, I recently took the ODOT survey on tolling on I-5 and I-205. I wanted to add that while I support tolls as a way to decentivize driving, I don't support highway widening, or other construction projects that encourage people to drive. I would love to see revenue from tolling go toward building a better public transportation system instead of large highway projects that might cancel the positive impact tolls can have on the amount of people driving.
- Tolls will absolutely increase traffic on side streets. The Arch Bridge arrea is already too busy. Diverting more traffic off I-205 and onto these side streets will only clog up local traffic. Tolling during the work day is going to penalize people who have to travel to work and people who have to work set shifts. Not all of those impacted will qualify for the low-income relief. So unless everyone working an

hourly job is exempted, this places too high a burden on working families. Taken with the high cost for fuel, transportation costs are already ridiculous. Instead of using economics to control traffic, provide meaningful and realistic options for drivers. Compared to other countries and other cities, our public transportation system from Portland to Salem is inefficient. If we want to fix traffic either expand the roads or build a public transportation system that works. Giving the wealthy a right to use the freeways while penalizing everyone else is not the solution.

- Motorcycles shouldn't have to pay a toll since the impact on the roads is minimal for both wear and for traffic, either that or highly reduced tolls
- All or no one pays a toll. If you add a toll system like Bellevue Wa - to Lynnwood Washington a lane that scans you car, people use it and get out before their car is scanned. This is extremely annoying.
- We already pay too much in taxes, have watched you continue to waste money on plans that do not come to fruition ie: the new I5 bridge. I believe a toll is unacceptable, as everyone will use city roads to bypass the highway, causing more problems. ODOT will be pushing the problem to the city's, instead of fixing the problems because they did not build accordingly in the first place. Poor management over the last 20 years has caused this problem.
- How about no tolls but instead ticket the idiots that can't drive in traffic over a bridge. The ones that drive way under speed limit, switch lanes last minute and brake before taking exits. Those that create traffic should be the ones paying for it. If u have to do tolls, give 2 free passes per day for those that work, one each way.
- I am very concerned on how this will effect commercial drivers. Oregon already has higher taxes than other states for commercial vehicles via weight mile tax. It's seems that with these new toll systems commercial drivers going into or through Portland will be paying twice for their travel. Once in weight mile and once for tolls. Additionally, having toll sections that run nearly the entirety of the I5 and 205 through the portland metro area appears to require travelers to pay multiple tolls to pass through to Washington. This would be an unreasonable added expense for small trucking businesses and who are already operating on thin margins during this time. Fuel costs are high and freight rates are low. This would really hurt small business. I urge you to consider how a toll system might be modified to allow for delivery of goods to the Portland area without hurting the companies trying to bring in the goods.
- How about a fourth option. No Tolls! This is a really bad idea and will ruin our city and nearly neighbors. If you want to toll something, which you guys are hell bent in doing build an express lane for toll leaving drivers the option to pay or not to pay a toll. Your options really restrict traveling around the city and will cost me much more just to do routine things like shopping for food or visiting my grandkids.
- I cannot see how tolls will reduce traffic. I have driven too much in Seattle to know that they don't help. In my area the I-5 bridge is the only choice to travel south. Tolls won't reduce the traffic numbers because there is no other way to go. It will hurt me in many ways. Paying to cross the bridge just to go to the grocery store is outrageous. I also have a small business out of my home and I will lose clients because of the tolls. To have to pay a toll 2 or 3 times just to get to Vancouver is also outrageous. Thanks for listening. this has me pretty upset.
- So many reasons tolling is NOT the solution. For traffic, it may reduce it a bit, but not enough. We don't have quick, reliable, widespread transit alternatives to driving in our region. Why is there no express MAX? As a seasonal bike commuter, it's not safe or practical to bike in the winter, especially when I have to be at work at 6:30 am. Folks still have to commute to work! Especially lower income folks who can't work remotely, this is regressive, and no amount of low income pricing is going to

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

change that. Fund roads through car purchases and tax expensive cars at higher rates. Tax dirty diesel trucks and luxury car drivers.

- I spend a great deal of time in Florida using their toll road system. The price to take the toll roads is low and normally cost 75 cents to 1.5 dollars per drive. The rates cannot be 4 5 of 6 dollars per drive this will just end in a nonfunctional program that the public will not support. Go to Florida and check how their system works.
- NO TOLLING WE PAY ENOUGH IN TAXS ALRERADY. QUIT PAYING ALL THE TOP OFFICIALS IN THIS STATE SUCH HIGH INCOMES AND THERE WOULD BE PLENTY OF MONIES.
- ODOT & State of Oregon need to find a better way to pay for road/bridge improvement! There are lots of road improvement projects going on in Oregon, so make sure all drivers pay. Example: Massive construction on 217! Why would they not have to pay? Why do Portland area drivers have to pay when other Oregon drivers are not having to pay extra? Find a better way to fund highway projects!!!Electric cars are using the roads - they need to pay! Pay by the mile instead of a gas tax. Oregon should have a "Per Mile Tax". If you want to toll out of state vehicles, find a way to do that. Tolls on I-5 & I-205 will make country roads and city streets gridlock from people trying to avoid tolls! FIND A BETTER WAY TO FUND BETTER ROADS!!!
- All funds generated from tolls should go to non-SOV improvements. I repeat ALL. They should not go to expanding freeways and freeway bridges or even maintaining freeways but to mitigate the impacts of freeways existence in the first place. Don't build a system that is too expensive to maintain and induces more congestions. Free freeway usage has been an awful investment that has damaged communities and our society. Thank you for considering tolling, as it will encourage the use of other forms of transportation other than the car, and the first step to rebalancing the inequitable amount of public resources towards boondoggle that is car and freeway centric transportation system. I say this as an occasional driver and car-owner, but boy do I wish something better for my children and grandchildren.
- I have a strong objection to both Option 2s. The number of cars which travel from Wash State to Washington County is HIGH. and opt 2 will cause more of them to drive thru North Portland and St John's Bridge and the West Hills to avoid tolls. These residential areas already fight truck traffic and commuter to a high degree. Don't make it worse! Toll these folks right from the I5 bridge!
- I live in the Charbonneau District and tolling involving the I5 Bridge to get to Fred Myer, doctor etc. Only alternative to avoid tolling is to go to Woodburn and through Canby which is more because of gas.
- With all the construction on 217 over the last few years, why are there no tolling proposals for those who travel on 217? It seems unfair to target only I205 and I5 for tolling.
- No tolls! Never tolls! !
- Tolling will cause more back up. I have family that lives in Seattle and they seen a huge increase in sittings in traffic because of backups related to people avoiding tolling. They also have seen an increase of side streets being used and back ups on those streets. I believe that tolling will burden households that depend on using the I-5 and i-205 system to get to work.
- Once again your survey only has answers that would lead to a "supports tolling" conclusion. You have created a whole new lane on 217 where you could have logically charged for usage of the new lane. You aren't even giving us new lanes (that got abandoned through West Linn) but just slapping a toll on federally funded interstates. All you are doing is driving traffic onto the surface streets that are already poorly maintained by ODOT.

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

- Hello ODOT - I do not understand why the option for a toll-free trip is not being considered? How about a lane of travel on the freeway that is actually free to use, similar to an HOV lane? Your suggestions for tolling are confusing and complicated - different zones, different rates, different discount programs, base rates or high traffic rates, etc. - the program is way too complicated and does not appear to be thought out at this stage. It will also have high costs to run electronic tolls, manage toll accounts, customer service staff, etc. and will just add to the cost of commuting to everyone in these critical areas. The most equitable tolling program would involved a toll-free option so that those traveling - without alternative freeway options - would be able to still travel freely and without a tolling burden. This of course does not even consider that we, the residents, have already paid for these roads and should NOT be paying to drive on them again and again when we're already paying high taxes and other fees to support a safe and reliable transportation network.
- ODOT –I completed the ODOT toll survey. It presupposes the person completing the survey supports or, at least, does not oppose tolls on Oregon's highways. As a result, the survey results invariably will be skewed and not accurately reflect the views of those who completed it. I suspect the choice of survey questions is by design, because ODOT's determination to establish tolls on Oregon roads is readily apparent. I am opposed to tolls or paying per mile that I travel, because I cannot change the location of employment, schools, hospitals, pharmacies, grocery stores or children sporting events. With as much back and forth driving people do in the Portland Metro, putting a toll on any road there is not reasonable or fair. I understand electric vehicles diminished gas tax revenue for ODOT; but, it needs to adjust its budget proposal to the Oregon Legislature like any other state agency.
- Tolling is theft. We've already paid for these roads via gas taxes. Expand the fucking highway system so that the number of people who want to use them actually can, rather than punishing people who need to commute to work or to see family on the other side of town.
- All of the options say that tolling will make traffic better but without reasonable public transportation options that go across the Columbia River, there's no way that traffic is going to get better. Traffic will end up moving into neighborhoods and side streets and any it is just going to cost people money to travel on the bridges with no specific purpose for the funds generated.
- I would like to know how this tolling system will affect the population that has to commute between Vancouver and Portland for work, this system just seems to be setup to rip money from their pockets. Raising the rates during rush hour as if they have a choice in the matter. That is without mentioning there is no reasonable transportation alternative, I saw in the pros this will encourage walking, biking, or taking public transit but many may not have the luxury of extra time to take these methods of transportation. It is not as if the department of transportation is putting forth much effort to improve the interstate as it is and I am sure it is not due to lack of money, so I cannot find reasons to provide more revenue to your department.
- My property taxes and gas taxes are already enough: ODOT should operate within budget. Never impose additional fees without providing constituents the ability to vote on it. Tolling needs to be voted on, not imposed. Also I don't want to pay for this campaign to impose tolling. It's another form of taxation...this one without representation I call bull on both ODOT and OR governance for trying to force the public to pay more \$. Operate within the budget the citizens have already voted for.
- Tolling survey is laughably biased. Please consider starting over.
- Any tolling will cause diversion onto surface roads. Tolling the Abernethy bridge will cause this diversion to choke traffic in West Linn/Oregon City to a standstill. If tolling must be instituted it should be based on miles travelled regardless of chokepoints (which drivers would otherwise try to avoid by driving on surface streets) and must include all freeways in the metro area, including I 84, 26, and I 405. Otherwise residents and businesses along I 205 and I 5 will be unfairly impacted. My preference

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

would be for a mileage-based fee system paid by all drivers regardless of where they drive, perhaps collected as a surcharge when vehicle registration is renewed.

- Traffic congestion on I-5 from Wilsonville to Tigard is problematic. Heading north in the morning say 8:00 is slow to stop and go. Heading south in the evening is even worse. Tolling is not the answer and is certainly not a short term answer. Years to collect the money and pay to install the system and operate it. Then more time to evaluate what to do and let contracts. Besides that the proposed system is not equitable. Living in Charbonneau and needing a gallon of milk in Wilsonville will trigger a toll. An increase in vehicle registration fees is more equitable. Or perhaps a pay per mile driven included with registration renewals. Failing infrastructure is an all Oregon problem and not just a Portland problem.
- People who live south of Wilsonville should be able to commute to Wilsonville and home without suffering a toll!
- If we had better infrastructure and expansion of public transit, I would take it. Right now it takes me 10-15 minutes to drive, 30 max if traffic is bad, where it would take me 50-90 on transit. I am not opposed to tolls but it feels like the natural alternative is transit and we don't have the infrastructure in place for that.
- Your tolling "survey" is flawed. There is no option to object to any form of tolling. You really don't understand the hostility of the people who your tolling scheme would effect to this scheme. What is your proposed enforcement action? Will tolls be refunded when congestion isn't reduced? The diversion onto surface streets will become a major issue.
- The right to travel Freely, as long as you have money to pay the mandated fee.
- The basic problem with funding roads in Oregon is the need to shift from a gas tax to some other form of revenue and gas taxes shrink due to better fuel economy and the growing shift to EVs. What is needed is a state-wide system that fairly appraises the cost of travel and sustains transportation systems. Essentially a weight and mile tax could do so very effectively. It would also address a current anomaly: EVs pay less but due to weight make greater demands on the highway system.
- Your toll proposals are abysmal. You're basically making life of people who cannot afford living in Portland or Vancouver even more miserable.
- I think this entire project is incredibly tyrannical. There is nothing remotely appropriate about charging the tax payer to build roads that we can't use whenever we want without paying another tax (toll). Even your survey pigeonholed the surveyee by not even allowing the selection of (I don't want any tolls for anyone and think ODOT should operate within their budget). This survey and this project are both disrespectful of those that live around the Portland area.
- Tolls will NOT reduce traffic. It will only serve to push traffic from the freeways and Interstates to the surface streets and overwhelm the local neighborhoods. It will drive up transportation costs for all goods and services delivered throughout the region.
- You never asked the question- Should there be a toll? Housing costs and government policies have made people move further out of town to live. All drivers need to support the upkeep of our roads. Raise the yearly registration of vehicles to support the upkeep of roads. That would cover electric and ICE powered vehicles. This survey was created and built to give the feeling that our input matters. If our thoughts did matter the question "Should there be a toll? Would've been asked. Shame on you for trying to create a feeling of our input valid and valuable.
- This tolling proposition threatens my livelihood and that of everyone in my industry. I will vote against any such proposal and vote against any politician in support of it. It is unreasonable to anyone working in transportation, or who requires the use of the freeway more than twice per day.

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

- Your survey is completely slanted to the results you want, not an honest survey of opinion. These bogus “surveys” which clearly don’t really want honest answers since the honest answer isn’t included in the choices degrade the public’s opinion of ODOT and your attempt to force tolling on citizens. Yes, paying for roadways, bike lanes, mass transit and other forms of transportation is vital, but tolling puts the burden on the least capable. Implement universal road use charges based on vehicle weight and miles driven. Carve outs for handicapped, disabled, veterans, poor.
- It seems disingenuous to believe that tolling from 5-8am and 6-7pm would help lighten the traffic. Why not use the times that the HOV lanes are open as a guide? Also, I saw absolutely nothing about options for low-income drivers. Some of us are retired, disabled, or low-income (or some combination thereof) and would not be able to travel to hospitals and/or appointments with specialists were these tolls to be enacted as proposed in your survey. Or, if larger clinics in the Portland area sent people across the river to satellite clinics in Vancouver and points north, those people would get dinged by tolls, making it a terrible choice for them. It seems that there should be a better way to do this. I've been making all our appointments in Portland as early as possible, and then arriving an hour or two early to them. That way I can stay out of rush hour traffic. Why can't others simply do the same? I also foresee a huge potential for additional accidents by pushing people off the freeways and onto side streets. Your survey presented options, yes, but there was a dearth of GOOD options.
- Your tolling plan is absolutely stupid. You are going to make things worse for people who don't have the money to pay those tolls. Sorry, I grew up in New York and they did this for bridges but never for congestion relief, and the few places that they did were in urban centers with MILLIONS of people. The state should just go ahead and charge a sales tax at this point because essentially you're doing the same thing punishing people who have to commute to get to work. Not surprised that the state would try to bilk Oregon families who have to do this when they have NO other option to get from Point A to Point B and gas is at an all time high because your dopey taxes on top of that. Atrocious.
- I think raising the gas tax or implementing a vehicle miles traveled tax is a much better, more sustainable, and equitable way to raise the additional funds our transportation infrastructure so badly needs. Tolls unfairly hurt the people that live next to the tolled road or bridge.
- Your survey is a sham. A collection of strawman options that are designed to generate bogus conclusions. I also don't see anything in your plan that takes into consideration that commuter traffic does not impact both sides of the freeway at the same time. If one side is flowing while the other is congested why are both sides paying? Your hours of 5am to 9pm are also bogus. They cover a time range starting well before congestion and finishing much later. This entire mess reeks of another government money grab. Every dime paid by motorist should go only to projects for motorists. No mass transit, no bike lanes, nothing. If you want those you should figure out how to pay for them on their own.
- Everyone should pay a set toll, no matter how far they travel on interstate. Collect the same toll from everyone. Come up with a set charge.2. Bias is encountered when you allow travels from 9:00 pm to 5:00 am to be toll free. Why are you allowing time of the day to manage tolls when users of the freeways need to pay for usage.
- How is tolling going to make the commute in daylight hours better? If everyone decides to pay the toll, then everyone is in the dedicated lanes. Are there plans to make freeways wider or something? Also, just about all the bridges are connected to get to downtown, or through downtown, or past downtown into Hillsboro, Beaverton, Aloha....etc....so tolling every bridge evenly and cheaply (and for back and forth) would make sense...What a nightmare....
- Tolling is bad for people who have made portland our home you out of touch turds.

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

- NO TOLLS PERIOD--raise gas tax and tax electric vehicles a per mile charge so it evens things out for everybody at 15,000 miles----funds could be collected through existing state departments rather than creating more bureaucracy to spend collected funds on. This should be statewide and 100% of funds spent on improving roads-nothing else
- Hello! Your survey is such a scam. The real answer to EVERY question is "I do not want tolls." And you KNOW that your survey is a scam, because you KNOW that everyone would choose this answer. An insane majority of people DO NOT WANT tolls. You know this. Why would you leave that answer off your scam survey? Honestly, whoever is reading this, go find another job. You're working for scammers and liars, and that's a terrible way to live. Employees have never had this much power in the marketplace, go out and find a real job and demand good wages. Leave these scammers behind. You've got this!
- In my opinion, any toll option should include a no toll option. Either only toll the fast lane, or have alternate no-toll routes that are slower. As an example I use the New Jersey turnpike and Garden State parkway. In both cases there are parallel highways that while slower are not tolled. That gives drivers the option of taking the toll road or not.
- Living in Charbonneau, I do not support any toll that cuts us off from basic services in our own town. It would be a 15 mile round trip to go to the grocery store, pharmacy, library, gas station--you name it, any basic service would require a toll or an additional 15 mile trip. This is not fair to people on fixed incomes.
- Where tolling money goes is very important. If tolling money is used to expand the system, it will be like a cigarette tax that subsidizes the tobacco farmers; it would defeat the goals of reducing traffic, reducing congestion, increasing use of public transit, and encouraging active transit. Tolling income must be specifically used only for maintenance of the existing system, and expanding public transit and active transportation. Congestion pricing is a tolling method that I experienced in Austin, TX. It worked well. If I had to be somewhere fast, I could get there if I was willing to pay for it. The area of Austin I drove had only one congestion priced lane, but it always flowed while the other lanes backed up.
- Your survey reflects the continued failure to listen to the people in the area. You made up your minds to add tolling and are simply trying to justify it by the use of incomplete and slanted survey questions. The survey questions reflect the attitude of "we just need to explain it better" rather than any indication that alternatives ought to be considered. Come back once you've done some real studies on the impact to our neighborhoods and surface streets.
- This high congestion toll is meant to charge the people that work and have to travel between 5 am and 5 pm. They have no choice but to pay in order to get to and from work. All the state income tax that we, Washingtonians pay in Oregon without using any of the state provided services is just dissipating in thin air. The toll should be deducted out of our income tax that we are already paying to a state that is incapable of managing itself. You let the city degrade enough to where there is no other option but taxing the hard working families in order to patch your mismanagement skills.
- The Toll idea is bad. it will create more traffic. If you have to toll, please toll base on the size of car. Truck should be higher as they do more damage to the road, electric cars doesn't help pay gas to pay for roll, they should toll higher too
- I'm currently visiting the state of Michigan. I'm paying on average \$4.15/gallon for unleaded gas. I've driven all around the lower peninsula & the interstate freeways & most all state highways are in terrific shape in spite of the fact that they use rock salt in winter & do it have a single road toll system in place (with the exception of the Mackinaw Bridge). Why is it that I am paying over \$5 a gallon for gas Oregon which includes heavy taxation, yet you ask for an additional toll tax for what, to cover up poor

road funding management is what I suspect. I give your proposed plan zero support & suggest you get serious about how you manage taxpayers money instead of lining your pockets with real money or future enhanced pensions.

- put toll booths at oregon borders. 1 toll for i-5 and 205
- Take more time to figure out the solution. We already pay a gas tax, where do electric vehicles factor into this?
- I have to drive 205 for work. I have no choice but to take 205 during peak hours - I work at a school so I can't delay my arrival and I don't want to sit at work for 2 hours just to avoid a toll in the evening. I'm fine with a toll, but can we have some sort of discount for drivers who aren't necessarily low income, but have no choice? Trust me, if I didn't have to drive on 205 and sit in traffic, I wouldn't but again, I have no other options, not even side roads from where I live that wouldn't triple my commute time. Can we just pay 1 toll for the entirety of the freeway, instead of having them stack up? \$5/day/direction/toll really adds up when you have no other options. Thank you!
- You bring in a so-called "expert" who decimated the transportation system of the state they were in -- what kind of stupidity is that?2. You have continued to ignore the concerns of residents and city leaders who are going to be directly, negatively, and long-term impacted by a tolling system.3. You have yet to demonstrate any transparency in terms of propagating safe transportation for alternative road traffic off of either major interstate.4. Exactly why hasn't a plan even been discussed to replace bridges (needing repair/replacement agreed) that was utilized with the Astoria-Megler bridge? The toll was in place until it was paid for, then removed.5. Prior to this tolling fiasco I have always been a supporter of ODOT but this level of incompetence is reflective of the dying brain cells that has overtaken this entire state -- it is a travesty.6. There has been an ongoing assault against drivers for over a decade now and to what end? Some of us are not able to utilize other methods of transportation for a myriad of reasons -- not the least of which is to provide care to those who are in need or homebound. Countless service providers cannot walk, ride, or use Tri-Met in order to complete their responsibilities yet we are to be punished yet again for using roads that we pay for. I am fully aware (as I'm certain most drivers are) that the fuel tax no longer provides adequate revenue for ODOT services. Enter DMV and DEQ to raise their taxes! Though I'm not thrilled with paying more to these agencies, I accept that I have a part to participate. Thus far, nothing perpetuated by ODOT about their tolling is equitable, reasonable, transparent, or good policy.
- NO TOLLS! You'd have revenue if you quit outsourcing projects to thieves. Hire Oregonians and give them benefits. Quit letting contractors and grant recipients rip us off.
- No tolls We all ready paid for roads. Try planning veried work schedules Train drivers to keep them moving and share what is Already been built Cancel all car pool type wasted lanes. Train folks to move smoothly
- This survey does not provide enough information on what the exact amount would be on tolling. As a resident near I-205, there is already way too much traffic on side roads with drivers trying to avoid the I-205 and I-5. This will only be worsened if there are tolls in place, as more people will now try to avoid both traffic and any new tolls.
- I just completed the RMPP survey, I found it extremely misleading, and designed to mute pubic dissent. A few of the worst examples: "Is it reasonable to pay a few dollars to drive on I-5 and I-205 to have a faster trip?" ODOT admitted it's unknown how much tolls will cost! Does 3 minutes really equal a "a faster trip"? ODOT's own projects have shown only a tiny reduction in travel time on I-205 after congestion pricing is implemented. Somehow Oregon City & West Linn continue to bear the most crushing burden of the whole plan. The benefit to the community has always been the 3rd I-205 travel lane that tolling would pay for. Until last month, when ODOT announced the only toll gantry would be

in West Linn, and also that there would be no travel lane! Advance planning for traffic mitigation measures will be necessary as drivers detour through West Linn streets to avoid paying their share. These negative impacts of RMPP also disproportionately burden my community. ODOT is not listening to the people. Engage with our leaders, and stop sending out biased surveys. Thank you.

- NO TOLLS!!!! The base problem is that the road system is inadequate to handle the amount of traffic that exists. You are not addressing the base problem! Tolls are inequitable and punishes every driver on the road and creates a massive bureaucracy that is expensive and inefficient. Build more roads, not tolls. Build more lanes and bypasses, not tolls. NO TOLLS! NO TOLLS!
- There should be an option to pay a toll for a faster trip, but only if people are able to CHOOSE that option. Build toll lanes instead of tolling all lanes. Otherwise, you are inequitably taxing people who have no option but to drive.
- Why not make it simple and just tax fuel purchases by .01 or .02 cents. Electric vehicles should just pay a higher registration fee.
- Tolling the bridges between Washington and Oregon will hurt small business owners like me who have to travel between the states for work. You are hurting the people who keep the world going, the people can't work remotely and have to drive themselves to work, across state lines, by imposing a toll. This toll certainly won't hurt the people who travel between the states for a weekend getaway or who can control their schedule. It will hurt the every day working person trying to scrape by, the people who don't have a choice in traveling between the states for wherever work is available.
- I feel it makes little sense to add a tolling system our roads since a good portion of the revenue would go toward operating the system and there is no adequate public transportation system as an alternative. If the goal is to maintain Oregon roads and improve traffic for all Oregonians, where all money collected could go for highway projects, why not increase licensing fees and trucking fees. Therefore if you what to have a vehicle and use Oregon roadways you will pay for there use and maintenance. With this type of increase there is no increase in program cost or needed construction.
- Make Oregon a completely toll road state except for Hwys I5 and 205.
- Get vehicles off the road that shouldn't be on the road. Example: uninsured vehicles. It's my understanding insurance companies notify DMV when insurance is cancelled. Another example: empty Trimet busses not only create congestion, create pollution, road wear, waste tax \$.
- We need tolling as a way to manage congestion, but the funds also need real strings attached. Tolling money should go towards public transit, biking, & walking projects to provide a viable alternative to highway travel (i.e. tactics to manage demand and improve air quality). At most, tolling money could fix existing infrastructure, but it needs to be explicitly prohibited from being used to expand freeways. Using highway tolls to expand highways would be like a cigarette tax that subsidizes tobacco farmers.
- Creating a toll system does not seem like the right solution for I5 or 205. I came from an area with some toll roads. It did NOT ease traffic, NOR improve roadways. It created more back ups & congestion, and roadways were never improved. People already pay TOO much in taxes and fees to drive, PLEASE do not add more!!!! "Would you kindly fix the road I was already taxed to fix, so I'm not causing damage to the car I am taxed annually to drive, which I purchased with the income you already taxed, which sits in the driveway of my home that is highly taxed"
- I don't understand why you would toll those of us who live in the I- 5/205 corridor for driving anywhere on the freeway, but not toll people for using 84 or 26 or for driving around Portland, all of which also get congested. Either find a way to tax everyone fairly or don't tax us. Perhaps a per mile driven tax would be more appropriate or charge higher registration fees.

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

- Tolling is more than raising extra revenue for projects as gas tax income goes away. Will be essential for the use of our roads. I think people will get behind it when explained respectfully and honestly and completely. I do not understand why the plan is not more comprehensive, ie toll all freeways (84, 217, 26... and I-5 205 in Washington, too.) without any "no toll" areas. That seems like it would keep the size of individual toll payments lower. Problem with Abernathy Bridge toll is that it needs to be too high by itself to cover the cost, and that is what will cause all the local traffic issues. If ODOT uses a serious listening and "we are all in this together" approach we citizens will get on board. The past approach has been too bureaucratic and tone deaf. This is a serious and challenging problem and we rely on ODOT to usher us through the solutions the best way possible. Just don't be bureaucratic and tone deaf. Wishing you an awesome resolution. Chuck
- It has been known for decades that road "improvement" projects are rarely more than a bandaid - traffic numbers soon rise back to the previous levels. Drivers who formerly took the freeways are now racing through previously quiet streets, endangering residents and impacting property values while freeway numbers will creep up again. Just look at the Buchanan report in the UK in the 1960s. The ONLY solution is to reduce the number of cars on the roads!! Reward ridesharing, subsidize shared Uber/Lyft trips, promote more flexible models of public transportation- anything else will lead to congestion on alternative routes and increasing pollution. I UTTERLY OPPOSE ALL TOLLING OPTIONS
- "Please take a moment to review the comments and ideas I shared during the public comment period. Yes, I am a daily commuter, like many Portland residents who must travel across the city for a job, and this directly has an impact on our family. Thanks, Burton Oregon roads should be Toll-free! We could tax electricity generation for electric vehicles.
 - Tolls set an undesired precedent. Roads are our shared responsibility.
 - Tolls guarantee special contracts for specialized technology companies in the tolling industry. This is an unnecessary expense.
 - Oregon and Portland could create an electric car tax for the generation of additional electricity for electric cars. This can easily offset the income losses from the current gas tax. Use registered electric cars in Oregon for your database and tax collection. This a low-tech, simple solution.
 - Tax trucks that are over certain weight limits. They disproportionately erode our roads. Tolling and Monitoring
 - Colossal waste of money. Send bills in the mail? Make people buy monitoring devices for their car?
 - Creates bureaucratic juggernaut to run this program. Can we please invest in excellent schools and reducing crime instead? Bureaucrats are expensive.
 - Wastes time, energy, and money to constantly upgrade technology from the tolling industry. Creates unnecessary waste-environmental toll.
 - People are already covering their license plates (if present) with shaded covers on I-5. Evasive behavior will increase.
 - Tracking down and sending tickets to people in other states is difficult to enforce, another unnecessary expenditure of resources.
 - The weight of trucks does the most road damage, not cars.
 - I-5 through downtown will become a bigger nightmare – please do not exacerbate congestion. Have some respect for your taxpayers. Federal Funds should do the heavy lifting.
 - This is national-level corridor for transportation.
 - Projects like these should use federal funds.

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

- The "Bipartisan Infrastructure Law," is the largest long-term investment in our infrastructure and economy in our nation's history. It provides \$550 billion over fiscal years 2022-2026 in new federal investment in roads, bridges, and mass transit, water infrastructure, resilience, and broadband.
- Might our current bureaucrats do the legwork necessary to utilize this funding? Following a significant earthquake, we may need a new bridge and bridges anyway.
- Our focus should be on federal funds and assistance at this point. More traffic on small streets is dangerous.
- Tolling will cause more people to use alternative routes. This punishes local taxpaying residents, whose parking has already been compromised by other political decisions.
- Limit congestion to school buses and residents parking outside their homes, please don't augment it."
- People don't drive 205 and I5 by choice, it's miserable. We do so because it's necessary for work or school. Please recognize our community's shared responsibility to financial and educational infrastructure by not further penalizing people who have to drive to pay taxes. Balance the budget another way, let's all share the responsibility.
- This tolling idea is crazy and a complete over reach and unfair to all citizens. We live in Charbonneau and are totally against all aspects of the proposed program. At a minimum, we should be exempt from paying a toll just to go into Wilsonville using the Boone Bridge.
- We are against any and all tolls period. Your attempts to sugar coat your terrible and totally unnecessary tolling charade adds just another layer to your unacceptable tolling debacle. Your approach is: If you can't dazzle them with brilliance, baffle them with bullshit. All it accomplishes is to highlight your incompetence. And it demonstrates decades of poor planning, mismanagement and lack of foresight. Now you want us to pay for your failures. We the people don't want your stupid tolls forced on us in any of your idiotic configurations. We the people will vote out any elected officials that support tolling. We the people will sue any unelected parties associated with forcing these very poor and ill-conceived plans to toll Rt 5 and Rt 205 on us. The unacceptable tolling plans, and the totally unacceptable tolling options only serve to point out one glaring fact. Anyone promoting tolling needs to go. You are the problem. One way or another, you need to go. The two options that actually could be acceptable are obviously above your pay grade and beyond your ability to comprehend.
 - 1- Don't force tolling, in any form, on a population that doesn't want it.
 - 2- Consider tolling configurations that have been successfully implemented in other regions, such as the DC Beltway.
- The reason you have public backlash is because the Project Managers and consultant firms you hired as staff did not have a required Equitable Infrastructure course 40 years when they were in school. Instead they sat with a bunch of white men learning how to ensure the power stays in their hands, while Black people were banned from the state. You disgust me. One single Equitable Transportation course is littered with substantial proof that tolling was developed, designed, and implemented as a tool to ban "unwanted people" from Cities. Often called the "ugly" tax it barred people with disabilities from enter major cities. This has since evolved to be a systematic racist ploy towards black people in the United States. Planners have gotten lost in the need for funding that they are too close and do not understand the history of the industry, the harm, and the hurt. West Lynn is the second-riches city in Oregon and predominantly white. I know for a fact that every single Environmental Review will say it is unjust to charge residents so close to a toll because the financial impact will be too great. So you are proposing to add a toll into the most resourceful and beautified area of the State but will not be taxing the people who are white and can afford to live their solely because of the color of their skin.

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

This toll will only impact lesser income minorities. You are proposing tolling the Abernethy Bridge which is very clearly a tax against the poor, a tax for being black, a tax for being ugly and unwanted. You are preventing Oregon residents with the same right to public services, employment, and recreation as the people in West Lynn, but instead of recognizing that the only reason these people do not currently live in West Lynn is because of the state's systematic racism from when not even 100 years ago Black people were public ally executed for being Black. One single demographic analysis would have shown that tolling was unjust. One single course on Equitable Transportation Planning would have stopped this project. Immediately require a comprehensive Equity training for all ODOT employees and contractors. Immediately cancel all elements of the Toll program. You are wasting money trying to fix an Racist Tool that CANNOT BE FIXED. Raise road taxes. Add income tax. I don't fucking care. Just stop being racist. Tolling will never be just. Something built off the premise of hate and exclusion will never be okay.

- As s a retired person, with limited income, I want a time of day, non rush hour, to travel on I-205 or I-5 FREE. Rose
- This bridge is not a problem for traffic, all explanations for project purpose not sound reasonable
- You took the wrong approach. You should only toll the bridges over the Columbia. The bridges are needed now and people will get used to tolls, you can explore road tolls at a latter date.
- [- tolling for commercial vehicles- higher taxes for business in the 205/i5 corridors employing more than 50 people or more than 50 people not living in the same zip code. - higher trimet taxes for corps in the same corridors.- higher trimet fees for riders Tax and charge those who use the roads commercially, mass transit (Make trimet pay for itself), Increase police presence as a result of increasing fees. Improve the roads. we pay plenty in taxes but the gov is throwing it away and not allocating correctly. If you can't afford to manage the money to take care of the roads....maybe we don't need them.in short...no civilian tolls or tax increases beyond what inflation may require.
- In other states, they have roads dedicated to being a toll road, so it actually takes drivers off the busy roads and they get a drive with less cars. Both roads that are being consider are main roads for all living in the area. I do not see how paying a toll will lessen the traffic, these roads have to be used by those living here. Are the trucking companies going to have to pay too?
- Trying to find the survey for the 205 tolling project. HOWEVER, the biggest concern and distrust in ODOT is that there are NO efficient and rapid mass transit options for this section of metro. Build efficient mass transit in this area then would be more agreeable to talking about tolls. Amtrak goes through Oregon City but the service is so infrequent that it is not even useful.
- What about those of us that only occasionally use I205 as is in our case? There are only two ways for us to get to Camas/Washougal for grandkids sport events, I5 (which I dislike) and I205. We only go when on Saturdays but not on a regular basis.
- Question: The toll survey doesn't specify that the tolling is in effect 7-days a week. Given there is no comment on that, I can only assume any tolls will be 7-days a week. There is also no indication of what the toll 'amounts' will be (to judge how much additional \$\$\$ would be required to travel those routes. We live in Salem, and typically travel to/from Portland and around the metro area at least twice a week on weekends (more if a vacation day) for breakfast and shopping errands. If tolls are too costly, that will change our sadly impact our choices. Please provide information on a range of anticipated tolling costs so we are more informed when responding to surveys on this topic.
- Hello, Guys! Into whose accounts will money go from I-5 and I -205 Toll payments ? Who will have an access to such accounts and who will decide the money use/spending ? Thank you for your detailed response.

Regional Mobility Pricing Project

Fall 2023 Tolling Options Engagement Report Appendix: Email, Web Comment Form, and Voicemail Comments

- I just took the survey about the tolling and I do have to say it's the stupidest thing in the world. I would like no tolling and I think many people would without a vote. I don't think anyone should be able to add a toll to the roads. My question is how can you legally add tolls to the road?
- on what principle will the taxi driver move?
- Why don't you have a directional tolling on I 5 and 205? Toll the people who don't pay Oregon property tax and vehicle licensing and tax's. Make it a directional toll to get the people who travel from WA into OR for work. Then maybe they will move to OR and pay the tax's down here. Also how long will we have to pay for the toll's on roads that we have already paid for? If you don't have enough money to pay for the bridges, then that should tell you that you can't afford it. I know it is a crazy thought for a public employee, but the rest of us have to follow that rule. If you can't afford it, you can't buy it.
- How about toll express lanes like California and Washington?
- I lived in the Bay Area for 20 years and tolling is the wrong thing to do. An additional gas tax should have been added when gas prices were low. An additional amount, say \$20, could be added to vehicle registration. Why is tolling a given? Just say no to tolling. Find a better, less cumbersome solution. All your solutions are ridiculous and require a PhD to figure out how they work and how much it's going to cost. Terrible leadership, bad decision.
- Please help understand why Oregon wants to put a toll on I-5/I-205 for Washington residents to enter/exit Oregon. Could vehicle registration renewal process be changed.... maybe tags must be renewed each year instead of every 2 years? Example: Every 2 years = \$200. 00....change to yearly = \$120.00.....Not sure what the administrative burden would be to manage the tag process....might create a few more jobs....
- NO tolls. That's what is needed. No matter what tolling process you use, people will divert to side streets which cannot handle the traffic. Where are the options to NOT charge a toll for retired people? My low income can't afford a toll of any amount yet I need to travel on the roads you marked. Find a different way to get your funds as tolling is NOT a good option.
- I have made this comment several times before and asked the question at public meetings and have never received an actual response. First, no roadway should be rolled that does not have a mass transit option. I am talking about 205 where there is no transit option for the corridor and second, I have said several times that I would be supportive of tolling new lanes. Like many other cities have done. This way people who want to go faster pay the toll for the new lanes. The existing lanes pay no toll, since those were built long ago. Gas tax and vehicle registration fees should be paying for ongoing maintenance of existing lane miles. I would love a response.
- I fail to see how tolling will make traveling I5 faster. When traffic is heavy on I5 now and drivers divert to side streets in Wilsonville you can't get South on I5 or through Wilsonville. I would like to know what the proposed toll rates would. Personally I think this is just another way for the state to raise money and then waste it. I have lived in Oregon 11 years and all of that time there has been study after study regarding a replacement bridge to Vancouver WA. just build the dam bridge and stop all the studies. STOP wasting my money. Then there is measure 110 another mess. Eleven years ago Portland was a beautiful city, I could walk the city streets, shop, enjoy the restaurants and theaters. I don't go downtown any more. Guess you won't get much toll money from me.
- We are already taxes enough in the Metro area! We pay higher fees at the gas pumps, we pay extra fees for vehicle registration and I'm sure some income tax goes to ODOT. NO TOLLS! Tolls are disparaging to lower income people. Middle class people are even struggling because the cost of everything has increased so much! Citizens need to budget and stick to that budget. If an emergency

comes up and we don't have funds, we can't make up some BS fee to take money from others. Government needs to figure this out, without making us pay more money just like us citizens have to do all the time! And what are you going to propose for the side streets that start getting all the traffic from people who refuse to pay tolls? You are going to create more problems with the infrastructure. I strongly opposed tolls on any Oregon road!

- I can see no way that tolling will improve traffic flow. It will only become an income producer and encourage use of side streets. Why would you expect any improvement in traffic?
- Hi, What is the plan to stop drivers from using surface streets to get to their destination in an attempt to avoid the tolls? Enforcing a toll will likely push drivers who don't want to pay onto surface streets, increasing the likelihood of dangerous driving and wrecks which are more dangerous for the pedestrians and cyclists using surface streets.
- Dear ODOT: As a home owner in Willamette West Linn I am deeply concerned about the effect the tolling project will have in our small community. To get out of the neighborhood one must use Willamette Falls Drive, a 2 lane stretch of road in the old town area, with a few stop signs that already slow down traffic. Many people will try to bypass the tolls by using Willamette Falls Drive as an alternative. This will be a disaster for the residents trying to enjoy the peace of our community's downtown area. Not only that but we will be further burdened by paying tolls just to leave our neighborhood to visit adjoining towns like Oregon City and Tualatin. My job requires me to drive back and forth several times during the day over the areas with proposed tolling. It will have a significant impact on my finances and may even cause me to lose my business. This is very unfair to West Linn residents, who already pay some of the highest property taxes in the state. Here are other concerns that must be addressed: 1. Who will define who is low-income, and what relief will these households receive? Does creating a credit program that has to be opted into just create another access issue (more bureaucracy to navigate)? This should be sorted out prior to the program being approved. 2. Will West Linn get any transit to offset impacts? As with the above, why hasn't this been determined in advance of the tolling program? What about the impact on local organizations like the West Linn Food Pantry? Delivery drivers are volunteers, often themselves seniors on fixed incomes. 3. How can it possibly be that the only mitigation measure needed in West Linn is a small section of pedestrian improvements on one street? If traffic is increasing 100%, how can there be no impacts? How does ODOT plan to conduct further outreach in West Linn? In-person events are being held in Tualatin, Gladstone, and Oregon City but not West Linn. 4. Will the impacts on the business community be clearly studied and defined? 5. Does tolling makes sense on I-205 when there are so many diversion opportunities? ODOT already created part of the problem back in the original design of I-205 and its intersection with Highway 43 and Willamette Falls Drive. Thank you for considering our concerns.
- Please explain how commuting to work at a hospital as a healthcare worker you are supposed to "work from home", "alter your commute time" or use public transport options that do not exist (Oregon City / West Linn to Providence St Vincent) to avoid this extra expense?
- Our employees will be impacted by tolls who are lower income workers, what will be done to ensure social justice? Your answer: Employers need to raise wages to compensate. Here's some economics 101: Higher wages lead to higher prices. Higher prices result in fewer sales. Fewer sales results in less income, lay offs and eventually business closure. With layoffs and closure there will be fewer drivers and less toll income, therefore tolling is not a good answer. Tolls are not a solution, they add burdens.
- Heard there is a survey about tolls. Could not find it. NO TOLLS. Use your budget wisely.
- Why don't you ask better questions, instead of just trying to get answers you want? How about telling us what you are doing with our current taxes and fees you are charging us. Plus, federal funds you

are receiving for roads. This tolling seems very redundant and double dipping. Why not put this to a vote of Oregonians? All of this tolling is going to drive people to use alternate routes to avoid the tolls. If you think otherwise, you are just sticking your head in the sand.

4 Comments Received by Voicemail

- Will there be tolls for emergency response vehicles going code? Will there be tolls for vehicles not going code but going to training, either in emergency response vehicles or for non-emergency response vehicles? Will there be tolls for the Battalion Chief vehicle in any circumstance (responding to incident or other, such as event, training, appearance)? Will there be tolls for staff using regular vehicles, such as IT staff, admin staff, or staff in non-emergency response vehicles?
- Hi, my name is Yvonne, and my husband crossed the Hood River Bridge, probably like 4 or 5 o'clock in the morning and nobody was there to take our payment and stuff like that. Nobody was there. There was a little board there saying they would mail us a bill. We had to go on through, so they will mail us a bill within 7 to 10 business days. But it's been 7 days and I haven't seen a bill from the state of Oregon for crossing there. If you could call me back that would help me out to tell me if I owe you a bill. Hopefully I hear from you and you get back to me.